

Action Plan – Road Safety Issues

What needs to be done?	Why is it an issue?	What has the community achieved and what further action is being contemplated?
<p>Review with ESCC Highways to seek a reduction of the speed limit on the outskirts of the village</p> <p style="text-align: center;">HIGH PRIORITY SHORT TIMESCALE (within 18 months)</p>	<p>355 (76%) of all respondents felt speeding was a problem, of which 240 suggested speed reductions on the village outskirts</p>	<p>There have been several initiatives to alert residents to the dangers of speeding through the parish, both within the 30mph zone and the unrestricted 60mph areas. These have included:</p> <ul style="list-style-type: none"> • Training volunteers and periodic use of the Speed Indicator Device • Publication of the speeds of travel as recorded by 'SID' in the Parish Magazine • The use of 'think children' yellow signage in the village • The holding of a 'road safety' poster competition through the primary school timed for the March 2009 'Green Fair' • The publication of an 'Accident Map' on the VAP website and an 'accident box' at the shop • The publicity of the 'Operation Crackdown' service • The Voluntary Slow-down Scheme led by Vale of Sussex
<p>Review with ESCC Highways to seek a reduction in the speed limit throughout the village and/or identify improved signage/asures to control speeding</p> <p style="color: blue;">A need was identified in the Children's survey to reduce speeding through the village</p> <p style="text-align: center;">HIGH PRIORITY SHORT TIMESCALE (within 18 months)</p>	<p>224 respondents were concerned with speeding between the Fountain Pub and the shop, and a further 190 had concerns about the stretch of road from the shop to the station. A number of measures to reduce speeding were suggested</p>	<p>'Strengthening Local Relationship' quarterly meetings are held with representatives of ESCC Highways, the Parish Council and VAP to explore the magnitude of the possible speeding problems in the village and the areas identified as 'hazardous' in the original VAP survey.</p> <p>In order to determine whether the 'perceptions' of speeding are 'real' it was agreed that Speed Radar Boxes should be used.</p> <ul style="list-style-type: none"> • VAP bid for and successfully won funding of £900 from the Lewes District Crime Reduction Partnership towards the use of four Speed Radar Boxes in the Parish. • Following discussions between ESCC Highways, the Parish Council and VAP, these were in place 4th to 10th May 2010. • Three were within the 30mph zone and a 4th was positioned to the North of the 30mph zone near Glencove. • These accurately recorded time, speed and type of vehicle (not registration number).
<p>Review with ESCC Highways measures that could be taken to improve road safety in identified areas</p> <p style="text-align: center;">HIGH PRIORITY SHORT TIMESCALE (within 18 months)</p>	<p>Residents had identified certain areas in the village as hazardous, including the Half Moon T-Junction, Plough T-Junction and the White Bridge area</p>	<p>The data has been analysed and the community is being consulted on the implications of the results, and the possible measures that could be put in place. An options study will be carried out with all relevant authorities.</p>

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<p>Consider parking policy in the vicinity of the shop</p> <p>HIGH PRIORITY MEDIUM TIMESCALE (within 3 years)</p>	<p>The shop is important to the village. However, 40% of all households felt that parking near the shop is a problem, due to inadequate parking space and visibility problems to road users on Station Road</p>	<p>This will be taken into account as part of the options study that will progress once the data from the Speed Radar Boxes has been analysed and the community consulted on possible measures.</p>
<p>Consider parking policy in the vicinity of the station</p> <p><i>A need for a review into parking around the station area was also identified in the Children's survey</i></p> <p>HIGH PRIORITY MEDIUM TIMESCALE (within 3 years)</p>	<p>Parking at/near the station is clearly important to those people who use the train service to get to work. However, a significant number were concerned about the station area</p>	<p>A Station User Survey was conducted in Summer 2009 which found:</p> <ul style="list-style-type: none"> • 53% walked to the station • 13% cycled • 8% were dropped off by car • 26% of passengers came by car and parked in the area • Those who parked (28 people) were all from the catchment area of Plumpton station. Half were from Plumpton but outside Plumpton Green (mainly Plumpton Lane). 3 were from Plumpton Green. 5 were from East Chilmington. 8 were from North and South Chailey. <p>Discussions are ongoing with Network Rail and Southern Railway. The need for possible further parking will be explored further when the blue-print for a possible new Pavilion and children's playpark are reviewed in early Autumn 2010.</p>
<p><u>Pavements</u></p> <p>Research whether it is feasible to widen the pavement from the shop to the Village Green</p> <p>MEDIUM PRIORITY LONG TIMESCALE (within 5 years)</p>	<p>This was the most popular pavement area identified to be widened</p>	<p>This will be taken into account as part of the options study that will progress once the data from the Speed Radar Boxes has been analysed and the community consulted on possible measures.</p>

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<p>Work with the owners of transport vehicles that pass through the village to encourage their drivers to respect the speed limits throughout the village and to avoid damaging the verges</p> <p>HIGH PRIORITY SHORT TIMESCALE (within 18 months)</p>	<p>A significant number of households were concerned about large vehicles passing through the centre of the village and causing damage to verges</p>	<p>The Speed Radar Box data covers HGV vehicles. Whether specific action is required in respect of HGV drivers will be analysed from the data.</p>
<p>Work with the owners of HGV businesses to encourage their drivers to avoid passing through the centre of the village unless delivering to premises in the village</p> <p>MEDIUM PRIORITY SHORT/ ONGOING TIMESCALE (within 18 months/ continuous)</p>	<p>79% of respondents felt that HGV drivers should be discouraged from driving through the village if possible</p>	<p>The Novington Sandpit Residents' Committee retains a record of reported vehicles accessing the sandpit that pass through the village. The Chair of this Committee liaises with the owner of the Sandpit and reports on a monthly basis to the Parish Council.</p> <p>Residents are encouraged to report the timing and number plates of HGV vehicles passing through the village.</p>