

## Rudgwick Traffic

### Newsletter 2

November 2021

#### Introduction

This second newsletter follows the first, published in June 2021, and provides an update on the key areas being addressed by the Traffic Calming Working Group (“TCWG”). Readers are encouraged to read both newsletters as the content is not replicated.

#### Speed Indicator Devices

Having secured funding via s106 monies, we have procured four more devices following the success of the original two that are expected to remain in situ on Church Street. We await a date for Balfour Beatty to erect the poles at the other eight locations around the parish, soon after which the new devices shall be installed. We hope that will be in the next small number of weeks.

The plan is that two shall be put up on the A281 and be permanent features, and the other two to be rotated between the two approved locations on each of the Haven Road and the Loxwood Road.

The appendix sets out some key graphs derived from data collected from the two devices on Church Street – one being outside Jubilee Hall and the other outside the Scout Hut (opposite Pennthorpe School). The devices record traffic speeds and traffic volume in *both* directions despite providing a visual display in only one. This enables us to compare *incoming* data (being in the direction that triggers the display) and *outgoing* data (the direction without the display). During July we trialled a ‘spy’ feature on each device whereby the display is switched off yet continues to record data. This mode allows us to directly compare motorist behaviour with the visual display on and off in the *same* direction.

The impact of the SIDs being ‘on’ is as follows:

##### *Jubilee Hall*

- Average speed down by 1.6 mph (5.3%) to 28.5mph
- V85\* down by 1.75 mph (5.0%) to 33.3mph
- Motorists travelling in excess of 46mph down by 32% (to approximately 1 in 200 drivers from 1 in 140 drivers)

##### *Scout hut*

- Average speed down by 1.5 mph (5.5%) to 25.9pmh
- V85\* down by 2mph (6.5%) to 29mph
- Motorists travelling in excess of 46mph down by 39% (to 1 in 1,800 drivers from 1 in 1,100 drivers)

\* V85 is the speed under which 85% of motorists are recorded

## **Community Speedwatch**

Rudgwick Community Speedwatch started sessions in May with recording and input to the National CSW system from late June this year. There are currently 13 active, fully trained operators. Several work full time so their participation is restricted, and our objective is to recruit more volunteers, hence the advert in the October and November Parish magazines. Thus far response has been minimal.

In that time, we have run 38 roadside sessions across 12 sites, in Loxwood Road, Lynwick Street, on the A281, in Cox Green and in Church Street. Sessions are one hour in duration and may monitor traffic in one direction, or sometimes 30 minutes in each direction. Sites are chosen under strict criteria, and risk assessed and approved by Sussex Police.

During this time (figures from 24 June to 24 October) we have monitored 4,453 vehicles, and recorded details of 354 offenders exceeding the CSW threshold limit - 30mph + 10% + 2mph. Letters are then sent to such vehicles' owners by Sussex police, once checked against the DVLA database for accuracy.

We use teams of two or three, the latter especially on high volume sites like the layby by the Fox Inn on the A281.

We cannot operate a session in proximity to a working SID, so when the devices in Church Street have been displaying, we move operations to other sites in the village. The new devices referred to above will also affect placement of sessions once they become operational.

Dependant on the time of day, results of speeding vehicles vary greatly. On the A281, it is interesting that in sessions on a Saturday morning early, almost half of the vehicles monitored (70 - 80) are speeding, whereas at peak times, the volume monitored can increase by 600 - 700%, but speeders drop to between 3-7%, due to sheer volume of traffic (maximum recorded 531 in an hour). The maximum recorded speed in a 30mph zone has been 60mph.

When the group started, we were loaned a radar gun and kit by Sussex police, but thanks to Rudgwick Parish Council we now have our own.

## **Pedestrian Crossing**

There is nothing further to report on the progress of our Community Highways Scheme for the pedestrian crossing between Pennthorpe School and the Scout Hut. Our realistic expectation is that, subject to the detailed scoping and technical studies, we should not expect to see a crossing installed this side of 2023.

## **Yellow lines**

We await the outcome of our Traffic Regulation Order ("TRO") application for double yellow lines on Tates Way and the corners of Queen Elizabeth Road, Church Street and Orchard Hill.

## **Watts Corner (Junction of Church Street and A281)**

RPC has written to WSCC requesting a solution to the Watts Corner congestion and whilst noting that a roundabout or traffic lights might be ideal, a slip road might be more feasible given the cost. A significant part of the funding could then be provided via the Highways s106 funds arising from the Barleycroft development and earmarked for the A281. Helpfully the adjacent land needed for the slip road is owned by WSCC. A formal application to the Local Transport Improvement Programme (LTIP) has been submitted.

