

LURGASHALL

ROAD SAFETY SURVEY 2005

REPORT & FINDINGS

Introduction

In September 2004, a meeting was held in Lurgashall Village Hall to discuss the community's views regarding Road Safety. The meeting was well attended with approximately 50 people voicing their concerns. It was decided that a research survey needed to be undertaken in order to understand, in greater detail, those issues and enable all households to contribute. The survey was done in February 2005 with 72% of households returning their questionnaires (one per household).

The survey was structured in 8 sections: Road Usage; Concerns; Road Safety & Calming Measures; White Lines; Accidents & Incidents; Community Project; Additional Comments; Public Meeting.

SURVEY RESULTS

1. Road Usage

The roads in and around Lurgashall parish are utilised for a wide variety of activities. By household here are the following results:

- 95% Car Driving
- 73% Walking or Jogging
- 43% Exercising Dogs
- 12% Horse Riding
- 7% Other uses including: tractors & farm machinery; moving livestock; driving horse drawn vehicles; prams; maintenance.
- 5% Motorcyclists

2. Concerns

95% of all respondents are concerned for their safety on parish roads. The main reasons for their concerns are:-

- 90% Speed of vehicles
- 47% HGVs
- 35% Volume of traffic
- 28% Vans, or other similar vehicles.

Other concerns noted separately included: groups of motorcyclists, particularly on the weekend; buses and coaches; thoughtless driving and lack of courtesy; 4x4s road hogging; inexperienced horse riders and riding abreast; loose dogs; cyclists (in particular riding too fast or abreast).

3. Road Safety & Calming Measures

When asked what type of strategic measures would be preferable, the results stated:

- 88% want a reduction in speed limit below 60 mph
- 66% want restricted access to HGVs
- 60% agree to surface signage, such as SLOW or speed limits 40 MPH
- 51% would like Lurgashall Welcomes Careful Drivers or similar
- 51% would agree to reflective markers

Measures that are less popular:-

- 43% agree to Speed Indicator Device, or Slow Down flashing sign
- 26% agree to Sleeping Policemen or Rumble Strips

This section of the questionnaire (and also from additional comments) also drew a lot of personal suggestions for safety measures. Firstly, measures of particular concern mentioned repeatedly: -

- a) Width restriction, access only and maximum weight signage entering the parish boundaries in relation to HGVs and other large vehicles.
- b) General Roadside Maintenance. Hedge trimming to improve visibility (particularly at junctions and danger points), sweeping, ditching and curb maintenance to utilise full width of the road, as well as Jobsons Lane gritting in freezing conditions.
- c) Improved designated passing places on single track roads.
- d) Specific to Village. A speed restriction in particular around village green to 20-30 mph.
- e) Jobsons Lane, reduced speed limit to 40 mph.
- f) One-way system, utilising different entrance and exit roads to village. There are concerns however that this may increase speed.

Other suggestions included:-

- a) Play Park sign for Greengates.
- b) Use of Cats Eyes.
- c) Crossways junction – return to ‘stop’ and ‘give way’ at this crossroads.
- d) Stop & Give Way at dangerous locations.
- e) Single Track signage.
- f) Improve camber on Jobsons Lane in Lickfold on corner exiting village south.

4. White Lines

The survey asked households their opinion regarding white lines on our local roads.

- 57% consider that central white lines contribute to faster traffic.
- 56% would prefer unmarked roads again.
- 46% would prefer white lines on either side of the road.

5. Accidents

There have been 32 accidents advised in the survey within the last 3 years, as well as numerous near misses and minor accidents not recorded by parish members as specific accidents.

Most incidents occurred prior to 9am in the morning, 15 incidents on Jobson lane of which 13 were related to speed. The worst accident spots appear to be near to Greenlands Farm corner, Dial Green and the adjoining lane into the village, Lickfold Bridge and the exit from the village toward the A283.

6. Community Project – Safe Lanes

The question outlined a voluntary project encouraging members of the parish to drive safely and carefully on local roads, demonstrating consideration for other road users. When asked 'would you commit to safer driving?' 85% of households said YES.

In 'Additional Comments' there were many references to lack of courtesy. This type of scheme could include general guidelines with a code of conduct.

7. Additional Comments

To encourage all households to express their own concerns, an additional page was provided for comments. This proved quite popular and comments were received by over a quarter of all households, demonstrating that Road Safety is clearly an emotive issue. These have all been recorded verbatim but we are unable to publish them in their entirety here. Issues that have not been recorded elsewhere in this report are noted below.

- a) Signage. It must be stressed that there were numerous comments made, stating that a proliferation of signs is unwanted and undesirable. This is a rural area and parishioners do not wish to urbanise our country lanes. Particular reference was made to the road safety strategy adopted in Chiddingfold, which would be unwelcome. Therefore all future decisions should take these points in to account.
- b) Jobsons Lane used as short cut and rat run. Cars, lorries etc use Jobsons Lane to avoid Petworth or Haslemere town centres. A number of comments suggest that restricting access would make a positive impact and help reduce this nuisance and danger.
- c) Improved Public Transport. This would reduce number of car journeys and benefit the community as a whole.

8. Public Meeting

59% of households would like to attend a public meeting. For this reason, a meeting has been scheduled for 7.30 pm on Wednesday 8th June 2005 at Lurgashall Village Hall.

SUMMARY

As part of our overall objectives, we have engaged with WSCC to understand what is achievable both within the current regulations and budgets, prior to a public meeting, discussing with them the following key points:

Speed is the overriding concern expressed, but how is this to be enforced or monitored needs further discussion. There is a clear link with the Safe Lanes initiative.

General maintenance of roads whether hedge cutting or properly designated passing places.

Limited access to be given to HGVs so that our parish is not used as a 'bypass'.

Review of signage – what is appropriate and what would be effective, what do we have in place now, who makes decisions for overall strategy?

In order to make the Public Meeting effective, key members of the WSCC including Highways department, local press, police road safety officers and our own parish council have been invited.

22 April 2005