



EAST SUSSEX COUNTY COUNCIL

Community Match Initiative

Chailey Parish Council

Application Appraisal Review

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Community Highways Appraisal

1. INTRODUCTION

1.1. Chailey Parish Council (CPC) has applied, through the East Sussex Highways (ESH) Community Highways programme, for an appraisal to be carried out on the following proposal:-

- Pedestrian crossing facilities on the A275 to the south side of the Mill Lane Junction.

1.2. In 2011, East Sussex County Council (ESCC) considered improvements to crossing facilities in the vicinity of the junction of A275/Mill Lane as part of a wider feasibility study in improving accessibility in Chailey. The study considered two options;

- A controlled crossing on the A275 to the south side of the Mill Lane junction;
- Two pedestrian refuge islands on the A275 either side of Mill Lane junction.

1.3. In 2019, these two options were considered further, with contemporary speed data being obtained by CPC in 2019. It was considered the introduction of a signalised crossing would provide more benefit compared to the provision of two pedestrian refuge islands. The estimated cost in 2020 for the design and implementation of a signalised crossing scheme was in the region of £245,000, which would be too high to be considered under the Community Match Initiative.

1.4. The purpose of this report is to review the available data and look at options that may be available. This review will then provide guidance on whether or not the measures meet the requirements for Community Match funding and are likely to be supported by ESCC. This will help the applicant decide whether to make a formal application for Community Match funding at a later date.

2. OBJECTIVE OF SCHEME

2.1. The Parish Council have requested that the following measure is considered in this assessment:-

- Dropped kerbs, tactile paving and footpath improvements on the A275 to the south side of the Mill Lane junction.

2.2. The objectives of the proposals are to improve road safety for pedestrians, particularly school children and residents on Mill Lane, to cross the A275 to access the school, the doctors' surgery as well as other village amenities on the eastern side of A275.

3. EXISTING SITUATION

General

- 3.1. The A275 is a strategic link in East Sussex and, consequently, has a high volume of traffic. This single carriageway unlit road heads north-south between the villages of North Chailey and Cooksbridge, through the village of South Chailey.
- 3.2. Mill Lane is an unlit single carriageway, on the west side of the A275, linking Chailey School, South Chailey Surgery and Chailey Children Centre to A275.
- 3.3. There are two bus stops, on the A275 near Mill Lane junction. The northbound bus stop is located within a bus layby approximately 50m north of the junction. The southbound bus stop is located within a layby that is set back from the main road, separated by a grass verge. There are currently no pedestrian crossing facilities along this section of A275 in South Chailey.
- 3.4. This appraisal has been prepared from a desktop study using information that is readily available. A site visit has not been undertaken.

Speed Limit / Speed Data

- 3.5. The A275 is subject to a 40mph speed limit, whilst Mill Lane is subject to a 30mph speed limit.
- 3.6. Speed data has been collected at two locations north and south of Mill Lane junction in November 2019 which was already considered and reviewed in the 2019 study.
- 3.7. The locations of these surveys are indicated in Figure 1 and the results are summarised below.

Location	Direction	2019	
		Average speed (mph)	85 th %tile speed (mph)
A	Northbound	34.0	40.0
	Southbound	33.0	40.0
B	Northbound	35.0	40.0
	Southbound	35.0	41.0

- 3.8. From these results it can be seen that drivers were complying with the 40 mph speed limit in 2019. However, it is recommended that a more updated traffic data is obtained to confirm that this is still the case.

