



## **Roads & Traffic Committee**

**Date: 6<sup>th</sup> December 2022**

### **Summary following meeting with Richard Speller, Highways, WSCC**

A meeting was held with Richard Speller to discuss various issues raised during the Roads & Traffic Committee meetings to gain better and clear understanding of what options are available to the Parish Council to investigate further and implement.

Detailed below is a summary of the various points discussed:

#### **1. Operation Watershed for Courtmead Road/London Lane**

Repeated flooding issues have been experienced in the area of the junction at Broad Street/London Lane over recent years, and after conversations between Cllr Pete Bradbury and Richard Speller it has been suggested that Cuckfield Parish Council submits a bid for Operations Watershed funding to look to resolve the issues. Both WSCC and Cllr Bradbury would support this bid.

Details of the issues experienced are copied below:

"I was wondering if you had any advice on how to get Chichester interested in the flooding issues we have where Broad Street joins London Lane. It's been a problem for years but getting worse with the heavy downpours. I report the issue through the West Sussex council website and the response seems to be to send a Conway lorry to clear the gullies. Then the flooding happens again and they send it out again.

I've spoken to them and suggested they do a proper investigation but they don't seem interested. The water actually comes up through the gullies all along Broad Street and London Lane and that's what causes the road to flood. They once said if the water disappears after 2 hours it's not considered a problem. It does disappear once the rain stops but only because fast moving traffic sends it over garden walls into people's front gardens on Broad Street or in London Lane down driveways and into people's garages."

The following information was received from an ex-resident of London Lane:

"Residents on London Lane are afflicted by the Broad Street flooding, with the garage being flooded at least three times during the recent spell of never ending, biblical rainfall. The last flood event prior to this was in November 2020; the neighbour has also been affected in the past, and probably again recently.

Our experience was that flooding was most likely during torrential downpours in the Summer, or during Autumn, when additionally the gullies become blocked by fallen leaves.

A few months ago I spoke to WSCC Highways guys performing gulley clearance one evening. I mentioned the periodic flooding, and they said they would report it and arrange surveys of the highways drains, to assess damage and potential blockages. When the drainage further up the road fails to cope, the water overflows and runs down the road to overwhelm the system at the bottom and flood the road and garages there.”

Richard Speller at WSCC would provide the technical support for this grant request, and has already produced an initial site sketch with proposed improvements.

The next stage is to meet with the affected residents to discuss in more detail what happens, and to have a meeting with the drainage experts at WSCC to produce a more detailed plan of improvements that will help everyone who is currently impacted by the flooding.

## **2. Hanlye Lane – adding a “max 35” speed sign to encourage drivers reduce their speed**

In order to try and reduce the number of accidents on Hanlye Lane options were explored increase awareness of the danger of speeding on this road, particularly where the two bends are located. Richard confirmed that in terms of Highway Engineering they have implemented all possible signals to reduce speed and make drivers aware of any danger. It is believed that most accidents are caused due to driver behaviours rather than highways issues.

A suggestion was made to install a “max 35” mph white plate sign in a strategic location along the road to remind drivers to slow down. The Parish Council was also encouraged to contact the Police, PCSOs (Police Community Support Officer) or Sussex Safer Roads Partnership to help run an awareness campaign of the dangers on this particular road.

## **3. Traffic Calming – Dragon’s Teeth road markings or installation of white gates at entrance of village**

A solution to encourage a reduction in speeding as drivers enter the village is to have either Dragon’s Teeth road markings painted onto the road or install white gates (where possible) at the various entrances to the village. This would be dependent there being enough space in the verges for the gates to be installed.

A review of the main roads entering the village would be required to assess which option would be suitable. For example, the entrance via South Street does not have verge space for the installation of white gates as on one side the verge is not wide enough and the other side there is a wide footpath running all the way down to Cuckfield Park, so in this instance Dragon’s Teeth road markings would be suggested.

## **4. Conversion of two zebra crossings on Ardingly Road to two Pelican crossings**

Richard advised we should apply for a Highway Community Scheme to request the conversion of the two Zebra Crossings on Ardingly Road to Pelican Crossings. Prior to this, we need to gather evidence and information to support this application. It will be necessary to collate statistics or other information from the residents using this crossing such as anecdotal stories or near miss experiences to support this request.

More importantly, it will be necessary to demonstrate a “perception of fear” from the pedestrians using this crossing.

If we are able to engage with the wider community and gather as much evidence as possible, our application is more likely to be accepted.

## **5. New speed limit policy**

Richard mentioned we can use this new policy when it comes into force to change or add 20mph speed limit signs throughout the village.

## **6. General improvement of the footway network in Cuckfield**

Also discussed were improvements to our footway network around the village for pedestrians, to create safer routes.

For this we need to engage with the wider community to understand their needs better and to learn from their experiences. For example, we could put an appeal out on social media to encourage residents to come forward and share their experiences to help us explore alternative solutions.

We could also organise a foot tour of the village to assess the need in the general improvement of the footway network in Cuckfield. For this it would be valuable to ask residents to participate and share their ideas/suggestions.

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