



Horton Lane

Consultation Briefing Note





1 What changes are proposed?

The scheme that we are putting forward to consultation would involve the closure of the southern end of Horton Lane by placing bollards to prevent vehicular access. These bollards would only be accessible by the emergency services, and all other access to Horton Lane would then be from the Northern end.



Advantages	Disadvantages
<ul style="list-style-type: none"> • Only allows resident access from the North, restricting all other use, therefore reducing traffic flows • Still allows pedestrians, cycles and horses access from the south, however no vehicular access apart from emergency services • The impact on emergency services would be managed by providing access control for emergency services only • It would be hoped that if only residents were accessing the lane, that speeds would reduce • Reduction in movements at the northern junction, which is perceived to be an unsafe junction • Improves road safety on Horton Lane 	<ul style="list-style-type: none"> • Should motorists ignore the signing, there is likely to be turning movements within the lane initially, although this should reduce over time, if a problem arose • Could potentially disadvantage residents in the rural area to the North who currently use Horton Lane as a cut through to Hortonwood



2 Why is this being considered?

For a number of years, concerns have been raised regarding traffic flows and speeds on Horton Lane but no firm scheme proposals have been able to be agreed. Significant investigations were undertaken in 2011 which did not result in a solution, and therefore the issues continue to be raised.

As a result, Telford & Wrekin Council and its Borough Councillors have been working together with Hadley & Leegomery Parish Council to bring forward a solution to the issue. This consultation is part of that process and looks to treat concerns that have been raised by residents around the speed, type and amount of vehicles that use Horton Lane.

Horton Lane is a rural, residential road that ranges in width between 4 and 6m 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 had been reduced to 2.2 metres at the junction with Horton Lane and Hortonwood 60. A raised feature and bollards were installed to restrict the size of vehicles entering from the industrial estate. There are currently no pedestrian facilities along Horton Lane and the route is not on a bus route. Signage and lighting is partially or totally obscured in parts of the Lane, particularly to the southern section.

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. 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 5-6m wide, and therefore has a greater capacity to carry through traffic than Horton Lane. A review of accidents shows that there have been 3 collisions resulting in slight injuries along this route in the last 3 years. Having reviewed the collisions and their circumstances, each seemed to be an isolated incident not representing a wider collision hot spot.

Capacity improvements are planned to be undertaken in the future on this route at Leegomery Roundabout and also recent capacity improvements have been delivered at Clock Tower Roundabout and Trench Lock Interchange. These schemes will improve journey times and journey time reliability on this route.

In terms of the length of a required detour, assuming the start point of the Northern end of Horton Lane (Queens Head junction) to Hortonwood Roundabout (Railfreight), the before and after distances are shown below. Approximate journey times shown have been recorded as shown (average over both directions):

- Before – 1.3 miles, 3.64 mins (AM Peak), 3.57 mins (PM Peak)
- After – 3.5 miles, 7.81 mins (AM Peak), 8.69 mins (PM Peak)

In developing this consultation the Council has considered the options available for reducing traffic and speeds along Horton Lane to prevent the issues for continuing and potentially worsening as the Borough continues to grow. The traffic data in section 5 shows that the flows significantly increase around the peak times of 7-9am and 4-6pm demonstrating an increase in rat running to avoid using other routes. Taking into account the characteristics of Horton Lane, it is considered that a closure of the southern end will prevent traffic cutting through providing resident access only. This is likely to be the simplest option for achieving a reduction in traffic on Horton Lane and now we are seeking the views of residents and the surrounding communities in relation to these proposals.



3 How do I comment on the proposals?

The current consultation is being undertaken as a legal consultation for a Traffic Regulation Order which would be required to legally close the southern end of Horton Lane. As such, in accordance with national legislation the consultation will run from Friday 21st July until Friday 22nd September and all comments whether they be for against the scheme must be submitted in writing to the following addresses:

- highways@telford.gov.uk
- Traffic Management & Streetworks, Addenbrooke House, Ironmasters Way, Telford, TF3 4NT

4 What will happen next?

The outcomes of this consultation will be reviewed in detail and a decision will be made based on the content of the comments received in the context of the wider transport network. Factors that will be taken into account will include, but not necessarily be limited to:

- Road safety
- Network operation
- Level of support
- Detail of any objections



5 FAQ's

Has any traffic data been collected?

