



LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS to be made by the Lead Member for Communities and Safety,
Councillor Bill Bentley

THURSDAY, 25 OCTOBER 2018 AT 10.00 AM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 26 July 2018 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition to reduce the speed limit to 30mph on Marley Lane, Battle on the portion between Marley Grain Store and Petley Wood riding stables (*Pages 5 - 16*)
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

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17 October 2018

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LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 26 July 2018 at Committee Room - County Hall, Lewes

Councillors spoke on item (see minute)

7 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 JUNE 2018

7.1 The Lead Member confirmed as a correct record the minutes of the meeting held on 21 June 2018.

8 REPORTS

8.1 Reports referred to in the minutes below are contained in the minute book.

9 PETITION - TO SUPPORT TRAFFIC MEASURES IN BURWASH

9.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

9.2 Councillor Natalie Crabtree, of Burwash Parish Council, spoke as the Lead Petitioner to set out the Parish Council's strong desire to address traffic issues in Burwash High Street.

DECISIONS

9.3 The Lead Member RESOLVED to inform the petitioners that:

- (1) The footway is not wide enough to allow for strong and substantial bollard protection to be installed for the houses on the southern stretch of the pinch point;
- (2) The introduction of a 20mph speed limit through the village, chicanes at either end of the village and the provision of pedestrian crossings in the village would not be a priority for the County Council at the present time;
- (3) The County Council would not seek to restrict the movement of HGV's using the A265 through Burwash;
- (4) It is not appropriate for signs to be installed to warn generally of pedestrians and elderly people using the footways and crossing the road in the village or for signs to be erected to inform drivers not to drive on the footway;
- (5) The proposed double yellow lines will help to reduce conflict at the pinch point reducing the likelihood of larger vehicles mounting the footway on the southern side of the road;
- (6) The County Council would have no objection in principle for more bus stops in safe places but these would need to be promoted by the bus operators(s) and the costs would need to be met from an external source or considered through a Community Match application; and
- (7) Burwash Parish Council could consider a Feasibility Study at a cost of £500 to explore some of the options presented in the petition as the A265 through the village is not a current priority for the County Council.

Reasons

9.4 Appropriate improvements could be considered should an alternative source of funding become available or if an application through Community Match was successful. In order to determine what measures could be suitable in the village prior to a Community Match

application, it is suggested that the Parish Council commissions a Feasibility Study at a cost of £500. This will help to identify possible improvements for further discussions and provide the Parish Council with an estimate of what they might cost to assist in their budget considerations.

9.5 The Parish Council was encouraged to conduct speed surveys, to help determine the most effective measures that could be put in place, before the full Feasibility Study is commissioned. The Parish Council was also advised to do a village survey, potentially in tandem with the Neighbourhood Plan consultation, to establish the levels of support for the various proposals put forward.

9.6 The Parish Council was offered the assistance of Traffic Safety officers in drafting the specifications of any Feasibility Study, to ensure that the most effective result is achieved.

10 PETITION - FOR 30MPH SPEED LIMIT AND SUPPORTING TRAFFIC CALMING MEASURES - STONESTILE LANE, HASTINGS

10.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

10.2 Ms Ania Sztopen spoke as the Lead Petitioner to re-affirm the severity of the problem of speeding in Stonestile Lane, and to query the accuracy of the speed survey data.

DECISIONS

10.3 The Lead Member RESOLVED to advise the petitioners that (1) a 30mph speed limit on Stonestile Lane supported by traffic calming and traffic signs is not a priority for the County Council at the present time; and
(2) an application through the County Council's Community Match scheme could be considered.

Reasons

10.4 Following the submission of the petition, a speed survey was carried out. The survey was conducted from 12 June to the 20 June 2018 and indicated average speeds of 30mph northbound and 31mph southbound.

10.5 The request for a 30mph speed limit and supporting traffic calming measures has been assessed to determine if it might be a priority for future consideration. The proposal did not meet the benchmark score to enable it to be taken forward at this time.

