

Rudgwick Traffic

Newsletter 1

June 2021

Introduction

The Traffic Calming Working Group (“TCWG”) is a sub-committee of Rudgwick Parish Council (“RPC”). The TCWG is tasked to consider and evaluate initiatives to calm traffic through the parish and to make recommendations to RPC. Although several parish councillors sit on the TCWG, it does not itself have a mandate.

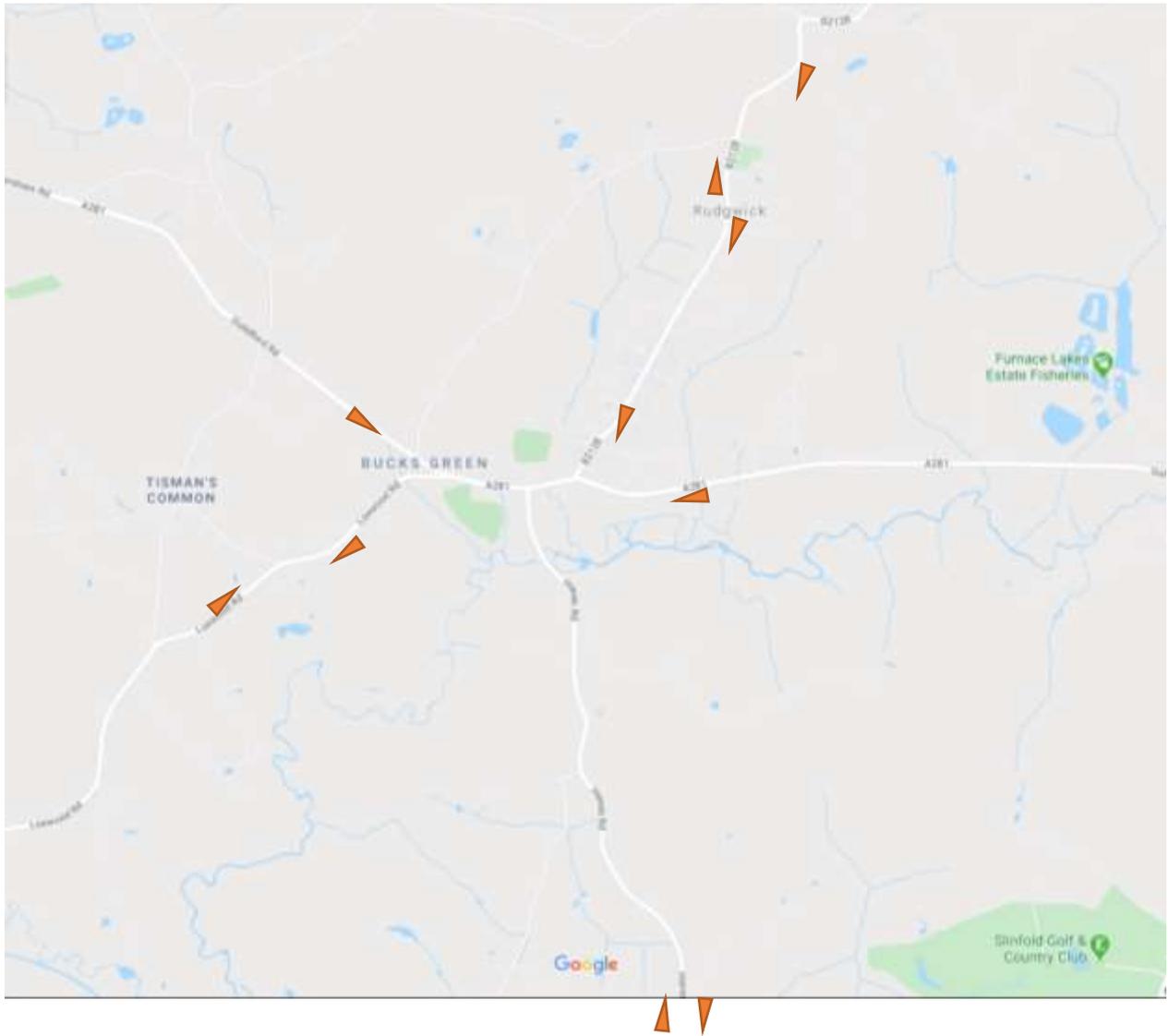
Measures approved by RPC remain subject to approval from West Sussex County Council (“WSCC”) Highways department. Schemes are assessed on several different criteria, including impact and value for money. Funding is not unlimited, and we compete with every other parish for an allocation. Schemes must pass a de minimis score in order to get taken forward – the TCWG aims to put forward the best case for allocation to come to Rudgwick’s initiatives, which includes obtaining support from its residents. Although limited, RPC does have access to Section 106 / Community Infrastructure Levy (“CIL”) funds that are collected from developments within the parish to the extent that such funds are earmarked for traffic related measures.

The TCWG considers a wide variety of measures that can be targeted at calming traffic movement through the parish. However, enforcement rests solely with the police and we have no local mandate to act against motorists. What we can do, is look to measures that can influence motorist behaviours. Regardless of any measures that we can execute, nothing will stop unabashed recklessness. There will always be bad apples and we must live with it. Furthermore, we cannot impact the volume or types of traffic. The highways are public for all motorists to use at their free will and measures do need to bear that in mind.