## **Downslink crossing**

RPC reviewed the WSCC response to the coroners request for a 'Prevent Future Deaths' report and was unimpressed, especially by the absence of substantive short/medium remedies (a bridge or controlled crossing is years away). RPC therefore determined that a formal TRO should be submitted to officially request action 'now'. This asks for the 40mph limit to be moved some 450 metres towards Horsham. It requests new warning signage at the crossing, and with an advisory speed limit of 30mph (similar to what you see on sharp bends – e.g. dangerous bend, max speed 30mph). It was considered whether to request instead the Bucks Green 30mph limit be extended eastwards right up to the crossing, but not felt achievable within current rules.

## **Co-Op**

We hope that we have now identified 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**

We have yet to progress a TRO to reduce the speed limit on the stretch of road between The Haven and Bucks Green. We have sought to mitigate the risk that the Downslink TRO has to compete with other TROs in the parish during this annual cycle as we understand that only three per year are approved across the whole district. The aggressive cutting back of the hedges by a team of local volunteers has had a big impact on the approaches to the bend and on the visible width of the road as traffic has shifted the detritus that had gathered at the edges.

**Matt Gilmour**

**Chairperson**

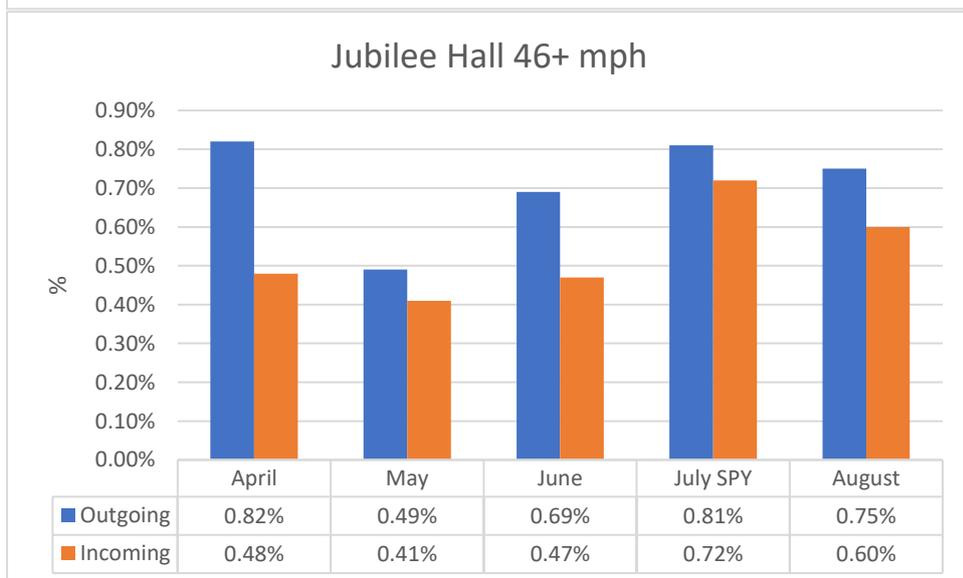
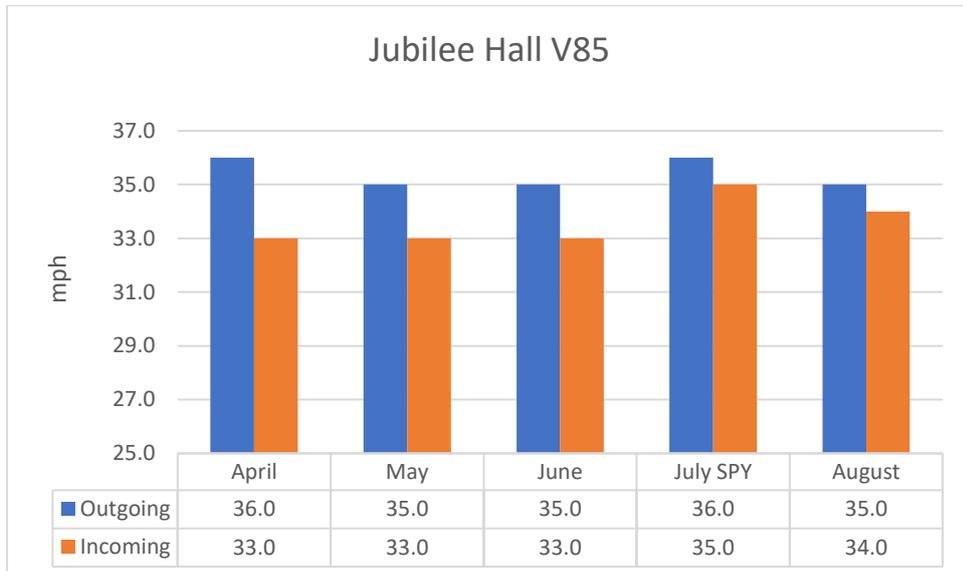
## Notes

