
Overview

The A21 travels north south through Kent (M25 Chipstead) to East Sussex (Hastings).

The route has gradually been upgraded predominantly from the M25 southwards - the last major project being the Tonbridge to Pembury dualling scheme completed in 2018.

The route features strongly in the Highways England, South Coast Central, Route Strategy in terms of safety and congestion. As a result, a preliminary study was carried out which considered the opportunities for safety improvements and any further capacity improvements.

The route strategy will support possible options for further safety and capacity improvement needs. Details of the next RIS will be announced by Government later this year and will be prioritised on the basis of strategic need, deliverability, buildability and value for money.

Works undertaken on the route (last 5 years)

These are works that we have carried out on the network, as well as some additional investigative activities.

1. Tonbridge to Pembury A21 dualling scheme completed 2018.
2. Kent cycle scheme funded in conjunction with Tonbridge to Pembury major project.
3. Double white lining south of Whatlington at Stream Lane and Ricards Lane junction to reduce collisions resulting from overtaking manoeuvres.
4. Resurfacing at A21 Kiln Down and Hurst Green Village including new markings and strengthened verges.
5. Review of Hurst Green pedestrian crossing, adjustment of sensors in response to complaints.
6. New signal heads at Hurst Green School – replacement of failed existing signs.
7. Comprehensive assessment for the installation of average speed cameras – unfortunately the scheme did not meet DfT and police enforcement criteria. We will continue to monitor.
8. A Route Safety Scoping Study was completed in March 2018, feeding into the preliminary study (mentioned in the overview above) and designated fund proposals.
9. Two extensive studies were completed in the Spring of 2019 – one to assess signing and lining needs from Scotney Castle to Baldslow, the other was a hazard identification study between Scotney Castle to Baldslow (resulting in improvement schemes in this year's programme – see below at 19 & 20).
10. Speed data collection A21 Kiln Down and Hurst Green.

Planned maintenance (2019/20)

These are planned maintenance activities in this year's programme

11. Vegetation clearance from Lamberhurst Quarter to Keys Green - due August 2019, but already started due to accelerated growth.
12. Morley's layby north and southbound kerb line and vegetation works to improve safety and sight lines.
13. Gracious Lane to Morley Roundabout – the central reserve is dominated by shrubs with intermittent trees which can be removed to improve sight lines.
14. Marley Lane Flooding – drainage works.
15. Sign cleaning, grass cutting, drainage clearance – along length of route, September 2019.
16. Grass cutting – along length of route, November 2019.
17. Clearance of vegetation to signs – along length of route, December 2019.
18. Whatlington resurfacing – localised resurfacing where the wearing course is breaking up.

Planned Improvement schemes 2019/20 (funded from our Designated Fund programme)

19. Kippings Cross signing and lining - improvements to signing and lining to improve lane discipline and reduce rear end shunt collisions. Currently at detailed design stage, construction programmed by March 2020.
20. Scotney Castle signing and lining - improvements to signing and lining to reduce side swipe collisions and provide better on road directional signing. Currently at detailed design stage, construction programmed by March 2020.

Planned studies 2019/20 (funded from our Designated Fund programme)

These studies will be completed by March 2020 and will be used to inform our future construction programmes, subject to prioritisation and funding.

21. Gracious Lane Feasibility Study – raising the parapet following suicides and attempted suicides.
22. A21 deer collision data – hot spots identified from Pevensey to Lamberhurst. Study to identify options to reduce risk collisions with deer.
23. A21 Flimwell – feasibility study for new traffic signals.
24. Hurst Green, Coopers Corner and Station Road feasibility studies - to identify options to reduce collisions and reduce congestion.

Future Network Needs

We are aware of issues at these locations, and targeted improvements may be required. Further studies will help us to establish the correct course of action and we will consider these within our future works programmes.

25. A21 Whatlington junction.
26. A21 Henwood Green right turn – known collision site.
27. A21 additional safety measures for non-motorised users on Tonbridge Pembury path – barrier provision.
28. A21 Whatlington footway – additional footway provision.
29. A21 Flimwell – additional prevention of parking on footway.
30. A21 noise – hot spot assessment.

Road Investment Strategy – RIS2

We have a £20m proposal to undertake comprehensive improvements to the signing and lining along the whole route length. This will provide consistent levels and standards of signing and lining as a route treatment for various risk types to reduce accidents and help improve the Eurorap rating. Funding announcement expected in Autumn 2019. The detail will be confirmed when the necessary funding is available.

Noise

We promised to provide a map showing the noise risk areas, these areas are defined by Defra and the easiest way to show these is by the interactive map at the link below which shows the locations.

<https://environment.data.gov.uk/DefraDataDownload/?mapService=DEFRA/NoiseActionPlanningImportantAreasRound2&Mode=spatial>

At present none of these locations are funded for direct action, however local resurfacing would help deliver noise reduction.