10.6 Whilst the introduction of a 30 mph speed limit with supporting traffic calming is not a priority, the Lead Petitioner was encouraged to discuss the issue with the local County Councillor, Hastings Borough Council and Westfield Parish Council to see if they might consider supporting an application through the Community Match Scheme.

Committee: **Lead Cabinet Member for Communities and Safety**

Date: **25 October 2018**

Report By: **Director of Communities, Economy and Transport**

Title of Report: **Petition to reduce the speed limit to 30mph on Marley Lane, Battle on the length between Marley Lane Grain Store and Petley Wood Riding Stables.**

Purpose of Report: **To consider the petition for a reduced speed limit on this part of the C94, Marley Lane, Battle.**

RECOMMENDATION: The Lead Member is recommended to advise the petitioners that:

- (1) A 30mph speed limit on this part of the C94, Marley Lane, Battle does not meet the criteria and is not a priority for the County Council; and**
 - (2) There would be no objection, in principle, to a community funded 40mph speed limit being investigated.**
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1. Background Information.

1.1 At the County Council meeting on 10 July 2018 Councillor Field presented to the Chairman a 'Petition to reduce the speed to 30mph on Marley Lane, Battle on the portion between Marley Grain Store and Petley Wood Riding Stables'.

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2. Supporting Information

2.1 The petition is requesting that the national speed limit on the C94 Marley Lane, Battle is reduced to 30mph between Marley Lane Grain Store and Petley Wood Riding Stables. A Location Plan indicating the length of the road where the 30mph speed limit is being requested is included in Appendix 1.

2.2 The predominant factors that are considered when determining a speed limit are the number of properties that are clearly visible to drivers and the average speed of the traffic using the road. Our policy on Local Speed Limits (PS05/02) recommends that villages can be considered for a 30mph speed limit providing that there are '20 or more properties served by private accesses that adjoin the main road (on one or both sides of the road) located over a length of not less than 600 metres and are clearly visible to drivers'. A copy of our policy on Local Speed Limits is included in Appendix 2.

2.3 Although it is acknowledged that there are some properties on this part of Marley Lane the majority of the development is set back from the road and screened by vegetation so they would not provide drivers with a clear indication for the need to reduce speed. It is important drivers are provided with a consistent message that if the speed limit is 30mph, they are in a built up area with continuous properties fronting the road and clearly visible. If the use of 30mph speed limits is extended to more rural locations, like this section of Marley Lane, there is a risk that the message a 30mph speed limit provides to drivers within a more built up area will be diluted.

2.4 Two speed surveys were carried out on Marley Lane between 14 and 21 September 2018 as a result of the petition. The results of the survey outside Villa Rosa recorded average speeds of 42mph eastbound and 46mph westbound with 85th percentile speeds (the speed that 85 percent of drivers are travelling below) of 50mph eastbound and 53mph westbound. The survey outside Great Wood Place

recorded average speeds of 36mph southbound and 37mph northbound with 85th percentile speeds of 41mph southbound and 43mph northbound. A plan indicating the location of the surveys and a summary of the results is included in Appendix 3.

2.5 The research that has been carried out nationally indicates that speed limits that are introduced with signs and lines alone only reduce the average speed of traffic by about 1 or 2mph. This is also East Sussex County Council's experience from the speed limit review work that has been carried out in the County. Our policy on Local Speed Limits therefore recommends that for a 30mph to be relatively self-enforcing, they should only be introduced in locations where the average speed of traffic is already below 33mph.

2.6 The results of the speed surveys that were carried out in Marley Lane clearly show that the average speed of drivers is too high for a 30mph speed limit to be introduced with signs and lines alone. Even if the frontage development were to support a 30mph speed limit in Marley Lane, expensive engineering measures would need to be introduced to help slow the traffic down.