*The Traffic Calming Working Group (“TCWG”) is a sub-committee of Rudgwick Parish Council (“RPC”). The TCWG is mandated 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.*

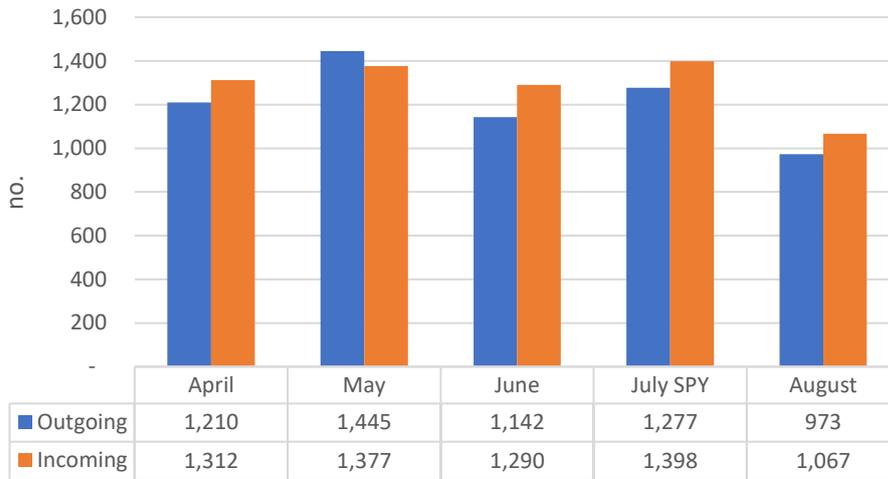
*Measures approved by RPC remain subject to approval from West Sussex County Council (“WSCC”) Highways department. Schemes are assessed on a number of different criteria, including impact and value for money. Needless to say, funding is not unlimited and we compete with every other parish for an allocation. Schemes have to 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 take action against motorists. What we can do, is look to measures that can influence motorist behaviours. Regardless of any measures that we are able to execute, nothing will stop unabashed recklessness. There will always be bad apples and we have to 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.*

