



Horton Lane - Experimental Closure

Consultation Briefing Note

NM15-02/HL/2020
December 2020





1 Background

Significant investigations have been undertaken in 2011, 2015 and again in 2017 in relation to concerns raised regarding traffic flows and vehicular speeds along Horton Lane and previous consultation on this complex situation have occurred during each of the aforementioned years.

Unfortunately, on each occasion we were not able to reach a consensus with residents of Horton Lane and the wider community and subsequently a scheme wasn't taken forward. However, concerns have continued to be raised by Hadley and Leegomery Parish Council and the Borough Councillors for Hadley and Leegomery on behalf of the residents of Horton Lane.

As a result, Telford & Wrekin Council has now brought forward an experimental scheme that prohibits motor vehicles on Horton Lane at its junction with Hortonwood as shown in Figure 1.1. The scheme involved a full signing review to ensure vehicles are aware of the restrictions on Horton Lane and the alternative routes available. In addition to this, the solution of a lockable gate, allows access for pedestrians and cyclists as well as ensuring emergency access is still available should it be required.

Horton Lane is a rural, residential road that ranges in width between 4 and 6 metres along its whole length, although large sections are towards the narrower end of this range. As such, it is only suitable for local access purposes and not of the nature to be appropriate for through traffic. Previously the carriageway width at the junction with Horton Lane and Hortonwood 60 has been reduced to 2.2 metres. A raised feature and bollards were installed to restrict the size of vehicles entering from the industrial estate however this has not completely removed the issue of unsuitable vehicles attempting to manoeuvre through this junction.

In line with the Council's road hierarchy, the council aims to direct traffic on the most appropriate route on the network. As discussed above, Horton Lane is a narrow, rural residential route that is not of the quality required for a through route, particularly for large vehicles. However, the alternative route is via the road from Leegomery Roundabout to Wheat Leasows, the A442 and the A518 which are all higher quality distributors much more suited to the transit of through traffic. The road from Leegomery Roundabout to Wheat Leasows is mostly within the range of 5-6 metres wide, and therefore has a greater capacity to carry through traffic than Horton Lane.

Following changes made to the Clock Tower Roundabout and Trench Lock Interchange, improvements have been seen to both capacity and journey time reliability. Capacity improvements are planned to be undertaken in the future at Leegomery Roundabout and we will expect this to improve journey times and journey time reliability in this area also. All of these network improvements will alleviate the pressures on the highway network as Telford develops in the near future.

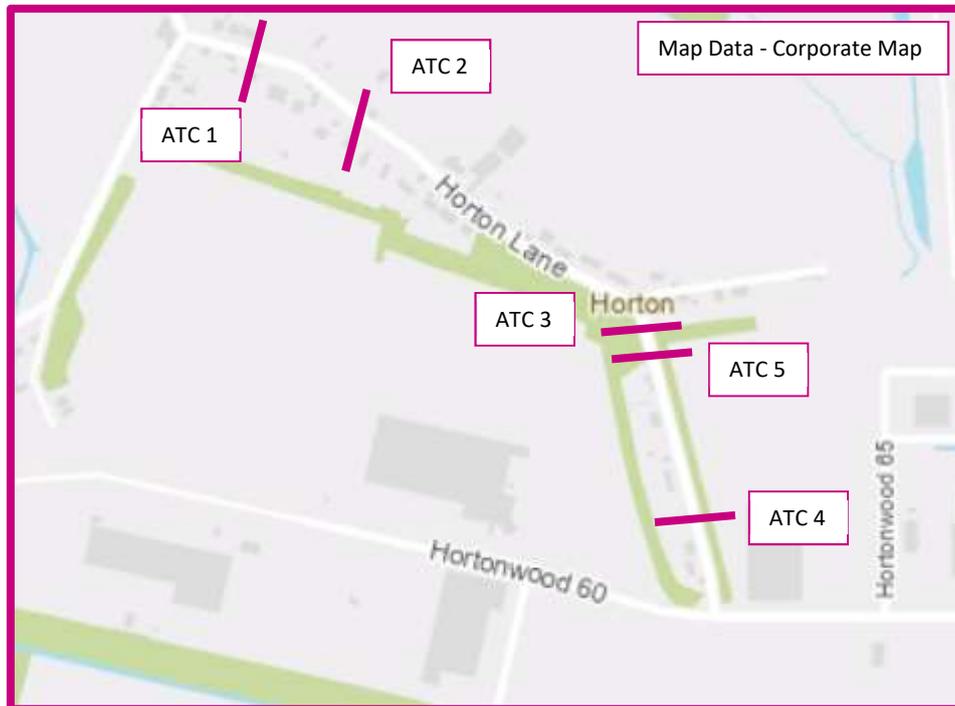


1.1 – Closure Location – Horton Lane/Hortonwood 60



2 Traffic Data

Five automated traffic counts (ATC's) were installed along Horton Lane for a period of one week to collect traffic data such as volume, speed and types of vehicles. ATC's 1-4 commenced 15th January 2020 and ATC 5 followed on 22nd January 2020. The ATC's were located as shown in figure 2.1 below:



2.1 – ATC Locations

The information obtained from the ATC's is summarised below in Table 2.2 Traffic Count Summary.

Location	Permitted Speed Limit	Total number of vehicles 2-way	Mean Speed	85%ile Speed
ATC 1	30	7792	25.1	29.9
ATC 2	30	7656	27.2	32.4
ATC 3	30	7789	25.7	29.5
ATC 4	30	8081	18.9	22.8
ATC 5	30	5575	28.7	33.1

Table 2.2 – ATC Summary

The data shows that in general traffic is conforming to the 30mph speed limit of Horton Lane, however the speeds are relatively unsuitable due the nature and characteristics of the road. Additionally, from the total number of vehicles using this route, it is clear that the majority are using the road as a through route rather than as access to properties.

Further investigation of the data shows that a number of larger vehicles are using this through route which are unsuitable for the narrowing at the junction with Hortonwood 60, which has led to on-going maintenance needs at the narrowed section.



3 Personal Injury Collision (PCI) Data

A collision analysis has been undertaken for the 5 year period from November 2015 to November 2020, along Horton Lane and there have been no recorded personal injury collisions.

4 How do I comment on the Experimental Order?

We are welcoming responses from 21st December 2020 through the online consultation which can be found at www.telford.gov.uk/hortonlane

Any responses received prior to 21st December 2020 will not be recorded as formal representations as part of the experimental legal process, formal comments cannot be submitted until the Legal Order is in force.

5 What will happen next?

We appreciate the closure may have differing impacts on residents and the wider community but the effect cannot be fully understood prior to implementation and without a clear consensus through previous consultations, this experimental process is a prudent method to allow all stakeholders to assess the impact and make formal representations.

Implementation of the experimental measures will be closely monitored and comments received will be reviewed on a regular basis to assess whether any remedial works are required before any decisions are made in relation to a permanent arrangement along Horton Lane.