wilbar associates ltd
HIGHWAY CONSULTANTS

Billingshurst Traffic Management Study

Stage 2 – Preliminary design and report.

Billingshurst Village Centre – High Street / East Street

August 2021

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J1392-S2	01	Draft report	Phil Henty 29/07/21	Duncan Driver 29/07/21
J1392-S2	02	Issued report	Phil Henty 06/08/21	Duncan Driver 06/08/21

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1. INTRODUCTION

1.1. Following the residential housing development to the east of the village and the construction of a relief road, linking the A272 to the east with the A29 to the north, Billingshurst Parish Council (BPC) commissioned Wilbar Associates Ltd (WBA) to undertake a traffic study to identify potential measures to encourage safe and sustainable use of the roads within the village centre.

1.2. In February 2019 BPC outlined a project brief which formed the basis of a task proposal by WBA in March 2019 and in March 2021 BPC invited WBA to update the task proposal. WBA submitted ***J1392 Billingshurst Traffic Study – Task Proposal V3*** in late March to BPC and in May BPC

instructed WBA to proceed. The revised project brief from March 2021 is listed in Appendix A.

1.3. The study is divided into three main outputs as follows,

Stage 1 Background Data – Completed 26th July 2021
Stage 2 Preliminary design and report -
Stage 3 Discussions with Parish Council and final proposals -

This report outlines the findings of Stage 2 Preliminary design and report.

2. STAGE 2 – Background

2.1. An initial site visit was undertaken by WBA on Tuesday 1st June with the proposed extents of the study area and locations for traffic speeds and flow surveys submitted to BPC on the 10th of June for approval. Details of the existing on-street parking restrictions within the study area were also sent to BPC.

2.2. The proposed study area identified by WBA, and agreed by BPC on the 23rd June, is High Street from the junction with West Street north to the junction with the A29 and East Street from the junction with High Street east to the new roundabout at Hilland Road A272.

2.3. Road collision data for the study area has been obtained from Sussex Safer Roads Partnership and current Ordnance Survey mapping has also been obtained for the study area.

2.4. Speed and flow traffic counts were undertaken in mid-July at four locations within the study area and the results of these surveys together with information at a permanent WSCC traffic counter site near Luggs Close are shown in Appendix B.

3. STAGE 2 – Project Brief

3.1. The study submission included notes from a BPC meeting on the 20th February 2019, Appendix A, which formed the basis of the study brief. The following notes outline concept and options suggested by WBA to achieve the study brief. This report should be read in conjunction with plans J1392-05-01 to 05 Concept A and J1392-06-01 to 04 Concept B.

3.2. ***Reduction in speed on East Street*** – Provide an entrance gateway west of the new roundabout and a raised table for the existing controlled crossing point. Add a raised table at the existing crossing point near Randall Way and speed cushions at appropriate points from the controlled crossing through to Silver Lane. Consider the provision of vehicle activated signs near to Silver Lane.

3.3. ***Priority working using buildouts/signage*** – WBA do not feel that such measures would be a practicable option due to the road alignment and other features that have recently been installed. Priority buildouts work best where traffic flow is consistent and the prospect of giving way is regularly encountered. The recorded traffic flows outside of peak times suggests that the need to give way will be low and therefore speeds would remain relatively unchanged.

3.4. ***Improvements to the High St / East St junction*** – Concept A is based around the signalisation of the junction. The STOP line westbound on East Street would be set back from the High Street allowing for the footway on the north side of East St to be widened. An assessment by a specialist Traffic Signal Engineer approved by WSCC on the feasibility of this concept would be required. Should the signals concept be deemed feasible the two existing signal crossings on the High St would be removed and controlled pedestrian crossing facilities included at the junction.

3.5. ***Extension to the 20mph Zone*** – The plans show potential extensions to the existing zone. However, the existing speeds and 'look and feel' of the northern section of the High Street suggest it would be unlikely that an extension of the 20mph zone to the A29 roundabout would be acceptable to WSCC.

3.6. ***Speed reduction*** – The plans show proposals for speed cushions and speed tables it is also proposed to introduce on-street parking replacing double yellow lines on the High St. Such parking where introduced can also reduce speeds by creating informal chicanes. Vehicle activated signs are also an option and an appropriate mix of measures would likely provide the best speed reduction results.

3.7. ***General improvements*** – Whilst a small amount of carriageway narrowing is proposed there are issues with existing kerbs being almost flush with the carriageway. Initial inspection suggests that raising the kerbs and footway may lead to drainage issues adjacent to properties in some areas. Changing the footway width without raising the kerbs or providing other over-run deterrent may result in vehicles parking on the footway.