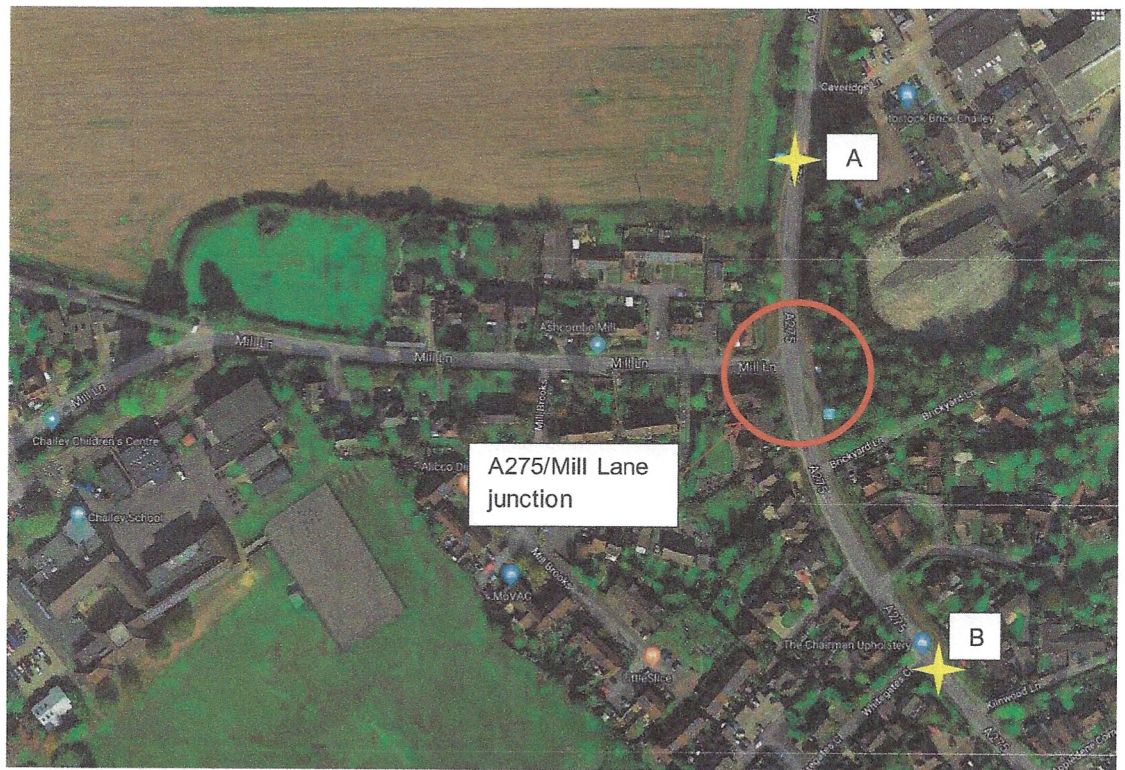


Figure 1 – Site Extents

Accident Data

- 3.9. Three-year accident data between November 2020 and October 2023 shows there has been one slight accident on Mill Lane, but no accidents on the A275 within 100m of its junction with Mill Lane.

Pedestrian Surveys

- 3.10. The most recent available pedestrian survey was carried out in March 2020. ESCC carried out pedestrian counts, by the means of video surveys, in vicinity of Mill Lane Junction between 07:00 and 19:00. The purpose of this exercise was to determine where people crossed the A275 as this would inform the appropriate position to locate a pedestrian crossing point. The results are summarised below.

	North of Mill Lane Junction	South of Mill Lane Junction
12hr Count on 12/03/20	22 of which 8 children	38 of which 26 children
Peak hour count on 12/03/20	08:00 to 09:00 – 5 people 15:00 to 16:00 – 3 people	08:00 to 09:00 – 13 people 15:00 to 16:00 – 15 people
12hr Count on 13/03/20	13 of which 5 children	55 of which 31 children
Peak hour count on 13/03/20	08:00 to 09:00 – 2 people 15:00 to 16:00 – 0 people	08:00 to 09:00 – 16 people 15:00 to 16:00 – 18 people

- 3.11. The surveys data has been reviewed and the following observation made.
- The pedestrian crossing desire line on the A275 is to the south of the Mill Lane junction.
 - The peak in pedestrian numbers crossing A275 coincide with the morning and afternoon school peak hours. This only lasts for a period of 15 to 30 minutes.
 - Most of the children crossing the road are not accessing the bus stop. Although parents are temporarily parked in the bus layby to collect their children.
 - During the school peak hours, traffic is generally busy at the junction, with more traffic accessing/leaving the school. Short queues were observed at the junction in the afternoon, making crossing the A275 for pedestrians more difficult.

4. INITIAL APPRAISAL

- 4.1. In the application CPC request that consideration be given to provision of an uncontrolled crossing point, with dropped kerbs, tactile paving and footway improvement, on A275 at the south of its junction with Mill Lane.
- 4.2. Visibility to the crossing has been assessed against the latest speed data obtained in 2019. For a 40mph 85th percentile speed, the desirable minimum visibility distance is 100m. In order to achieve the visibility for the northbound traffic to the crossing waiting point at the east, the hedges/vegetations at the southeastern corner of the A275/Brickyard Lane will required to be cut back to the highway boundary line.



Vegetation cut back for visibility requirement

- 4.3. The proposed dropped kerbs and tactile paving is classed as an informal crossing. The risks associated with an informal crossing point are similar to a controlled crossing point, such as signalised crossing, particularly relating to visibility during hours of darkness. The area is not lit at the moment and it is recommended that some form of illumination is installed, according to the guidance set out in BS5489-1 2020 and ILP Report No. 12, to improve the intervisibility between both drivers and pedestrians at the informal crossing points and the approaches.
- 4.4. In order to facilitate a proposed uncontrolled crossing point on A275, additional uncontrolled crossing point (with dropped kerbs, tactile paving, and footway) will be necessary for the layby at the southbound bus stop. This is because there is no footway at the verge "island" between the slip lane and the A275.

- 4.5. Previous studies and images from Google Street View show that there is evidence of parking / over-run on the verge island. Therefore, it is recommended that bollards and other measures to be installed at the verge island to prevent conflicts between the illegal parking and the pedestrians at the verge island.



Sign for vehicle overrunning on the verge island

- 4.6. An uncontrolled crossing does not provide precedence to pedestrians, good judgement is required from the pedestrian and pedestrians may have a much longer waiting times on busy routes. Elderly, disabled pedestrians or school children may find them difficult to use an uncontrolled crossing, particularly on busy routes.
- 4.7. For these reasons, the proposed uncontrolled crossing facilities would not provide the benefits to pedestrians at this location and ESH would not recommend that the introduction of an uncontrolled crossing point, with dropped kerbs and tactile paving, on the A275 to the south side of the Mill Lane junction be considered further. The option of a signalised crossing developed in 2011 would be more appropriate at this location.

5. CONCLUSIONS AND RECOMMENDATIONS

- 5.1. CPC would like to improve the road safety for pedestrians, particularly school children and residents on mill lane, to cross the A275 to access the school, the doctors' surgery as well as other village amenities on the eastern side of A275.
- 5.2. The Parish Council have requested that the following measure to be looked in this assessment
 - Dropped kerbs, tactile paving and footpath improvements at A275 to the south side of the Mill Lane junction.
- 5.3. Based on the data available this initial appraisal has looked to see if the proposals would meet the criteria for consideration for Community Match funding.
- 5.4. Even though the introduction of an uncontrolled crossing facility is technically feasible, it is ESH's conclusion that an uncontrolled crossing point would not be suitable on the A275 to the south side of Mill Lane junction based on the following reason:
 - An uncontrolled crossing point does not provide precedence to pedestrians, and relies on pedestrians' own judgement. Good judgement is required, and elderly, disabled pedestrians or school children may find them difficult to use. Pedestrians survey shows that over 50% of pedestrians crossing at the proposed location are child ren.
- 5.5. If CPC still wish to consider improved pedestrian crossing facilities in this location it is suggested that the option to introduce a signalled controlled crossing is considered, although the cost of this is highly likely to exceed the £120,000 Community Match Funding threshold. CPC would have to look at alternative funding streams for this option.