



LEAD MEMBER FOR COMMUNITIES AND SAFETY

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

TUESDAY, 23 JULY 2019 AT 2.00 PM

COUNCIL CHAMBER - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 30 May 2019 (*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 40mph on the A259 Seaford to Newhaven enforced by speed cameras (*Pages 5 - 18*)
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

15 July 2019

Contact Simon Bailey, Democratic Services Officer,
01273 481935
Email: simon.bailey@eastsussex.gov.uk

This page is intentionally left blank

LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 30 May 2019 at County Hall, Lewes

Councillor John Ungar spoke on items 4 and 5 (see minutes 4 and 5)

1 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 25 APRIL 2019

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 25 April 2019.

2 DISCLOSURE OF INTERESTS

2.1 Councillor John Ungar declared a personal interest in Item 4 in that a family member lives in Summerdown Road, but he did not consider this to be prejudicial.

3 REPORTS

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

4 PETITION FOR IMPROVEMENTS TO SIGNALISED JUNCTION OF VICTORIA DRIVE, SUMMERDOWN ROAD, EAST DEAN ROAD AND CHURCH STREET, EASTBOURNE

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

4.2 Mr Robert McGowan, the Lead Petitioner, spoke in support of the petition's aims.

DECISIONS

4.3 The Lead Member RESOLVED to advise the petitioners that (1) potential improvements for pedestrians and cyclists at this junction, such as providing pedestrian phases at the signals, have been assessed through the approved High Level Sift process; and

(2) the proposal was assessed further as part of the Detailed Assessment stage, however it did not rank highly enough to be included within the 2019/20 Capital Programme.

Reasons

4.4 The detailed appraisal was carried out in late 2018 and was ranked 38 out of 76 appraisals assessed. There are sufficient funds available to consider the first 21 schemes on the detailed appraisal assessment list, which forms the Capital Programme for Transport Improvements. The Capital Programme was approved by the Lead Member in March 2019.

4.5 The request will continue to be retained on record for possible inclusion in a future programme. A scheme could also secure entry in the event that external funding becomes available, for example from funding raised by the local community.

5 REQUEST FOR TRAFFIC CALMING – GORE PARK ROAD, EASTBOURNE

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

DECISIONS

5.2 The Lead Member RESOLVED to advise the petitioners that (1) a traffic calming scheme for Gore Park Road is not a priority for the County Council at the present time; and

(2) a safety survey of the condition of the footway and carriageway in Gore Park Road has been carried out.

Reasons

5.3 The current condition of Gore Park Road was inspected by the Local Highway Steward on 21 February. The inspection identified four areas of pavement posing a trip hazard to users, two potholes and two drain covers that needed to be reset. These repairs were carried out within 28 days. Gore Park Road is inspected on six-monthly basis as part of the routine safety inspection.

5.4 Appropriate improvements could be considered should an alternative source of income become available or if an application through the Community Match Fund was successful. In order to determine what measures could be suitable, it is suggested that residents contact the Borough Council to assist with the commissioning of a Feasibility Study, which will identify possible improvements and provide an estimate of potential costs.

Agenda Item 4

Report to: Lead Cabinet Member for Communities and Safety

Date of meeting: 23 July 2019

By: Director of Communities, Economy and Transport

Title: Petition to reduce the speed limit to 40mph on the A259 Seaford to Newhaven enforced by speed cameras.

Purpose: To consider whether a 40mph speed limit would be a priority for the County Council or meets the Sussex Safer Roads Partnership (SSRP) criteria for speed cameras.

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

- (1) A 40mph speed limit on the A259 between Seaford and Newhaven is not presently a priority for the County Council;
 - (2) The location does not meet the SSRP criteria for speed cameras; and
 - (3) The Strategic Economic Infrastructure Team has recently commissioned consultants to carry out a feasibility study of possible improvements at the junctions of Bishopstone Road, Marine Parade and Hill Rise.
-

1 Background Information

1.1 At the County Council meeting on 26 March 2019, Councillor Osborne presented a petition to the Chairman of the Council "to reduce the speed limit on this dangerous stretch of road to 40mph enforced by speed cameras, this will add less than one minute to journey times but save lives and prevent congestion". A Location Plan is included in Appendix 1.

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 A259 is a primary coastal route that runs between the County boundary at Telscombe Cliffs and Pevensey Roundabout where it becomes trunk road and part of the Strategic Road Network. In December 2018, it was identified as part of the Government's Major Road Network of economically important local authority maintained A class roads which sits between the Strategic Road Network, managed by Highways England, and the local network managed by the County Council as highway authority. The Average Annual Daily Traffic (AADT) flow on the section between Newhaven and Seaford is approximately 24,800 vehicles.

2.2 Local Speed Limit Policy (PS05/02) indicates that 40mph speed limits are appropriate in areas with frontage access indicating to drivers the need to reduce speed with mean vehicle speeds below 42mph. A copy of Policy PS05/02 is included in Appendix 2.