Annexe – response to Huw Merriman questions

1. Average Speed Camera Scheme(ASC)

The ASC scheme feasibility studies were completed at the end of 2016 where it was found that the proposed ASC route did not meet the overall criteria for ASC laid down by DfT. As this was the case, the scheme could not proceed as Sussex Police would not enforce it and a reduced scheme did not offer suitable benefits.

2. Why has Hurst Green Village not had a speed camera?

The speeds measured and accidents caused by excessive speed through the village do not meet the criteria laid down by Sussex Safer Roads Partnership. A recent 24-7 day/night speed survey showed very few speeding incidents >35mph.

3. Why no Safety Proposals outside Hurst Green School?

There are a range of usual safety measures outside the school, 20mph zone, yellow school markings, static school and children signs, guard rails at the pedestrian entrances, red surfacing and gateway treatments at the 20mph signs. Parent parking at pick up and drop off is a significant problem although it slows through traffic speeds significantly. The accident record does not indicate the need for further measures.

4. Why no flashing School Signs?

The signs for the 20mph zone include flashing wigwag lights. The regulations within TSRGD do not allow for additional wigwag signs.

5. Why did the 20mph sign (VAS) take so long to fix? (March -December 2018)

The sign was repaired twice, in March and May 2018, but following later failures it was considered more suitable to replace the signs. A bid was put through Designated Funds in early September and new LED signal heads were ordered once funding had been fast tracked by early October. They were installed in late December 2018.

6. How long have the VAS been/not been working?

The signs have had intermittent operational problems throughout the duration of their operation. All defects have been repairable but often took longer than desirable due to programming the works and road space and TM. The new signs can be re-set at any time via an app from a phone or tablet meaning re-programming is quicker, safer, uses less manpower and is cheaper as roadspace and TM are not required.

7. How many HE roads have schools located directly on them. What safety measures are in place and is there a national standard for safety outside schools?

There are a very small number of schools located alongside APTRS in South Central Region. The safety measures in place are dictated by specific locations and problems, but typically they include parking management, school keep clear markings and other highlighting features. Hurst Green is the only school on the SRN to have a 20mph zone

8. Why no 20mph TTRO while the VAS was out of action?

It was not possible to implement a Temporary Traffic Regulation Order as it takes a minimum 12 weeks to implement such an order and it requires the support of the police. It was originally anticipated that it would take less than 12 weeks to repair the signs and Sussex Police would not support a TTRO in light of this.

9. Why no Proposal for Whatlington?

Safety proposals have been identified for Whatlington that may be funded in RIS2 or Designated funds. We have carried out lining works at the Stream Lane and Ricards Lane crossroads with the A21 in 2018 to reduce collisions from overtaking. We have other works identified as part of the Route Safety Scoping Study and our route feasibility studies to improve safety. These include further consideration of the Vinehall School right hand turn, the footway and A21 and B2090 junction.

10. How much has been spent on consultations and scoping for safety in Hurst Green since 2010 in addition to actual safety measures?

The costs of the various schemes has not be recorded in such a way that can be collated, most of the measures have been covered by wider works covering the A21 route packages which makes it difficult to separate out single costs for Hurst Green alone.

11. Land for the layby has never been taken up.

We have not been able to identify any record of this having been made. We would consider this option if it proves to provide a suitable proposal and deliver value for money.

12. Coopers Corner and A265 Junction

Both of these junctions were identified as potential sites for roundabouts. Feasibility has started this year in conjunction with the A21 Signing and Lining study to develop packages of work. Completion of works will be in RIS2 subject to funding.

13. Resurfacing Hurst Green

Sections of Hurst Green were resurfaced in January 2019.

14. Sensors and Timing on the Pedestrian Crossing

The crossing was visited by engineers in December 2018. No faults were found and adjustments to the sensors were made.

15. EuroRAP and the A21

The EuroRAP assessment for the A21 reflects the roads topography and nature of the road, the rating reflects the number of 'B'roads and private accesses joining the A21 crash history and the risk of hard non-passive road side features, it is not an indication of speed limits or excessive speed. The ratings are (Scored out of 5):

- M25 to Pembury – Grade 4 out of 5 (Dual carriageway)
- Pembury to Coopers Corner – Grade 3 out of 5
- Coopers Corner to Baldslow – Grade 2 out of 5 (Narrow single carriageway road with many side roads and accesses.)

(This data mirrors the A259 East of Rye (2/5) via the east A27 (3/5), to the A27 to west of Brighton (4/5) mainly dual carriageway).

Other queries (un numbered)

Following the pedestrian being run over on the pedestrian crossing HE requested the police undertake mobile speed enforcement, very few offences were detected by the enforcement. The accident statistics, speed and risk evaluation for Hurst Green school do not show further intervention as a priority and most available measures are already in place.