



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Claire Dowling

MONDAY, 26 JUNE 2023 AT 2.00 PM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 5 June 2023 (*Pages 3 - 6*)
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. Notice of Motion to review and update Policy PS05/02 Local Speed Limits (*Pages 7 - 28*)
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

16 June 2023

Contact Sophie Webb, Governance and Democracy Officer,
01273 337495
Email: sophie.webb@eastsussex.gov.uk

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 5 June 2023 at Committee Room, County Hall, Lewes

Councillors Godfrey Daniel, Johnny Denis, Ian Hollidge, James MacCleary, Wendy Maples, Stephen Shing and Georgia Taylor spoke on item 4 (see minute 13)

Councillors Carolyn Lambert, James MacCleary and Wendy Maples spoke on item 5 (see minute 14)

9. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 22 MAY 2023

9.1 The Lead Member approved as a correct record the minutes of the meeting held on 22 May 2023.

10. DISCLOSURE OF INTERESTS

10.1 Councillor Hollidge declared a personal interest in item 4 as a member of Sustrans. He did not consider this to be prejudicial.

11. URGENT ITEMS

11.1 There were none.

12. REPORTS

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

13. PETITION FOR A DEFAULT 20-MPH SPEED LIMIT IN RESIDENTIAL AREAS

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

13.2 Mr Mark Slater, the Lead Petitioner for the petition calling on the County Council to implement a default 20-mph speed limit in residential areas spoke to highlight the benefits of a default 20-mph speed limit similar to what has been implemented by other Local Authorities.

DECISIONS

13.3 The Lead Member RESOLVED to advise petitioners that:

(1) East Sussex County Council (ESCC) each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in the report;

(2) ESCC is committed to working with all stakeholders to improve road safety across East Sussex, including our partners from the Sussex Safer Roads Partnership;

(3) The County Council has a finite amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through our approved scheme prioritisation process and is not a priority for the County Council at the present time; and

(4) The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme of improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

REASONS

13.4 ESCC is committed to working with all stakeholders to improve road safety across East Sussex, and each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in the report.

13.5 The County Council has a finite amount of funding to develop local transport improvements and need to ensure that resources are targeted to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through the approved process and is not a priority for the County Council at the present time.

13.6 The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme for improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

14. NOTICE OF MOTION - BISHOPSTONE JUNCTION, SEAFORD

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

DECISIONS

14.2 The Lead Member RESOLVED to recommend that the County Council rejects the Notice of Motion, as set out in paragraph 1.1 of the report.

REASONS

14.3 Previous traffic modelling to assess the benefits and impacts of introducing traffic signals at the junctions in Bishopstone demonstrates that whilst signalisation would benefit movements from side roads, it would generate extensive queuing and potentially unacceptable delays on the A259.

14.4 The introduction of a footbridge in this location is seen as not affordable or practicable, but that signalised surface crossing options, being considered as part of the A259 Major Road Network study are more likely to demonstrate value for money.

14.5 The £750,000 Active Travel Fund underspend as highlighted in section 2.23 of the report has subsequently been reallocated to develop and deliver three school street schemes in the county.

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Report to: Lead Member for Transport and Environment

Date of meeting: 26 June 2023

By: Director of Communities, Economy, and Transport

Title: Notice of Motion to review and update policy PS05/02 Local Speed Limits

Purpose: To consider the Notice of Motion requesting the County Council to review and update policy PS05/02 and demonstrate that it is in line with Department for Transport Circular 01/2013 to include a full audit of speed limit assessments completed in the last two years.

RECOMMENDATIONS: The Lead Member is recommended to recommend that the County Council rejects the Motion.

1 Background Information

1.1 The following Notice of Motion has been submitted by Councillor Denis and Councillor Georgia Taylor:

Policy PS05/02 sets out the Council's policy on local speed limits. It claims to be in line with Government best practice guidance and legislation on road safety. (Road Traffic Regulation Act, and more recently the Department of Transport Circular Roads 01/2013.)