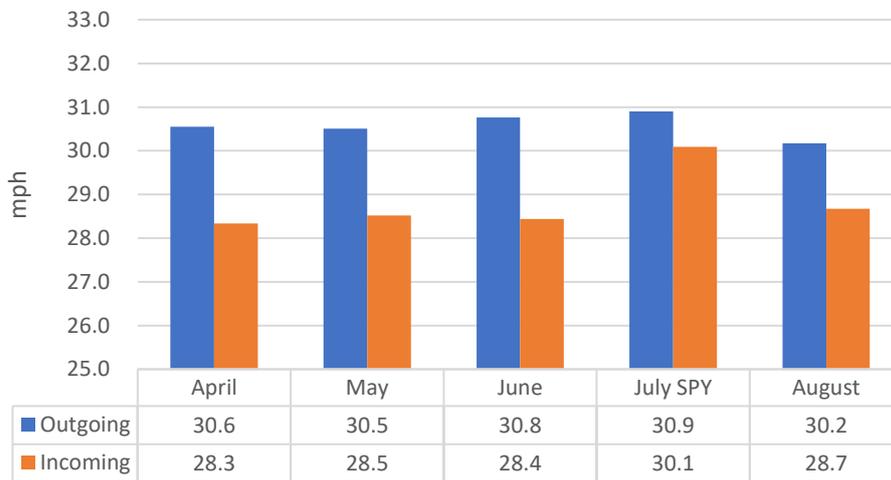
Appendix

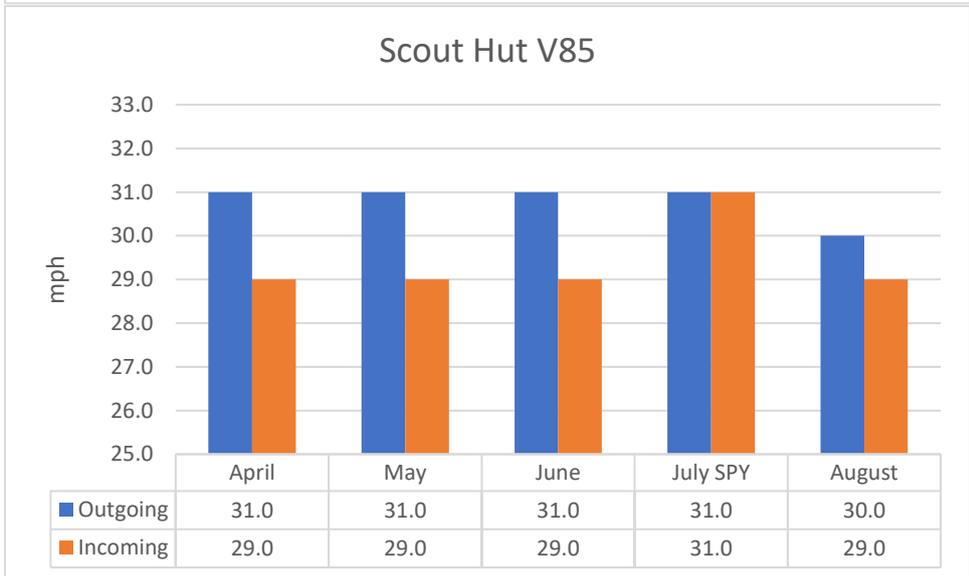
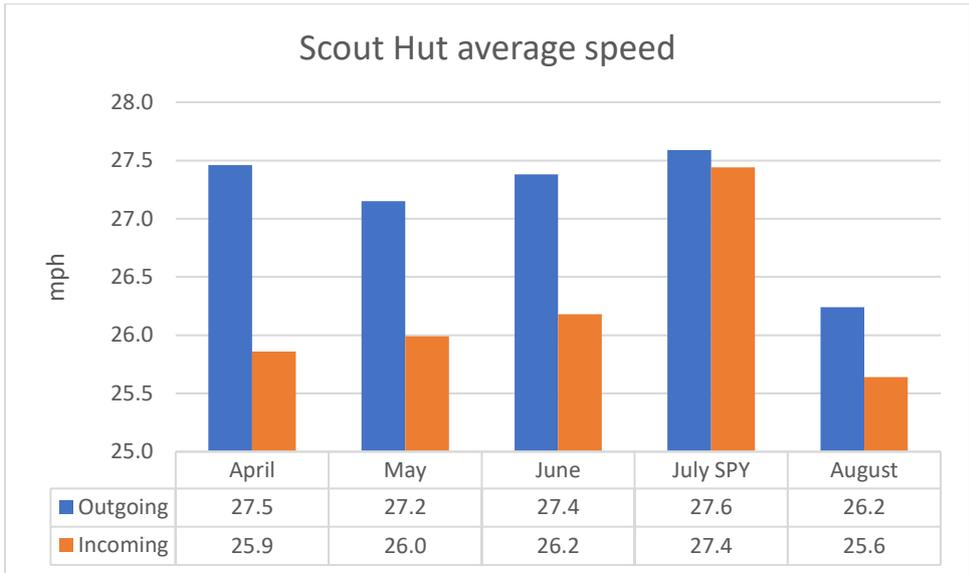


Jubilee Hall avg. no. vehicles per day

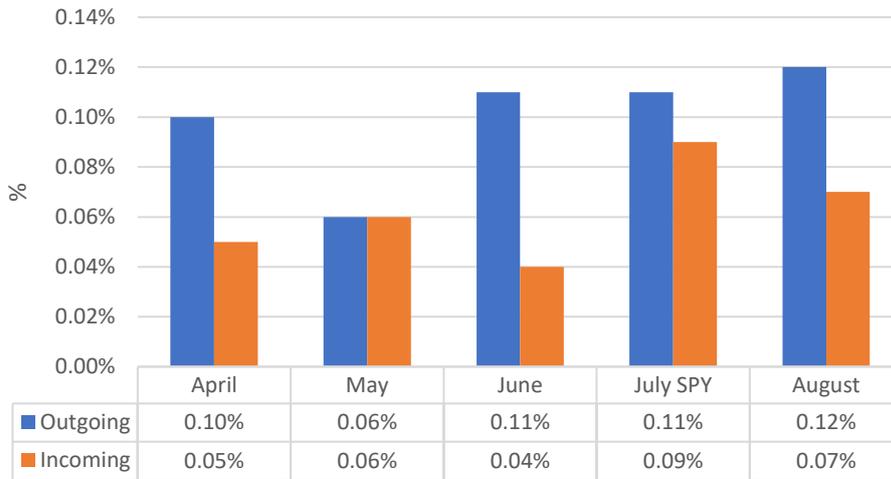


Jubilee Hall average speed





### Scout Hut 46+ mph



### Scout Hut avg. no. vehicles per day