2.3 It is recognised nationally that the majority of drivers travel at the speed they consider to be safe for the conditions of the road based on their assessment of the local environment. A number of speed surveys have been carried out on the A259 between Newhaven and Seaford and the results are included as Appendix 3. The results of the most recent surveys indicate mean speeds of between 42 mph and 47 mph westbound and 45 mph and 48 mph eastbound. This, combined with a lack of development fronting the road, indicates that a 40mph speed limit on this part of the A259 would be very poorly complied with unless engineering measures were introduced to reduce the speed of traffic in accordance with a lower speed limit

2.4 The use of speed cameras is controlled by the Sussex Safer Roads Partnership (SSRP). There is strict national guidance on the use of cameras that ensures they are only used to improve road safety and are not seen as a means of raising additional revenue. The SSRP has assessed the location and it does not meet the necessary criteria for speed cameras. It would not be appropriate to introduce a speed limit that is too low for the environment with speed cameras to enforce the limit and this is also the view of the Police.

2.5 A 50mph speed limit was introduced on part of the A259 on 6 March 2017. The extent of the speed limit was carefully considered with Sussex Police prior to it being introduced. It was agreed to start the limit approximately 400 metres to the northwest of Bishopstone Road as it is on this part of the road that the set back properties become visible to drivers. It also meant that Bishopstone Road, Marine Road and Hill Rise junctions were included in the extent of the 50mph speed limit which is shown in Appendix 3.

2.6 A speed survey carried out on the Buckle bypass before the 50mph speed limit was introduced recorded the mean speed to be 47mph westbound and 52mph eastbound with 85th percentile speeds (the speed not exceeded by 85% of traffic) of 54mph westbound and 59mph eastbound. Introducing a 50mph speed limit on this part of the A259 offered the most opportunity to reduce speeds and the post surveys carried out in the same location recorded mean speeds of 45mph westbound and 48mph eastbound with 85th percentile speeds of 51mph westbound and 54mph eastbound, an average reduction of 3.5mph. The speed survey results are shown in Appendix 3.

2.7 If the 50mph speed limit had been extended further to the west, along the more rural part of the A259, there were concerns that the limit would be posted above the speed adopted by most drivers on this section of road, as the survey near Tidemills recorded mean speeds of 42mph westbound and 45mph eastbound. In our experience, introducing a 50mph speed limit on more rural roads can increase the average speed of traffic if it is posted above the original mean speed.

2.8 The personal injury crash (PIC) data supplied by Sussex Police indicates that there has been one fatal, five serious and 13 slight personal injury crashes on the A259 between Newhaven and Seaford in the latest 3 years. A plan showing the location and severity of the injury crashes is included as Appendix 4.

2.9 All of the A and B class roads in the County have recently been assessed as part of our Speed Management Programme to identify the lengths where the killed and serious injury (KSI) crash rate is above the County average. The KSI crashes on the A259 between Newhaven and Seaford equates to 7.1 KSI crashes per 100 million vehicle kilometres, which is below the County average of 8.9 KSI crashes per 100 million vehicle kilometres, the threshold being used to prioritise our Speed Management Programme.

2.10 The PIC rate of the A259 between Newhaven and Seaford for the latest available 3 year period is 22.6 PIC's per 100 million vehicle kilometres. This is below the 35 PIC's per 100 million vehicle kilometres threshold recommended by the Department for Transport for investigating whether a lower speed limit would be appropriate on rural A or B class roads.

2.11 We are aware that there are many places where pedestrians cross the road on this part of the A259. The Traffic and Safety Team are therefore presently in the process of amending the positioning of the 'pedestrian in road' warning signs to more accurately reflect these crossing movements.

2.12 Our Strategic Economic Infrastructure Team has recently commissioned East Sussex Highways to undertake a feasibility report to look at some of the possible options for the Hill Rise, Marine Road and Bishopstone Road junctions. At the present time, the outcome of the Feasibility Report is still not known but the outcomes of the report and a proposed way forward will be reported to a future decision making meeting of the Lead Member for Transport and Environment.

3 Conclusion and Reasons for Recommendations

3.1 For the reasons set out in this report it is recommended that the Lead Member for Communities and Safety advises the petitioners that the introduction of a 40mph speed limit on the A259 between Newhaven and Seaford is not a priority for the County Council, nor would it be appropriate to enforce a lower speed limit with cameras.

3.2 It is also recommended that the petitioners are advised that a longer 50mph speed limit on the A259 is not appropriate.

3.3 The recently commissioned feasibility report will consider the options available for improvements to the identified junctions that would have wider benefits for the area.

