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Sent: 22 May 2019 11:15
To: 'clerk@dallington.org.uk' <clerk@dallington.org.uk>
Cc: Ian Johnson <Ian.Johnson@eastsussex.gov.uk>; Paul Ward <paul.ward@eastsussex.gov.uk>;
Claire Scriven <Claire.Scriven@eastsussex.gov.uk>; Councillor John Barnes
<cllr.john.barnes@eastsussex.gov.uk>
Subject: B2096 Carrick's Hill

Dear Ms Marchant,

Further to the Strengthening Local Relationship (SLR) meeting on 4 April 2019 I have been asked by Mr Ian Johnson to write to you about the safety improvements that we have identified for the B2096 as part of our Speed Management Programme.

The safety improvements extend along the part of the road between the Three Cups Corner 50mph speed limit and its junction with the A271 near Battle. As the killed and serious injury (KSI) crashes are spread along the whole of this length of road, it is appropriate to spread the signing and lining improvements along the entire route.

The safety improvements that we have identified for Carrick's Hill includes the following work;

- 1) Yellow backed double bend warning signs and SLOW markings on a red surface on both the approaches to Carrick's Hill.
- 2) Verge marker posts at regular spaces to help highlight the bends.
- 3) Clearing the detritus from the side of the road and providing a new edge of carriageway marking.
- 4) A further set of SLOW markings in both directions on Carrick's Hill within the set of bends.
- 5) Refreshing all the junction markings at the Baker's Lane/The Street junction.
- 6) Replacing the directional signs and chevron sign at the Baker's Lane/The Street junctions.
- 7) Replacing the existing 10% gradient sign to the east of The Street with a new downhill gradient warning sign and 'reduce speed now' supplementary plate.

The improvements that are being progressed are the most appropriate set of measures to help address the causation of the crashes on Carrick's Hill as they will help drivers understand the geometry and alignment of the road.

I understand that the Parish Council would like to see double white lines to discourage overtaking, however, the Traffic Signs Regulations and General Directions (TSRGD) does not allow us to introduce this type of road marking if the road is narrower than 6.1metres. We did check on site and the width of the road along Carrick's Hill varies between 5.4metres and 6.0metres, so it is not wide enough for us to introduce this type of marking.

We could prohibit overtaking by providing 'no overtaking' signs on Carrick's Hill but to prohibit overtaking with signs requires a Traffic Regulation Order (TRO). This process is expensive and takes many months to complete as we have to carry out various consultations and follow a statutory procedure before we can prohibit overtaking with 'no overtaking' signs.

I have checked the crash data supplied to us by the Police and overtaking is not a causation factor in any of the crashes except an eastbound vehicle passing too close to a cycle. Therefore, introducing a TRO to prohibit overtaking would not address the causation factors of the injury crashes listed on the Police reports and you will appreciate it is important that the

limited resources that we do have available for our Speed Management Programme are directed towards addressing the nature of the incidents..

Additionally, I would advise that if we were to introduce 'no overtaking' signs we would also need to provide signs to indicate the 'end' of the restriction. As a result, a 'no overtaking' restriction on Carrick's Hill may encourage overtaking on other, equally unsuitable, parts of the B2096.

I also understand that you have requested a mirror to be placed opposite the junction of Baker's

Lane. Although we acknowledge that it is sometimes difficult to emerge from a junction, a mirror is normally not appropriate as drivers can misinterpret the information provided from the reverse image and assume it is safe to proceed. Problems can also occur during poor weather conditions with rain, mist and snow obscuring the image in the mirror, sunlight or headlights in the mirror can also dazzle drivers using the road. It may also be difficult to find a suitable location for a mirror opposite the Baker's Lane junction without obscuring visibility from the western most spur of The Street.

We have also considered providing additional signing at the Baker's Lane junction to help highlight the junction to drivers using the B2096. However, as you will be aware the road is a No Through Road that only serves a handful of properties. Therefore, apart from the occasional visitor or delivery vehicle, the majority of drivers using Baker's Lane will be familiar with the nature of the road and the alignment of its junction with the B2096. Although we acknowledge that forward visibility of the junction is not ideal, we were concerned that additional signing at the junction may attract more traffic to turn into Baker's Lane and we would not wish for more traffic to turn into Baker's Lane due to the poor alignment.

Although it is acknowledged that the junction of Baker's Lane and the B2096 is not ideal, it does have a good safety record with no personal injury crashes being reported to the Police in the latest available 10 year period and, as a result, we do not think it is advisable to provide any additional signs at the junction.

However, we will look to amend the existing advance map type directional sign for westbound drivers located to the east of Carrick's Hill with a new layout to include a stub to indicate the location of Baker's Lane.

At the present time we have not received the quote for our works from our Contractor. If the cost estimate is acceptable to us, and we have sufficient funding set aside for the scheme, we will instruct our Contractor to carry out the work.

I hope this helps to clarify our position in respect to the matters that you raised with Ian at the SLR.

Yours sincerely

Michael Higgs

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