2.7 The crash data supplied to us by the Police indicates that there has been 1 slight personal injury crash reported between Marley Lane Grain Store and Petley Wood Riding Stables in the latest available three year period. A plan indicating the location of the crash is included in Appendix 4. At the present time, the County Council has very limited resources available for road safety including lower speed limits. The cost of the engineering measures that would be required to introduce an effective 30mph speed limit on this part of Marley Lane would not be justified at the present time due to the relatively good safety record of the road.

3. Conclusion and Reason for Recommendation

3.1 A 30mph speed limit on Marley Lane between Marley Lane Grain Store and Petley Wood Riding Stables is not a priority for the County Council at the present time due to its relatively good safety record and lack of frontage development.

3.2 Although there may be no objection in principle to a 40mph speed limit at this location in Marley Lane being considered through the Community Match process, it may not achieve what the petitioners are trying to achieve as the speed survey carried out close to Great Wood Place recorded the existing average speed of the traffic to be 36mph southbound and 37mph northbound with only 19 percent of the drivers travelling above 40mph. If this option is of interest to the petitioners, the process could be explained in more detail.

RUPERT CLUBB

Director of Communities, Economy and Transport

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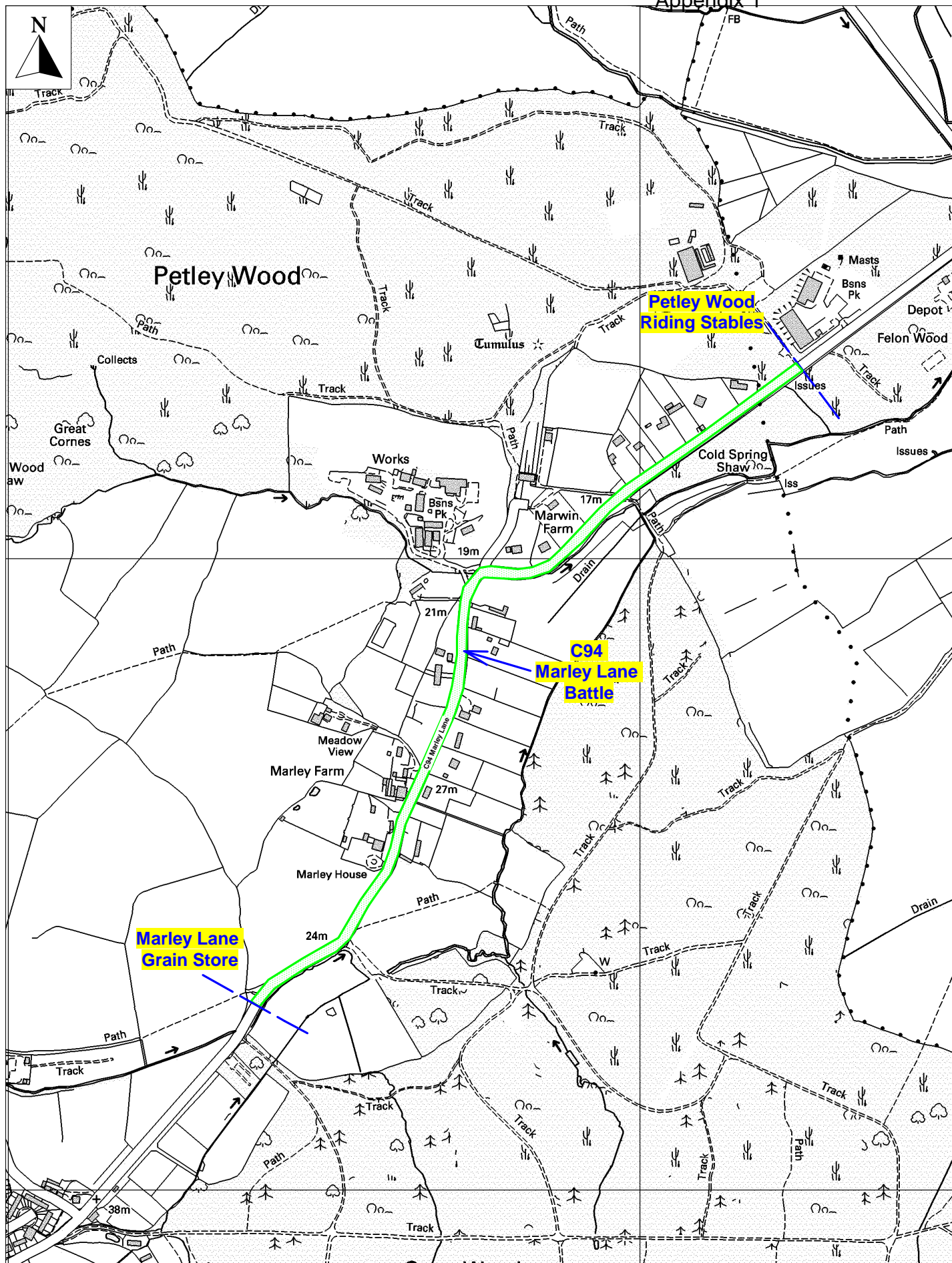
LOCAL MEMBER