3.8. ***The Alders*** - The plans show the removal of the verge on the west side of the High St to enable the widening of the carriageway and the installation of a pedestrian refuge island which would aid the crossing of the road by pedestrians.

3.9. ***Rewilding Grant*** – Since the commencement of this report WBA have been made aware of a local group approaching BPC in connection with post Covid-19 related grants to help stimulate economic growth. One proposal is for the part pedestrianisation of the High St north of the East St junction and making a section one way northbound. WBA have not had an opportunity to fully assess this proposal however one issue would be that southbound bus services would need to be re-routed. Without an alternative route within the village the Billingshurst Centre and Surgery could be 'cut off' to visitors approaching from the north by public transport. In addition, one way working can result in higher speeds as drivers become accustomed to not meeting vehicles in the opposite direction.

4. WORKS COST

4.1. No potential works budget has been indicated by BPC. A very rough cost estimate on Concept A including the signalisation of High St / East St is £350k. Concept B, without junction signals would be in the region of £265k.

5. DISCUSSION WITH PARISH COUNCIL

5.1. WBA suggest that BPC review the proposals set out in this report, and attachments, making any initial observations back to WBA for review. Subsequently a meeting between representatives of BPC and WBA would be arranged. It is felt that due to the complexity of the proposals a face-to-face meeting would be preferable to on-line and therefore relevant Covid-19 protocols would need to be agreed and observed.

5.2. Following meeting(s) with BPC the outputs from this Stage 2 report will be refined to produce the Stage 3 report and final proposals.

Appendix A: Project Brief 2021

Background

This brief is based on a meeting with representatives of Billingshurst Parish Council (BPC) and Laurie Shaw on the 20th February 2019.

BPC are seeking a Highways Consultant to develop proposals for the existing A272 between the new roundabout east of the High Street through the village centre and the existing High Street to encourage walking and cycling so that through traffic will use what will be the new A272 to the north on the village to join up to the A29. The PC advised that the WSCC could provide funding as long as the works are not 'anti car' but are sustainable and cycle/pedestrian friendly.

BPC wished the commission to cover the following: -

1. Reduction of speed on the existing A272 between the new roundabout at the Amblehurst Green development and the High Street and the possible introduction of a 20mph Zone between Silver Lane and the High Street.
2. The possible use of Priority Working using buildouts/signage etc
3. The A272 works should include possible works to provide improvements to the narrow section just east of the High Street possibly including signals.
4. The extension of the existing 20mph Zone on the High Street from Jenger's Mead north to at least as far as Roman Way but to include an option to extend it to the A29 roundabout.
5. Reduction of speed on the High Street from the mini-roundabout at Sainsbury's southwards. Possible extension of the 20mph Zone, narrowing the carriageway/widening the footway and more parking (on the new wider footway!).

6. General improvements to the High Street including removal of guardrail, possible priority working, further carriageway narrowing in the existing 20mph zone.

7. Pedestrian crossing facility High St adjacent to The Alders (item added 29/03/21).

The commission should include preliminary design report with initial thoughts on items 1 – 7 above prior to agreeing final designs.

Appendix B: Speed / Flow Data

7 Day Average

Site 13921001 High St nr Womens Hall 27/0721			
	Average Speed	85% ile	Flow
Northbound	25.6	30.3	3542
Southbound	27.2	32.5	4554
Both Directions	26.5	31.1	8096

Site 13921002 High St nr Jengers Mead 27/0721			
	Average Speed	85% ile	Flow
Northbound	24.8	29.4	-
Southbound	23	27.5	3167
Both Directions	23.4	28.1	-

Site 13921003 High St nr The Alders 17/07/21			
	Average Speed	85% ile	Flow
Northbound	29.5	34.6	3452
Southbound	29.3	34.4	3552
Both Directions	29.4	34.5	7005

WSCC Site 00005959 East St nr Luggs Cl 11/07/21			
	Average Speed	85% ile	Flow
Eastbound	29.3	36.9	2564
Westbound	27.0	33.9	2840
Both Directions	28.1	35.0	5404

Site 13921004 East St nr Randall Way 17/07/21			
	Average Speed	85% ile	Flow
Eastbound	32.3	37.5	2345
Westbound	31.3	36.5	2660
Both Directions	31.8	37	5009

Note: Site 13921002. When we downloaded and reviewed the data for this site the northbound flow data looked suspect, so we have not included it. We are confident that the speed data is correct, and don't think the flow data is critical at this stage but we may repeat this survey if needed.

Appendix C: Report Related Drawings

J1392-05-01 Billingshurst Concept A to and including J1392-05-05 Billingshurst Concept A

J1392-06-01 Billingshurst Concept B to and including J1392-06-04 Billingshurst Concept B