A number of traffic counts have been undertaken on Horton Lane, the most recent of which was undertaken in September 2015.

A summary of this data is shown in the table below:

Direction	Speed Limit	Average Weekday Traffic Flow	Average Speed	85 th %ile Speed
East	30	309	27.6	34.0
West	30	378	28.7	34.2

The following table shows a breakdown of average traffic flow in either direction on Horton Lane per hour during the survey period.

Time	Direction	
	East	West
0000	0	1
0100	0	0
0200	0	0
0300	0	0
0400	1	0
0500	4	0
0600	4	1
0700	41	7
0800	56	13
0900	20	15
1000	18	15
1100	16	14
1200	19	23
1300	22	18
1400	16	19
1500	17	21
1600	18	52
1700	13	120
1800	15	26
1900	12	14
2000	4	7
2100	5	5
2200	3	4
2300	2	2

The above table shows that traffic flows are generally low on Horton Lane, aside from evidence of tidal flow eastbound in the morning peak and then a higher flow westbound in the evening. This trend supports the view that Horton Lane is used to avoid the A442 and Trench Lock Interchange.

The following table shows further analysis of goods vehicle usage on Horton Lane. Whilst the data does not allow for a full analysis of what each vehicle did or their final destination it gives an overall view on how many larger vehicles could be attempting to pass through Horton Lane.

Direction	Light Goods (Two axel Truck, Van or Bus)	Heavy Goods (Three axles and above)
East	80	12
West	96	12
Both Directions	176	24



Have there been any accidents on Horton Lane

The Personal Injury Collision (PIC) record has been checked at this location to support the overall assessment of safety. Data has been checked for the period 15/06/2012 to 14/06/2017.

During this period, there was one reported PIC resulting in slight injuries. The collision involved a cyclist that was struck by a vehicle leaving a private drive, and the report for this collision does not suggest that excess traffic speed was likely to be a contributory factor.

It is noted that the double bend to the western extents of the site (adjacent to the Queens Head Public House) is a location that is known to be difficult to negotiate due to the severity of the bends, limited forward visibility and reduced carriageway width. However, there are not currently any PIC's recorded at this location.

Can access be provided through the closures for residents only?

No. The legal order being put forward is to prohibit all motor vehicles with the exception of emergency vehicles, this is enforceable due to the fact that only emergency services will have access to the removable bollards. The legal order does not allow exemptions for any other class of user.

If we placed the order without access control bollards (with signs only), it is highly likely that the restriction will be ignored and the situation not improve. It is also unlikely that West Mercia Police will be able to provide any of their limited resources to enforce such a restriction.

Have alternate options been considered?

The following options have also been considered:

- **Legal restriction & re-alignment of the narrowing to the southern junction**

A traffic calming scheme was devised in 2015 which looked to discourage the use of Horton Lane. This scheme involved the following measures:

- Re-modelling of the southern width restriction with high containment kerbs to prevent HGV access
- Providing a legal weight and width restriction and associated signing
- Improved road markings and signing

It should be noted that by re-profiling the southern entrance to prevent the existing situation of bollard strikes, this would also impact on the ability of a Fire appliance reaching the site from this end. The restriction of emergency services has been raised as an issue previously, and as such this was not pursued further.

As part of this option, a motor vehicle restriction could also be considered, which would in theory place a regulation that vehicles would only be able to enter Horton Lane to access properties on the lane. However, by implementing signing alone this is unlikely to prevent people doing so in practice unless there was a significant enforcement commitment, which is highly unlikely given the availability of West Mercia Police resources for traffic operations in general. It is also worth noting that West Mercia may not support the Traffic Regulation Order on these grounds.