Councillor Field

BACKGROUND DOCUMENTS

Speed Survey Results (Survey No. No. 5503 and 5502)

The Petition



East Sussex
County Council

Marley Lane
Battle
Location Plan

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EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

LOCAL SPEED LIMITS	PS05/02
<p>PURPOSE OF POLICY</p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>	
<p>SPECIFIC POLICIES</p> <ol style="list-style-type: none"> 1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road. 2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections. 3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A. 	
<p>SUPPORTING STATEMENT</p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>	
<p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984 Department for Transport – Circular Roads 01/2006 Department for Transport – Circular Roads 02/2006 Department for Transport – Traffic Advisor Leaflet 1/04 Department for Transport – Traffic Advisory Leaflet 2/06 Department for Transport- Circular Roads 01/2013 H & T Committee – Agenda Item 10 H & T Committee – Agenda Item 18 Cabinet Committee – Agenda Item 5 Lead Member for Transport and Environment – Agenda Item 11 Lead Member for Communities & Safety – Agenda Item ??</p>	<p><u>Date of Approval</u></p> <p>17.03.1993 19.10.1994 15.11.2000 25.06.2007 16/03/2018</p>

SPECIFIC POLICIES (CONTINUED)

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

Speed Limit	Average Speed Below
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-
- a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
- b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

7. 20mph Speed Limits and Zones

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

Proposed Speed Limit Criteria – Route Assessment

Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
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20 mph Speed Limit

Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph High proportion of vulnerable road users in direct conflict with traffic
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30 mph Speed Limits

Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph Significant number of vulnerable road users in conflict with vehicular traffic
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40 mph Speed Limits

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	Urban Suburban distributor roads buildings set back from the road Rural Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph Urban Vulnerable road users segregated from road space Rural A noticeable presence of vulnerable road users
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50 mph Speed Limits