The Policy sets out speed limits in section 5 of this policy with average speed limits and it states that if average speeds are above that level then, subject to "available resources", where injury or crashes at a site justify the necessary expenditure, engineering measures will be implemented first and, if this is not possible, then a lowering of the speed limit may be introduced.

This policy oversimplifies an approach to road safety and speed limits that is not consistent with the guidance outlined in the Department of Transport Circular Road 01/2013.

The above Circular sets out that "Local traffic authorities are responsible for determining speed limits on the local road network".

It continues: "The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions*
- road geometry and engineering*
- road function*
- composition of road users (including existing and potential levels of vulnerable road users)*
- existing traffic speeds*
- road environment*

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered" [my emphasis].

The following parts of the policy PS05/02 are not consistent with national Circular 01/2013: specifically:

- Paragraph 5. Speed limit table is an over simplification of a complex assessment and as such is only one part of the overall process. Using this table in this way means that the views and experiences of residents are not being taken into account when assessing speed limits as set out in the Circular. (ref 23 Circular 01/2013)*

- *Paragraph 6. Refers to speed limits being investigated will be subject to “available resources”. The Circular outlines a cost benefit analysis that includes a wide range of non monetary benefits that have to be considered including quality of life factors and fear of speeds [my emphasis]. (ref: 31 Circular 01/2013)*
- *Paragraph 7a: casualty reduction: The Circular further sets out that the assessment is not simply about casualties on a road or killed or seriously injured, but is a more complex process of assessment that has to include the experience of other road users, pedestrians, cyclists, horses and riders [my emphasis] (ref 32 Circular 01/2013)*
- *Paragraph 7c: The self enforcing requirements of PS05/02 is not a defacto requirement. It is a factor to consider and as such the danger is that policy is used to uphold existing speed limits rather than consider why compliance might be an issue and how to address compliance. (ref 26 Circular 01/2013).*
- *Appendix A outlines an approach to speed limit criteria that is equally outwith of the national guidance, which requires local traffic authorities to perform an assessment that includes listening to local residents, and introduce 20mph speed limits in towns AND villages, “particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable” (ref 84 Circular 01/2013).*

Such priorities are given further emphasis in the January 2022 revisions to the Highway Code, in particular, the clear notation on the ‘Hierarchy of Road Users’, which “places those road users most at risk in the event of a collision at the top of the hierarchy. ... [These are] pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk.”

This Council agrees:

- To request the Lead Member for Transport to demonstrate that PS05/02 and its operational implementation is fully in line with the Circular 01/2013 with a full audit of speed limit assessments completed in the last 2 years.*
- To request that the Lead Member shares the results of this audit with Full Council within two months.*
- That PS05/02 be reviewed within the next two months and be presented to Full Council to ensure it is fully in line with all aspects of Circular 01/2013*
- That community and resident experience, quality of life and fear of speeds are included as explicit criteria in PS05/02 as clearly indicated in Circular 01/2013.*

1.2 In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member’s recommendation on this Notice of Motion will be reported to the Council at its meeting on 11 July 2023. A copy of the Notice of Motion is included as Appendix 1 to this report.

2 Supporting Information

2.1 Adopted Policy PS05/02 Local Speed Limits (included as Appendix 2 to this report) was approved by the Lead Member for Communities and Safety on 16 March 2018. It is based on a range of national guidance issued by The Department for Transport (including Circular 01/2013 that provides guidance to local authorities for assessing and setting speed limits), best practice, and is informed by the Council’s experience of achieving effective speed limits. Circular 01/2013 is government guidance and whilst it provides high level advice about what should be considered when setting effective speed limits, it is not definitive.

2.2 East Sussex County Council (ESCC) is committed to working with all stakeholders to improve road safety across East Sussex, including our partners on the Sussex Safer Roads Partnership.

Setting effective speed limits

2.3 The principal aim in determining appropriate speed limits is to provide a consistent message between the speed limit and what the road looks like, and for changes in the limit to be reflective of changes in the road layout and characteristics.

2.4 The use of average speeds to help define the level of a new speed limit recognises that most road users drive at a speed that they consider to be safe and appropriate for the road characteristics. A limit should therefore seek to reinforce what an average driver sees as the safest speed for the environment, thereby achieving the highest level of compliance and a 'safe distribution' of vehicle speeds.