Set out below is a summary of measures that have been put in place or are work in progress.

Speed Indicator Devices

We have secured two speed indicator devices or ‘SIDs’ for the parish. These display the speed of oncoming traffic, indicating where drivers are in excess of the speed limit. The devices record the speed of each vehicle and hence volume of traffic too – data that can be downloaded and analysed. Please note that these are not used for enforcement purposes. The devices are mobile, and we have identified and had approved by WSCC Highways ten sites about which we may rotate them. They are currently sited on Church Street – one outside Jubilee Hall and one outside the Scout Hut. The sites approved are illustrated below.



We are yet to confirm with the supplier the recommended time each device should remain in situ, but we are informed that they lose impact if they stay in the same location for too long. Early indications are that they are having the desired calming effect on motorists. Given the positive impact and in recognition that there are strong arguments for every site to 'be next' we are hoping to acquire more devices which will mean we can cover more sites at the same time.

Data extracts from the devices will be uploaded to the PRC website from time to time.

Pedestrian Crossing

We have made an application under the WSCC Community Highways Scheme ("CHS") for a 'signalised crossing' (a traffic light enforced pedestrian crossing) on Church Street outside Pennthorpe School / the Scout Hut. The scheme has passed the threshold criteria set by WSCC and is to go into a detailed scoping and technical design process. This summer a footfall survey will be undertaken to obtain evidence that there is sufficient need for the initiative – we hope that this will pass with aplomb given the volume of pedestrians crossing Church Street, especially at school pick up and drop off times. Realistically, and subject to the

detailed scoping and technical studies, we should not expect to see a crossing installed this side of 2023.

Yellow lines

We have made a Traffic Regulation Order (“TRO”) application for double yellow lines on Tates Way and the corners of Queen Elizabeth Road, Church Street and Orchard Hill, as illustrated below. Like the CHS scheme above, this is subject to being scored and only the top scoring schemes will get the go ahead. The deadline for 2021’s allocation of approved TROs is end July and as of February this year we were informed that ours was the highest scoring scheme.



Watts Corner

We are in the process of making an application under WSCC’s Local Transport Improvement Programme (“LTIP”) for junction improvement at Watts Corner – the junction of Church Street and the A281. In an ideal world this might take the form of a roundabout, but realistically it will be subject to extensive technical and legal input. Understanding the cost implications, we have suggested that a widening of Church Street and installation of a filter lane for traffic approaching the junction in a southerly direction might get better traction. Every year WSCC recommends a programme of the highest scoring schemes to the Cabinet Member for delivery for a given level of resources and funding. The demand for such work far outstrips both resourcing and funding so inevitably WSCC must prioritise schemes which deliver the highest benefits.

Downslink crossing.

Following the incredibly sad fatality involving a cyclist on the Downslink Crossing over the A281 last year, the coroner completed her inquest on 27th May 2021 with a verdict of accidental death. She has raised the crossing as a matter of concern with WSCC as follows.

“It is understood that WSCC has identified a need to address the issues at this junction and has undertaken (or is about to undertake a feasibility study) but it appears that at this stage there are no definitive plans in place to take this forward. Therefore, the significant risk to the users of this junction remains.

In my opinion action should be taken to prevent future deaths and I believe your organisation have the power to take such action.

Your response must contain details of action taken or proposed to be taken, setting out the timetable for action. Otherwise, you must explain why no action is proposed.”

WSCC have until 24th August to respond. The full coroner’s report can be reviewed at <https://www.judiciary.uk/wp-content/uploads/2021/06/Pathushan-Sutharsan-2021-0193-Redacted.pdf>

Signage has recently been improved. In March 2021 we received notification that WSCC Highways have made an application to the WSCC LTIP for a bridleway bridge. This will ensure that the project has a feasibility study and costing carried out so it can be evaluated to the programmes criteria and along WSCC priorities. It would then be a listed project for which internal and external funding can be sought.

Co-Op

We are looking to appoint a consultant to consider the area outside the Co-Op on Church Street. This is very clearly a busy thoroughfare for both motorists and pedestrians and is susceptible to log jams. WSCC Highways team has suggested that we engage a consultant to help us identify the art of the possible re any measures that could help both flow and safety.

Haven Road

The air ambulance was recently called to attend to a motor cyclist on the Haven Road just to the south of Bucks Green on the Haven Road. There is a bend that has poor visibility and where the road is narrowed by vegetation ingress. Potholes on the apex of the bend travelling in a northerly direction have also caused motorists to swerve awfully close to or even over the white lines. The speed limit between The Haven and Bucks Green is 60mph which exacerbates the risk at this site.

We are informed that signage warning of the bend will be installed although we do not have a timetable for this. We are considering a TRO for the speed limit to be lowered to 40mph. The potholes have been repaired by WSCC and we understand a local team of volunteers, with the blessing of the adjacent landowner, are shortly attending to cutting back the vegetation.

Matt Gilmour

Chairperson