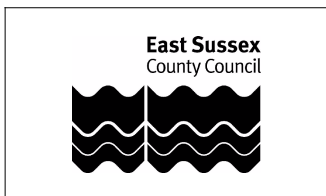
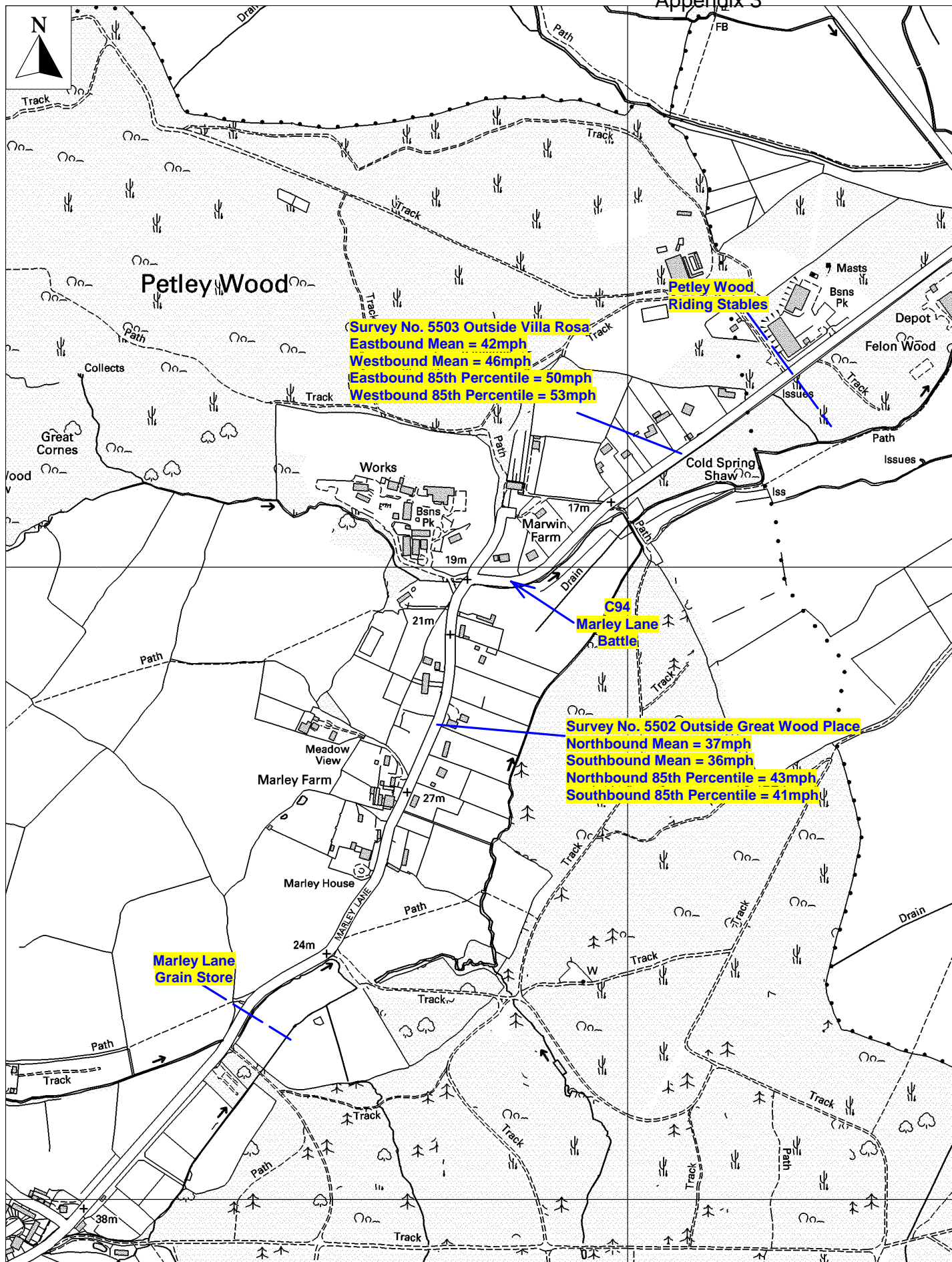
Limited frontage development	Higher quality urban distributors with few points of access Low standard classified roads	Mean vehicle speed below 52mph
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60 mph Speed Limits (Dual Carriageways)

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
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Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.