2.5 The 'Key points' section to Circular 01/2013 includes that 'speed limits should be evidenced, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance'.

2.6 It also states that the guidance should also 'be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans'.

2.7 National and international studies have indicated that reducing a speed limit with traffic signs and road markings alone only reduces the average speed of traffic by about one or two mph at most, and only then when a driver can readily see the reason for the lower limit. This replicates the Council's own findings from before and after studies when lower speed limits have been introduced.

2.8 This is reflected in the guidance which states 'unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit'. In addition, evidence indicates that where signed only speed limits are introduced which do not match the average speed of traffic, there can be increased overtaking and conflict between drivers, which increases the likelihood of collisions.

2.9 Sussex Police have confirmed that they will not support any lower speed limits that cannot demonstrate that they will be self-enforcing and that they will not provide any additional enforcement over that which would have been provided prior to the introduction of any lower limit.

2.10 It is therefore important that any consideration relating to a lower speed limit must consider the prevailing conditions and existing average speed of traffic, as this will demonstrate what is likely to be an effective speed limit. If a lower speed limit is deemed desirable but is not reflected in the road's characteristics or average speeds, then traffic management or engineering measures will be required to ensure that the imposed limit is effective.

Review of relevant national guidance

2.11 Following receipt of the Notice of Motion, a review was undertaken of the relevant national guidance issued by The Department for Transport (including Circular 01/2013 and the January 2022 revisions to the Highway Code) and this concluded that adopted Policy PS05/02 continues to reflect national guidance and best practice.

Wider policy and operational context

2.12 It is important to clarify that the purpose of Local Speed Limit Policy PS05/02 is to clearly set out the key criteria required to ensure that speed limits are effective and should not be considered in isolation when considering how ESCC assesses and prioritises road safety concerns including requests for lower speed limits. It is important to consider the wider policy and operational context, including the County Council's Local Transport Plan, and the processes and criteria followed when setting the annual Capital Programme for Local Transport Improvements, the Annual Road Safety, Community Focused Road Safety and the Speed Management Programmes.

Capital Programme for Local Transport Improvements

2.13 Each year the County Council develops and implements numerous local transport improvements funded through its capital programme of local transport improvements. In 2022/23 total funding of £11,776m was allocated (a combination of funding from the County Council, Local Growth Fund secured via the South East Enterprise Partnership and development contributions) which delivered over 50 schemes and studies across the county which include a number of road safety and active travel improvements.

2.14 All requested road safety and local transport improvements, including requests to change the speed limits are assessed against the established Local Transport Plan (LTP). The content of the capital programme is considered by the Lead Member for Transport and Environment on an annual basis. Key objectives against which requests are assessed include the extent to which it will:

- Improve the economy
- Improve public safety and health
- Tackle climate change
- Improve accessibility to employment, education, health facilities and other services
- Improve quality of life

2.15 A review of ESCC's Local Transport Plan commenced in Summer 2022. The Government's guidance on developing Local Transport Plans is due imminently and it is expected to indicate the need to focus on decarbonising transport as well as integrating the Government Levelling Up, Bus Back Better and Gear Change strategies into the Council's transport strategy for the county. A key element of the development of the new LTP has been to engage with members, stakeholders, local communities and businesses early and throughout the process to actively seek their views and comments. This was initially through public and stakeholder consultation on issues, opportunities and priorities in autumn 2022 and at present via a series of workshops on the vision, objectives, preferred strategy and potential interventions to deliver the strategy. A LTP Reference Group comprising members of the Place Scrutiny Committee and chaired by Councillor Redstone has been established to provide Member input and challenge throughout the LTP's development.

2.16 Consultation on the draft LTP strategy, which will include an updated scheme assessment process, will be undertaken in autumn 2023 with final adoption of the strategy programmed for early 2024.

Annual Road Safety Programme

2.17 All road safety concerns that are raised by Members and residents are assessed by a member of the Road Safety Team and where appropriate improvements introduced. In addition, annually the Road Safety Team identifies sites that have the most personal injury crashes (PIC's) and put in place a programme of works to help reduce the number of casualties on these roads. As part of this year's Road Safety Programme, 49 locations have been identified where four or more PIC's have occurred in the three-year assessment period of 01/01/2020 to 31/12/2022.

Community Focused Road Safety Schemes

2.18 The Council receive many requests for small scale road safety improvements to be made, including changes to speed limits, which do not meet the requirements to be considered as part of the Annual Road Safety Programme. To address these concerns £750,000 has been allocated from the Community Match underspend to deliver community focused road safety interventions. Selected schemes address identified road safety concerns and are identified by considering a range of issues and specific site characteristics, weighted to define their relative priority. Current funding will enable a three-year programme of works to be delivered. Approval has also been given

for any future underspends from the Community Match allocation to be allocated to support further Community Focused Schemes to be delivered.

Community Match Initiative

2.19 Where requests from Members or residents do not meet the criteria for inclusion in the above Programmes, the Community Match Initiative provides residents with the opportunity to take forward schemes to lower the speed limit where appropriate when these are funded locally. Where possible, the Council will support and assist local communities and town/parish councils to implement such schemes, if they are funded externally, or match funded through Community Match.

Notice of Motion

2.20 The Notice of Motion highlights extracts from Circular 01/2013. The Road Safety Team have regard to and consider the guidance as a whole during their assessment of sites for potential inclusion within the annual Road Safety Programme, the Capital Programme for Local Transport Improvements, the Community Focused Road Safety Programme and will do so when considering schemes for the Speed Management Programme. Appendix 3 sets out the sections of guidance referred to in the Notice of Motion and provides further clarification on when the Road Safety team consider these.

2.21 In order to undertake the assessment and analysis requested it would be necessary to divert officer resource away from delivering our annual road safety programmes as detailed above in this report.

Review of Speed Limits

2.22 Following the release of updated national guidance by the Department for Transport in 2006 the Road Safety Team completed a review of rural speed limits. As a result of this review, and in line with the guidance, several lower speed limits were introduced on rural roads. The speed limits met the guidance in terms of visual characteristics. The opportunity was taken to undertake some 'before and after' studies to help us understand the effect that introducing lower speed limits had on driver behaviour. The results of this study are included as Appendix 4 to this report.

2.23 The results demonstrate that producing lower vehicle speeds is more complex than solely relying on the introduction of a new speed limit and associated signing.

2.24 The Council is aware that neighbouring authorities have, or are considering, amendments to their adopted policies relating to the introduction of local speed limits and will assess the effectiveness and impact of these policy changes when outcomes are known.

2.25 A £500,000 budget has been allocated to undertake a new Speed Management Programme with additional on-going funding identified within future Capital Programmes.

2.26 As part of the Speed Management Programme a review will identify lengths of the main road network that would benefit from a reduced speed limit. It will also check that existing speed limits are effective and producing the desired reductions in vehicle speeds using available speed data and new in-vehicle telematics. The review will also identify sites of greatest need and local concern where proven traffic management measures would have a positive effect and enhance the effectiveness of the speed limit. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

3 Conclusion and Reasons for Recommendations

3.1 ESCC is committed to working with all stakeholders to improve road safety across East Sussex, including our partners on the Sussex Safer Roads Partnership.

3.2 Speed limit policy PS05/02 is based on national guidance issued by the Department for Transport, best practice, local experience, the views of Sussex Police as the appropriate

enforcement authority, and is reflective of what is required to produce an effective speed limit. The policy will continue to be reviewed regularly to ensure that it complies with the latest national guidance available.

3.3 The policy is not prescriptive and allows for lower speed limits to be considered for those locations deemed appropriate if the necessary traffic management or engineering measures are implemented to ensure compliance.

3.4 The policy has been found to be fit for purpose. It does not commit the Council to fund speed limits that are not an identified priority or linked to an approved scheme funded from alternative sources.

3.5 Following receipt of the Notice of Motion, a review was undertaken of the relevant national guidance issued by The Department for Transport (including Circular 01/2013 and the January 2022 revisions to the Highway Code) and this concluded that adopted Policy PS05/02 continues to reflect national guidance and best practice. Therefore, it is not recommended that valuable resources are diverted to undertake the review requested by this Notice of Motion.

3.6 The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the County and identify a programme for improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

3.7 The Lead Member is recommended to recommend that the County Council rejects the Motion.

RUPERT CLUBB

Director of Communities, Economy, and Transport

Contact Officer: Brian Banks

Tel. No. 07769 164195

Email: brian.banks@eastsussex.gov.uk

LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

None

Motion to review and update Policy PS05/02

Background

Policy PS05/02 sets out the Council's policy on local speed limits. It claims to be in line with Government best practice guidance and legislation on road safety. (Road Traffic Regulation Act, and more recently the Department of Transport Circular Roads 01/2013.)

The Policy sets out speed limits in section 5 of this policy with average speed limits and it states that if average speeds are above that level then, subject to "available resources", where injury or crashes at a site justify the necessary expenditure, engineering measures will be implemented first and, if this is not possible, then a lowering of the speed limit may be introduced.

This policy oversimplifies an approach to road safety and speed limits that is not consistent with the guidance outlined in the Department of Transport Circular Road 01/2013.

The above Circular sets out that "Local traffic authorities are responsible for determining speed limits on the local road network".

It continues: "The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. *The impact on community and environmental outcomes should also be considered*” [my emphasis].

The following parts of the policy PS05/02 are not consistent with national Circular 01/2013: specifically:

- Paragraph 5. Speed limit table is an over simplification of a complex assessment and as such is only one part of the overall process. Using this table in this way means that the views and experiences of residents are not being taken into account when assessing speed limits as set out in the Circular. (ref 23 Circular 01/2013)
- Paragraph 6. Refers to speed limits being investigated will be subject to “available resources”. The Circular outlines a cost benefit analysis that *includes a wide range of non monetary benefits that have to be considered including quality of life factors and fear of speeds* [my emphasis]. (ref: 31 Circular 01/2013)
- Paragraph 7a: casualty reduction: The Circular further sets out that the assessment is not simply about casualties on a road or killed or seriously injured, but is a more complex process of assessment *that has to include the experience of other road users, pedestrians, cyclists, horses and riders* [my emphasis] (ref 32 Circular 01/2013)
- Paragraph 7c: The self enforcing requirements of PS05/02 is not a defacto requirement. It is a factor to consider and as such the danger is that policy is used to uphold existing speed limits rather than consider why compliance might be an issue and how to address compliance. (ref 26 Circular 01/2013).
- Appendix A outlines an approach to speed limit criteria that is equally outwith of the national guidance, which requires local traffic authorities to perform an assessment that includes listening to local residents, and introduce 20mph speed limits in towns AND villages, “particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable” (ref 84 Circular 01/2013).

Such priorities are given further emphasis in the January 2022 revisions to the Highway Code, in particular, the clear notation on the ‘Hierarchy of Road Users’, which “places those road users most at risk in the event of a collision at the top of the hierarchy. ...

[These are] pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk.”

This Council agrees:

1. To request the Lead Member for Transport to demonstrate that PS05/02 and its operational implementation is fully in line with the Circular 01/2013 with a full audit of speed limit assessments completed in the last 2 years.
2. To request that the Lead Member shares the results of this audit with Full Council within two months.
3. That PS05/02 be reviewed within the next two months and be presented to Full Council to ensure it is fully in line with all aspects of Circular 01/2013
4. That community and resident experience, quality of life and fear of speeds are included as explicit criteria in PS05/02 as clearly indicated in Circular 01/2013.

