

5. Conclusions and Recommendations

General

- The Rother District Council is supportive of the proposal to extend the KESR from Bodiam to Robertsbridge. Subject to suitable crossing arrangements at the C18, A21 and B2244.
- Trains would normally run on about 50% of the days of the year with 5 to 7 trains operating per day in both directions. Trains would not start running until after 10:00 and would continue throughout the day with the last train running between 16:00 and 18:00, depending on the day
- The level crossing barrier would normally be lowered for a maximum of 51 seconds, to allow a 115m long train travelling at between 10 and 25 mph to cross each of the three roads. A longer period of 112 seconds has also been considered to allow for the possibility of delays in the train arriving at and travelling through the crossings.
- The anticipated opening year for the railway would be between 2016 and 2021.
- Traffic is forecast to grow by 5-6% between 2010 and 2016 and a further 8-11% up to 2021.

C18 Northbridge Street

- The maximum hourly traffic flow recorded at the C18 Northbridge Street crossing location was 115 vph towards the roundabout based on a single days survey in September 2010. Even allowing for traffic growth to 2021 the maximum queue length at the crossing would be 2 vehicles for a closure times of 51 seconds and 4 vehicles for a 112 second closure time. There are no existing road safety issues apparent at the Northbridge Street crossing location based on examination of accident records for a 5 year period.

A21 Robertsbridge bypass

- The highest traffic flows on the A21 were recorded on the early May Bank Holiday when southbound traffic flows reached 1649 vph. By 2016 it is forecast that traffic flows on this day would cause extensive queue build up at the crossing during mid morning, assuming that the 2010 early May Bank Holiday was typical. Queues would extend back through the roundabout 140m north of the crossing location.
- The capacity of the A21 was exceeded in 2010 and a flow of 1649 vph would have caused significant congestion anyway on the A21. Barrier closures of 51 and 112 seconds would have no discernible effect on overall journey times in most cases as drivers would be in a queue anyway and would be held up for 51 seconds before then joining the queue downstream of the crossing.
- Traffic management measures to manage the southbound queuing through the A21 roundabout would not be justified given that this level of traffic would only occur on occasional days such as the early May Bank Holiday.
- The road safety record for the A21 shows 2 accidents occurred at the roundabout, unconnected with road or traffic conditions at the location of the proposed crossing.
- The 40 mph speed limit on the A21 south of the roundabout should be extended south by at least 215m, subject to discussions with the Highways Agency.
- A solid central reserve island on each approach to the level crossing would overcome the perceived problem of abuse of the crossing by drivers "weaving around" the barriers as they close. The operation of the crossing should initially be observed by CCTV to monitor the extent, if any, of abuse before considering the implementation of an engineering solution.

B2244

- Traffic data for the B2244 shows the maximum hourly flow in 2010 to be approximately 250 vph on a weekday and about 280 vph during the May Bank Holiday. This level of traffic would not cause excessive queuing at a crossing, the maximum predicted queue by 2021 would be 5 vehicles, rising to 10 vehicles if the barrier were closed for 112 seconds.
- The B2244 is currently subject to the national speed limit at this location. The existing road safety record in the vicinity of the proposed crossing is a matter of concern given there have been five accidents in a five year period, four of which appear to be related to excessive speed and the highway layout.
- It is recommended that a speed limit of 40mph be introduced either side of the crossing for a distance of 215 m, subject to discussions with the highway authority, East Sussex County Council. The section of 40 mph speed limit and the provision of warning signs for the level crossings on the approaches to them is likely to have a traffic calming effect and may result in an improved road safety record on this section of the B2244.