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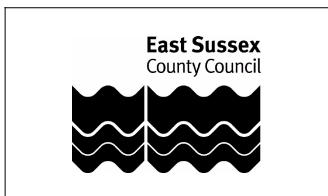
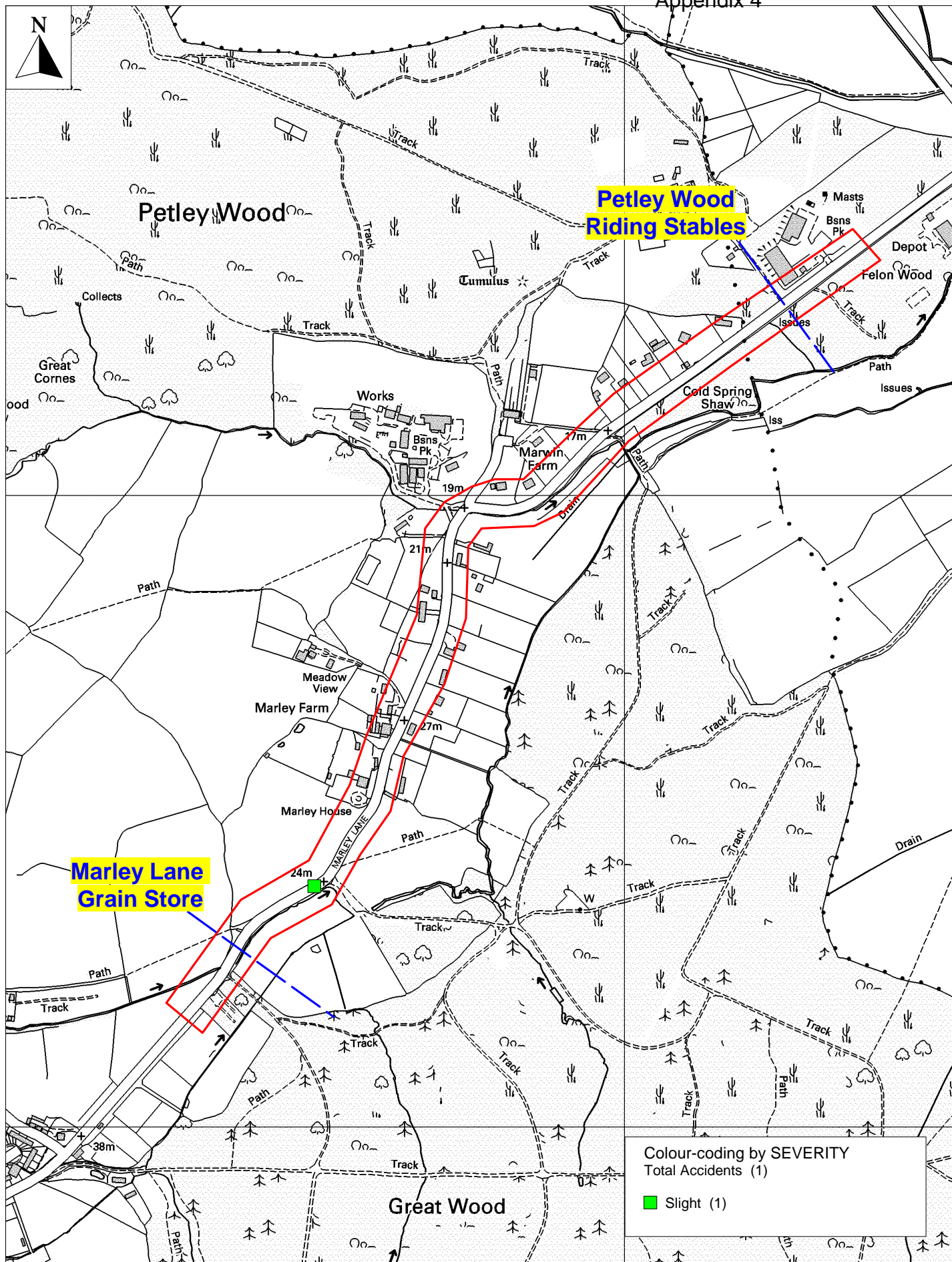


Marley Lane
 Battle
 Summary of Speed Survey Results

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Marley Lane - Battle
Crashes between 01/09/2015 and 31/08/2018
Type of Crash : Injury Only

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