RUPERT CLUBB

Director of Communities, Economy and Transport

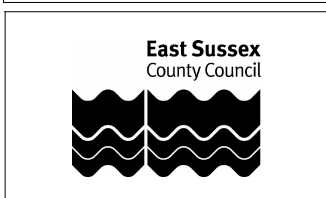
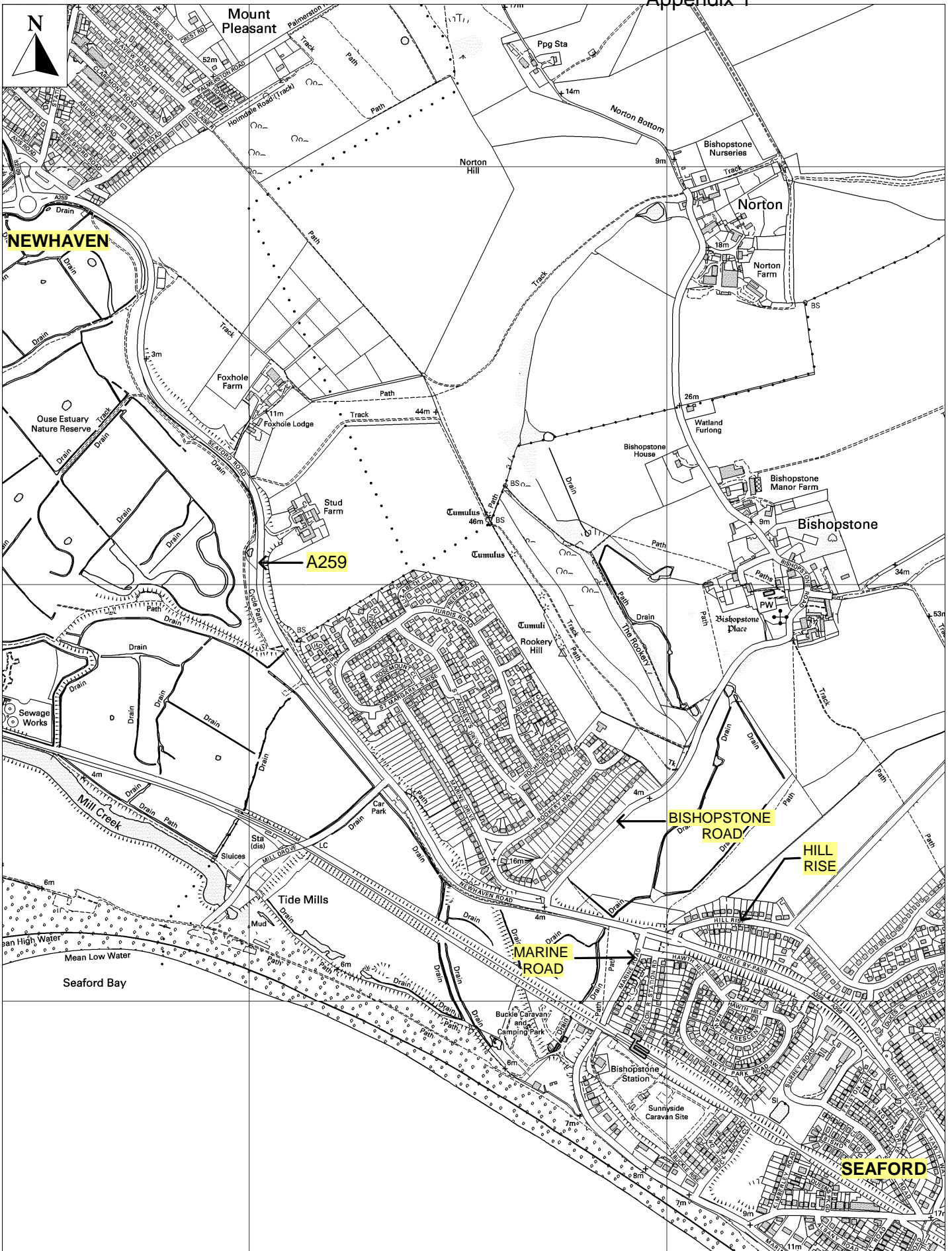
Contact Officer: Michael Higgs

Tel.No. 01273 482106 Email: michael.higgs@eastsussex.gov.uk

LOCAL MEMBER: Councillor Sarah Osborne

BACKGROUND DOCUMENTS: The petition

This page is intentionally left blank



Location Plan
A259 Newhaven to Seaford

© Crown copyright. All rights reserved.
East Sussex County Council.
Licence No. 100019601. 2019

SCALE	1 : 12000
DATE	25/06/2019
DRAWING NO.	APPENDIX 1
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank

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 style="text-align: center;"><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
--	--------------------------	----------------------------

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
---	--	---

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
--	---	--

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
--	--	--

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
------------------------------	--	--------------------------------

60 mph Speed Limits (Dual Carriageways)

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
------------------------------	--------------------------------------	--------------------------------

Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.

This page is intentionally left blank



A29 Newhaven to Seaford
Speed Survey Results &
Extent of Existing Speed Limits

© Crown copyright. All rights reserved.
East Sussex County Council.
Licence No. 100019601. 2019

SCALE	1 : 12000
DATE	25/06/2019
DRAWING NO.	APPENDIX 3
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank



A259 Newhaven to Seaford
Crashes between 01/05/2016 and 30/04/2019
Type of Crash : Injury Only

© Crown copyright. All rights reserved.
East Sussex County Council.
Licence No. 100019601. 2019

SCALE	1 : 12000
DATE	25/06/2019
DRAWING NO.	APPENDIX 4
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank