

Lindfield Traffic Proposals

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Summary

Having reviewed the document supplied by Lindfield Parish Council and Lindfield Rural Neighbourhood. West Sussex County Council has produced this report to assess each of the 9 identified sites for traffic improvement.

Each of these sites has been fully investigated by numerous site visits and has been assessed in accordance with our Community Highway Scheme scoring matrix. The scoring matrix will assess the scheme against 5 key criteria, Transport and Public, Economic Growth, Environmental Impacts, Feasibility and Deliverability and Policy Support. These sections are then broken down even further into considerations such as public realm, safety and impact on surrounding environments and funding. Each section will score from 1 to 5 with a maximum of 100 points available.

To progress a Community Highway Scheme forward to moderation from assessment, a score of 40+ much be achieved. The moderation panel consists of the six Area Managers. The scoring matrix for each scheme can be seen in the appendices.

Each of the 9 sites will have our findings explained along with the Community Highway Scheme matrix followed by a recommendation.

The method of assessing the sites were initially comparing consultation results, assessing the sites accident history data to our guidelines, assessing the scheme in accordance with the Community Highway Scheme matrix and reviewing the scoring then an overall decision on the scheme.

None of the 9 proposals have scored high enough to proceed to moderation there are recommendation on further options for each proposal.

1. Luxford Road, Newton Road, Dukes Road and Brushes Lane

This proposal is to introduce raised tables at the junctions of Luxford Road, Newton Road, Dukes Road and Brushes Lane. This is a residential area and these were identified to aid pedestrians to cross the road and encourage walking, along with the benefit of slowing vehicle speeds down on the approach to each raised table.

The initial responses from the consultation undertaken were 118 supporting the scheme with 55 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measures may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is one slight accident in the last 5 years, which demonstrates this isn't a high rate accident area and would only get modest benefit from Traffic Calming measures.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix A for the scoring.

The scheme has scored 1 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles and is unlikely to affect safety due to the existing low incident data throughout the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The raised tables will slow vehicle speeds down which could have a negative increase on emissions and air quality and will have a negative impact on surrounding noise and ground borne vibrations.

The scheme scored a total of 15 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has

scored 5 for Land Acquisition and 3 for each section of deliverability, stakeholder support and funding. This is because the scheme could be delivered with the funding identified and there is good support for the scheme.

The scheme has scored 6 from a possible maximum of 10 under Policy support. The scheme shows limited linkage towards West Sussex County Council policies for traffic calming as the incident data doesn't meet intervention for Traffic Calming.

This scheme has scored 34 out of a minimum threshold of 40 but has shown strong community support. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data. The benefits of this scheme will be localised to the residents who live throughout Dukes Road and the surrounding roads and doesn't offer large community benefit.

Recommendation: With all of the information above, the current proposal has been rejected.

Due to the low accident history throughout the area, it will be difficult to justify implementing any traffic calming throughout the area. Whilst money has been identified via Section 106 and the community support the scheme, it would be suggested to review the proposal. A suggestion would be contacting our Customer Service Hub and requesting a series of footway dropped kerbs. This will be forwarded to our Highway Engineer to assess and will be added to a priority list. As Section 106 monies have been identified, the request will be prioritised.

2. Hickman's Lane/Sunte Avenue & Hickman's Lane/Finches Park Road

This proposal is to introduce road narrowing pinch points throughout Hickman's Lane and to create pedestrian crossing points to aid pedestrians and vulnerable users across the road safely. Hickman's Lane is a residential road with grass verges and limited footway crossing points, the road runs alongside a large park with a lot of pedestrian movements.

The initial responses from the consultation undertaken were 133 supporting the scheme with 69 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is two slight accidents and one serious accident in the last 5 years. This demonstrates this isn't a high rate accident area and would only get modest benefit from Traffic Calming measures.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix B for the scoring.

The scheme has scored 7 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles and is unlikely to affect safety due to the existing low incident data throughout the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The pinch points will slow vehicle speeds down which could have a minimal negative impact on emissions and air quality and will have a negative impact on surrounding noise.

The scheme scored a total of 14 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and 2 for each section of deliverability and funding. The scheme has good public support so have achieved a score of 3.

The scheme has scored 6 from a possible maximum of 10 under Policy support. The scheme shows limited linkage towards West Sussex County Council policies for traffic calming. However, the incident data doesn't meet intervention for Traffic Calming.

This scheme has scored 35 out of a minimum requirement of 40 but has shown strong community support. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

Recommendation: With all of the information above, the current proposal has been rejected.

As money has been identified and there has been demonstrated public support for the scheme, if the proposal is changed to meet the needs of the public in accordance with the scoring matrix, then West Sussex County Council would be willing to reassess the scheme. A suggestion would be to remove the pinch points as vehicle speeds don't seem to be a contributing factor to the accidents and are likely to cause more shunts with vehicles unnecessarily breaking. Instead it would be recommended to contacting our Customer Service Hub and requesting a series of footway dropped kerbs. This will be forwarded to our Highway Engineer to assess and will be added to a priority list. As Section 106 monies have been identified, the request will be prioritised by the Structural Maintenance team.

3. Lewes Road/High Street Junction

This proposal is to enhance the visibility for vehicles exiting Lewes Road onto High Street and to provide safety for pedestrians from HGVs turning into Lewes Road.

The proposal is also to turn Lewes Road into a one way street and to widen the Northern kerb line. The final suggestion is introduce traffic signals at the junction.

The initial responses from the consultation undertaken were 119 supporting the scheme with 97 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is one serious accident in the last 5 years.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix C for the scoring.

The scheme has scored 1 for most aspects within Transport and Public Space. If the scheme were implemented it would potentially have a negative impact on journey time for vehicles and is unlikely to affect safety due to the existing low incident data throughout the area. Creating this section of road into a one way system will have a negative impact of sending these vehicles another route which will have a similar impact at other junctions.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The proposal of traffic signals will have a negative impact on air quality, vibration and noise. This will be exacerbated by the narrow nature and high walls of Lewes Road.

The scheme scored a total of 11 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and 3 for stakeholder support. The scheme has no realistic cost estimate associated to the proposals, so potential funding cannot be judged. The scheme has scored 1 for deliverability due to difficult nature of the

current layout, a full detailed study with costings must be attained with realistic options.

The scheme has scored 4 from a possible maximum of 10 under Policy support. The scheme does not meet any of West Sussex Policies also as the incident data doesn't meet intervention for Traffic Calming. As there has been support for the scheme, it has scored 3 for Local plans and policies.

This scheme has scored 29 out of a minimum requirement of 40 but has shown community support. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

There has been some public support towards the scheme but nearly half of the people asked are against the proposal.

The reasoning behind rejecting the one way road aspect would be the large diversion route for vehicles, especially HGVs. This would create a displacement of HGV congestion throughout a residential area.

The traffic signals proposal has been considered but was deemed unsuitable due to the location of the traffic signal heads and the long distance from the junction. This is likely to cause more delays and congestion, albeit will allow HGVs to pass safely. Locating a suitable location for the signal heads without removing the valuable footway space was also a concern.

An option to consider would be to change the junction layout at the junction of High Street on the northern kerb line. Removing the bollards and realigning the kerbs to help HGVs to make the swing into Lewes Road, this would eliminate the need to mount the kerb near pedestrian. However, this would require a full study into the benefits of this, including details of the swept paths of HGVs to ensure they avoid the footway from both directions.

Recommendation: With all of the information above, all of the current proposals have been rejected.

To reconsider the footway section and possible realignment to enable HGVs to turn into Scamps Hill without mounting the kerb.

However, to realistically improve this footway and junction visibility, without purchasing the adjacent properties/shops and removing them, this will not be fully achieved.

4. Lewes Road pedestrian crossing facility

This proposal is to remove centre line throughout the road, to provide on street parking bays along with a small buildout to be used to aid pedestrians across the road easier.

The initial responses from the consultation undertaken were 167 supporting the scheme with 30 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is one slight accident in the last 5 years, which demonstrates this isn't a high rate accident area and would only get modest benefit from Traffic Calming measures.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix D for the scoring.

The scheme has scored 1 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles and is unlikely to affect safety due to the existing low incident data throughout the area. Due to the narrow nature of the road, including a buildout is most likely to have a negative impact on journey time.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The parking bays will slow vehicle speeds down which will have a minimal impact on emissions and air quality and will have a negative impact on surrounding noise.

The scheme scored a total of 15 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and 3 for each section of deliverability, stakeholder

support and funding. This is because the scheme could be delivered with the funding identified and there is good support for the scheme.

The scheme has scored 5 from a possible maximum of 10 under Policy support. The scheme shows weak linkage towards West Sussex County Council policies for traffic calming as the incident data doesn't meet intervention for Traffic Calming.

This scheme has scored 33 out of a minimum requirement of 40 but has shown strong community support. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

Whilst there has been a strong support from the community for this scheme to progress, the reasoning behind the rejection for this scheme is West Sussex County Council don't usually remove centre road markings, whilst this can slow vehicle speeds down, the reduction is very minimal if at all.

The proposal of introducing parking bays is a valid idea and could be implemented. However, should not be part of this proposal as alone does not fall within the criteria for a community highway scheme.

The proposal for further pedestrian crossing points is a valid idea and would be supported to add another dropped crossing further south. However, the option of creating a buildout is not supported. This would narrow the road and force vehicles to operate a "give priority" method of passing. This will slow traffic speeds down but will also create shunts and more incidents throughout the road.

Recommendation: With all of the information above, this proposal has been rejected.

To consider a southern dropped kerb facility to aid pedestrians and vulnerable users across the road. It would be recommended to contacting our Customer Service Hub and requesting a series of footway dropped kerbs. This will be forwarded to our Highway Engineer to assess and will be added to a priority list. As Section 106 monies have been identified, the request will be prioritised by the Structural Maintenance team. Also it could be beneficial to suggest this section of road to be undertaken within a Road Space Audit.

5. High Beech Lane / Portsmouth Lane

This proposal is to introduce two pedestrian crossing points and to install a permanent vehicle activated sign.

The initial responses from the consultation undertaken were 150 supporting the scheme with 45 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is 5 slight accidents and 2 serious within the last 5 years, the majority of these incidents have come from the junction/ roundabout of Sunte Avenue.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix E for the scoring.

The scheme has scored 1 for most aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles. The scheme has scored 3 for safety due to amount of incidents in the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The scheme will have no positive impact on emissions, air quality or noise.

The scheme scored a total of 12 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and has scored 3 for funding. The scheme has a fair level of support and funding has been identified.

The scheme has scored 6 from a possible maximum of 10 under Policy support. The scheme shows limited linkage towards West Sussex County Council policies

for traffic calming as the incident data doesn't quite meet intervention for Traffic Calming.

This scheme has scored 33 out of a minimum requirement of 40 but has shown strong community support. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

Whilst there has been a strong support from the community for this scheme to progress, the reasoning behind rejecting the proposal is it felt the current speed limit throughout the road and location of the restrictions are not in the right place. The existing 30mph terminals should be changed to 40mph and the introduction of the 30mph should be introduced a lot further south towards the golf course. In turn, the golf course currently under planning application to be removed. Whilst it is understood this section would benefit greatly from the change in currently restriction, this would be best served once the application and building has been completed.

In regards to the installation of a vehicle activated sign, these are very costly and again would be best served to be considered once the development has been completed. It would be beneficial to use the SID (Speed Indicator Device) for the interim period.

Recommendation: With all of the information above, the proposals have been rejected.

I would be beneficial to propose a new County Local Committee Traffic Regulation Order via the following link <https://www.westsussex.gov.uk/roads-and-travel/traffic-regulation-orders/about-tros/apply-for-a-traffic-regulation-order-tro/> to change the speed limit restriction and to move the 30mph closer to High Beech Road and to introduce a 40mph restriction where the current 30mph starts.

6. West View

This proposal is to introduce a buildout for a pedestrian crossing point to aid pedestrians access to the park.

The initial responses from the consultation undertaken were 125 supporting the scheme with 48 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

There are zero accidents throughout this section within the last 5 years.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix F for the scoring.

The scheme has scored 1 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles and is unlikely to affect safety due to the existing low incident data throughout the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The scheme will have no positive impact on emissions, air quality or noise.

The scheme scored a total of 10 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and 2 for public support.

The scheme has scored 3 from a possible maximum of 10 under Policy support. The scheme shows some weak towards West Sussex County Council policies for traffic calming as the incident data doesn't meet intervention for Traffic Calming.

This scheme has scored 26 and has shown good community support with two thirds of the people asked in support of the scheme. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

The proposal of a buildout seems an expensive option to increase pedestrian visibility, an option to consider would be a short section of double yellow lines. This would offer the same visibility at a cheaper cost.

Recommendation: With all of the information above, the proposals have been rejected.

It is recommended to propose a Traffic Regulation Order via the following link <https://www.westsussex.gov.uk/roads-and-travel/traffic-regulation-orders/about-tros/apply-for-a-traffic-regulation-order-tro/> to introduce a small section of double yellow lines or an advisory access protection line for approximately £150.

7. High Street

This proposal is to introduce 5 buildouts to aid with pedestrians crossing the road, to remove the centre road marking and possibly install on street parking.

The initial responses from the consultation undertaken were 127 supporting the scheme with 82 opposed to the scheme.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

The accident history throughout this section is two slight accidents and one serious in the last 5 years, which demonstrates this isn't a high rate accident area and would only get modest benefit from Traffic Calming measures.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix G for the scoring.

The scheme has scored 1 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for pedestrians or vehicles and is unlikely to affect safety due to the existing low incident data throughout the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The raised tables will slow vehicle speeds down which will have a minimal impact on emissions and air quality and will have a negative impact on surrounding noise.