- **Traffic Calming – Road Humps or Speed Cushions**

This option looks at implementing formal traffic calming in the form of road humps or speed cushions onto Horton Lane at spacing's of approximately 75 to 100m. Whilst this scheme may discourage some users, it would not physically prevent the use of Horton Lane as a cut through.

However, to do implement a traffic calming scheme, a full street lighting scheme would also need to be implemented along the length of Horton Lane to illuminate the raised features.

Why is Horton Lane not seen as an appropriate route to Hortonwood from the North?

Horton Lane is a rural, residential road that ranges in width between 4 and 6m 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 had been reduced to 2.2 metres at the junction with Horton Lane and Hortonwood 60. A raised feature and bollards were installed to restrict the size of vehicles entering from the industrial estate. There are currently no pedestrian facilities along Horton Lane and the route is not on a bus route. Signage and lighting is partially or totally obscured in parts of the Lane, particularly to the southern section.

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. 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 5-6m wide, and therefore has a greater capacity to carry through traffic than Horton Lane. A review of accidents shows that there have been 3 collisions resulting in slight injuries along this route in the last 3 years. Having reviewed the collisions and their circumstances, each seemed to be an isolated incident not representing a wider collision hot spot.

What is the result of increased journeys on this route?

- Before – 1.3 miles, 3.64 mins (AM Peak), 3.57 mins (PM Peak)
- After – 3.5 miles, 7.81 mins (AM Peak), 8.69 mins (PM Peak)



Are any improvement works planned on the Leegomery Roundabout to Wheat Leasows route?

A route study has been undertaken to review vehicle speeds and collision data along this route. A speed indicator device (SID) was placed in October 2016. This data shows that the average recorded speed was 36.4mph with the 85%ile speed being 41.6mph.

Location	Direction	Speed Limit	Start Date	End Date	Total No. Vehicles	No. > Speed Limit	Mean Speed	85%ile Speed
Wheat Leasows 367686 314255	North East bound	30	13 Oct 2016	20 Oct 2016	4649	4067	36.4	41.6

In addition to this, the last five years of PIC data was reviewed (01/11/11 and 31/10/16) and it shows that there were eight PICs, two of these were recorded as serious and six were reported as slight in nature. Two of these collisions were attributed to suspected excess speed and five of the collisions were recorded to have occurred at bends along the route.

The above data indicates that there are issues relating to excess speed from Leegomery Roundabout to Wheat Leasows and this site has therefore been included in the 2017/2018 capital programme for consideration for a road safety improvement scheme.

The scope of this improvement is still to be confirmed, however, on site observations have identified several items that require maintenance. This includes, refreshing of the road markings for the entire length of this route, cutting back of vegetation and resetting signs that are out of alignment. In addition to this, consideration is being given to reducing the speed limit either side of the existing 30mph limit to act as a buffer zone and reduce vehicle speeds prior to entering the lower speed limit.

It is also noted that by reducing the number of movements from Horton Lane at the Queens Head junction, that the perceived risk of collisions at this location should be reduced. Capacity improvements are planned to be undertaken in the future on this route at Leegomery Roundabout.

Has emergency access been considered?

Yes, we have consulted with all emergency services and confirmed that should the route be closed, what measures they would require to access Horton Lane. For this reason, lockable bollards that would allow an emergency vehicle to access would be provided.

In our last discussions, only the Fire Service provided feedback relating to access concerns, which have been treated as part of the design. The Ambulance service has no concerns regarding a closure. However, all emergency services will be approached again as part of this consultation exercise.

What will happen if none of the options considered are supported?

The Council will review the consultation feedback before making a decision.

Whilst Telford & Wrekin Council does not have a preference what solution is delivered, the Highways team are committed to solving the issues on Horton Lane, as the issue is raised regularly and will not disappear by taking no action. Should the closure not go ahead then the options of the traffic calming and street lighting can be re-visited however these have not received support in the past. Therefore it could be that the status quo remains into the future.