The scheme scored a total of 10 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and 2 for deliverability. The scheme has scored 1 for all remaining sections, this includes stakeholder support and identified funding.

The scheme has scored 2 from a possible maximum of 10 under Policy support. The scheme shows no linkage towards West Sussex County Council policies for traffic calming as the incident data doesn't meet intervention for Traffic Calming.

This scheme has scored 25 and has shown some community support in support of the scheme. However, the scheme doesn't meet the criteria for Traffic Measures to be implemented in accordance with our Accident history data.

The proposal to introduce the buildouts will aid pedestrians to cross at various other points throughout the High Street but will also remove parking, a vital aspect for the High Street shops. There are already existing numerous dropped kerbs with good visibility which pedestrians already use to cross the road. Further North towards The Bent Arms public house, the road is already very narrow and the introduction of a buildout will force vehicles to use a priority method to pass the build out. This will create congestion issues and will increase the risk of shunt related accidents.

The proposal to remove the centre road marking is not supported, the concept is to slow vehicles and whilst this may achieve a very minimal drop in vehicle speeds, currently there isn't an issue with speeding or with accidents so would not be prepared to edit the existing road markings.

The proposal to introduce on-street parking bays would not be supported purely to the nature of the road, the road is very narrow and introducing a section encouraging parking would create a lot of congestion and the location proposed is not suited for regular parking.

The proposals combined will not improve the journey time and will potentially have a negative effect on road traffic incidents. The increase in vehicles waiting will have a negative effect on the air quality and emissions in the village The proposal will also reduce the public realm, Lindfield has an old village feel and introducing pedestrian buildouts will reduce the village look and feel.

Recommendation: With all of the information above, the proposals have been rejected.

To highlight one or two suitable pedestrian crossing points with dropped kerbs and access protection lines. This would be completed by contacting our Customer Service Hub and requesting a series of footway dropped kerbs. This will be forwarded to our Highway Engineer to assess and will be added to a priority list. As Section 106 monies have been identified, the request will be prioritised by the Structural Maintenance team

8. Denmans Lane

This proposal is to re-open Denhams Lane, currently the road is closed to stop vehicles cutting through to avoid the B2028, but remains partially open for pedestrians and cyclists. This has been closed for a number of years and

reopening this section would increase the risk of pedestrians and cycle, vehicle interface like accidents.

The initial responses from the consultation undertaken were 66 supporting the scheme with 161 opposed to the scheme, an overwhelming opposition towards the scheme proposal.

Primarily our road safety interventions are based on studies of all the reported injury collisions over a given period. Engineering and remedial measure may be installed if we can be identifying a pattern or trend that can be targeted. WSCC current intervention levels at specific locations is 8 collisions in 5 years (or 5 collisions in 3 years). In order for effective interventions to be determined a pattern or trend of collision types has to be identified. This would not be feasible if we considered fewer collisions than our current intervention levels. These levels also ensure that we priorities our road safety intervention to the areas with greatest risk. If you are interested you can see the spread of numbers of reported injury collisions on our website at:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/road-accidents-and-casualty-data> this shows you the latest three years, please ensure you zoom in or select an area for the collisions to show up.

There have been zero accidents throughout this section within the last 5 years.

This scheme has been scored in accordance with our Community Highway Scheme scoring matrix. Please see appendix H for the scoring.

The scheme has scored 1 for all aspects within Transport and Public Space. If the scheme were implemented it would have no benefit on journey time for vehicles and is likely to have a negative impact on vehicle safety due to the increased movements throughout the area.

The scheme has scored 1 for all aspects within Economic Growth as if implemented will have no impact on employment, development opportunities or housing.

The scheme has scored 1 for all the aspects in Environmental Impacts. The increased vehicle movements will have a negative impact on noise, carbon emissions and CO2 emissions throughout the area.

The scheme scored a total of 9 from 25 for Feasibility and Deliverability. The scheme falls within West Sussex County Council maintainable highway so has scored 5 for Land Acquisition and all remaining sections have scored 1.

The scheme has scored 2 from a possible maximum of 10 under Policy support. The scheme has no linkage towards West Sussex County Council policies or shows any linkage towards the Community plans or polices.

This scheme has scored 24 and has shown strong negative community support towards the scheme.

The scheme offers no benefit towards the community and would not enhance the public realm. It would negatively impact the carbon emissions and air quality around the junctions of Denham Lane and the B2028 as increased amount of vehicles wait to exit Denham Lane. The scheme does not meet West Sussex County Council policies nor does it meet the Lindfield Neighbourhood plan.

With all of the information above, the proposal has been rejected.

Recommendation: No further action.