Proposer: Cllr. Johnny Denis

Seconder: Cllr. Georgia Taylor

Notes:

PS05/02 Local Speed Limits policy

<https://democracy.eastsussex.gov.uk/documents/s26511/Speed%20Limit%20Policy%20PS05.02%20Appendix%202.pdf>

Dept of Transport Circular 01/2013

<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#section-6-urban-speed-limits>

Highway Code, Hierarchy of Road Users

<https://www.gov.uk/guidance/the-highway-code/introduction>

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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 31</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

Local Speed Limits – PS05/02

Appendix A

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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Appendix 3

1.1 The first bullet point in the Notice of Motion states:

- *Paragraph 5. Speed limit table is an over simplification of a complex assessment and as such is only one part of the overall process. Using this table in this way means that the views and experiences of residents are not being taken into account when assessing speed limits as set out in the Circular. (ref 23 Circular 01/2013)*

. The first bullet point in the Notice of Motion refers to Ref 23 which is detailed below in italics. The Road Safety Team consider the below during their assessment of sites for potential inclusion within the annual Road Safety Programme, the Capital Programme for Local Transport Improvements, the Community Focussed Road Safety Programme and will do so when considering schemes for the Speed Management Programme.

- *A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.*

1.2 The second bullet point in the Notice of Motion states:

- *Paragraph 6. Refers to speed limits being investigated will be subject to "available resources". The Circular outlines a cost benefit analysis that includes a wide range of non monetary benefits that have to be considered including quality of life factors and fear of speeds [my emphasis]. (ref: 31 Circular 01/2013)*

The second bullet point in the Notice of Motion refers to Ref 31 which is detailed below in italics. The Road Safety team consider the below during their assessment of sites for potential inclusion within the Programmes detailed above in 1.1. ESCC along with many Highway Authorities choose not to make use of the DFT speed Limit appraisal tool kit as it is cumbersome, requiring a significant level of officer engagement. The results from the trial we undertook were also inconclusive and did not inform the decision making process to any greater degree than the established process currently used.

- *Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:*
 - *collision and casualty savings;*
 - *conditions and facilities for vulnerable road users;*
 - *impacts on walking and cycling and other mode shift;*

- *congestion and journey time reliability;*
- *environmental, community and quality of life impact*
- *Quality of life impact may include emissions, severance of local communities, visual impact, noise and vibration and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.*
- *The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.*

1.3 The third bullet point in the Notice of Motion mentions states:

- *Paragraph 7a: casualty reduction: The Circular further sets out that the assessment is not simply about casualties on a road or killed or seriously injured, but is a more complex process of assessment that has to include the experience of other road users, pedestrians, cyclists, horses and riders [my emphasis] (ref 32 Circular 01/2013)*

The third bullet point in the Notice of Motion refers to Ref 32 which is detailed below in italics. The Road Safety team consider the below during their assessment of sites for potential inclusion within the Capital Programme for Local Transport Improvements, the Community Focussed Road Safety Programme and will do so when considering schemes for the Speed Management Programme.

- *Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.*

1.4 The fourth bullet point in the Notice of Motion states:

- *Paragraph 7c: The self enforcing requirements of PS05/02 is not a defacto requirement. It is a factor to consider and as such the danger is that policy is used to uphold existing speed limits rather than consider why compliance might be an issue and how to address compliance. (ref 26 Circular 01/2013).*

The fourth bullet point in the Notice of Motion refers to Ref 26 which is detailed below in italics. The Road Safety team consider the below during their assessment of sites for potential inclusion within the Programmes detailed above in 1.1.

- *Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit. If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education*

and publicity. Enforcement may also be appropriate but should be considered only after the other measures and jointly with the police force.

1.5 The fifth bullet point in the Notice of Motion states:

- *Appendix A outlines an approach to speed limit criteria that is equally outwith of the national guidance, which requires local traffic authorities to perform an assessment that includes listening to local residents, and introduce 20mph speed limits in towns AND villages, “particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable” (ref 84 Circular 01/2013).*

The fifth bullet point in the Notice of Motion refers to ref 84 which is detailed below in italics, along with ref 85. The Road Safety team consider the below during their assessment of sites for potential inclusion within the Programmes detailed above in 1.1.

- *Based on this positive effect on road safety, and a generally favourable reception from local residents, traffic authorities are able to use their power to introduce 20mph speed limits or zones on:*
 - *major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.*

This is in addition to:

- *residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.*
- *Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.*

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Study into the effectiveness of rural speed limits

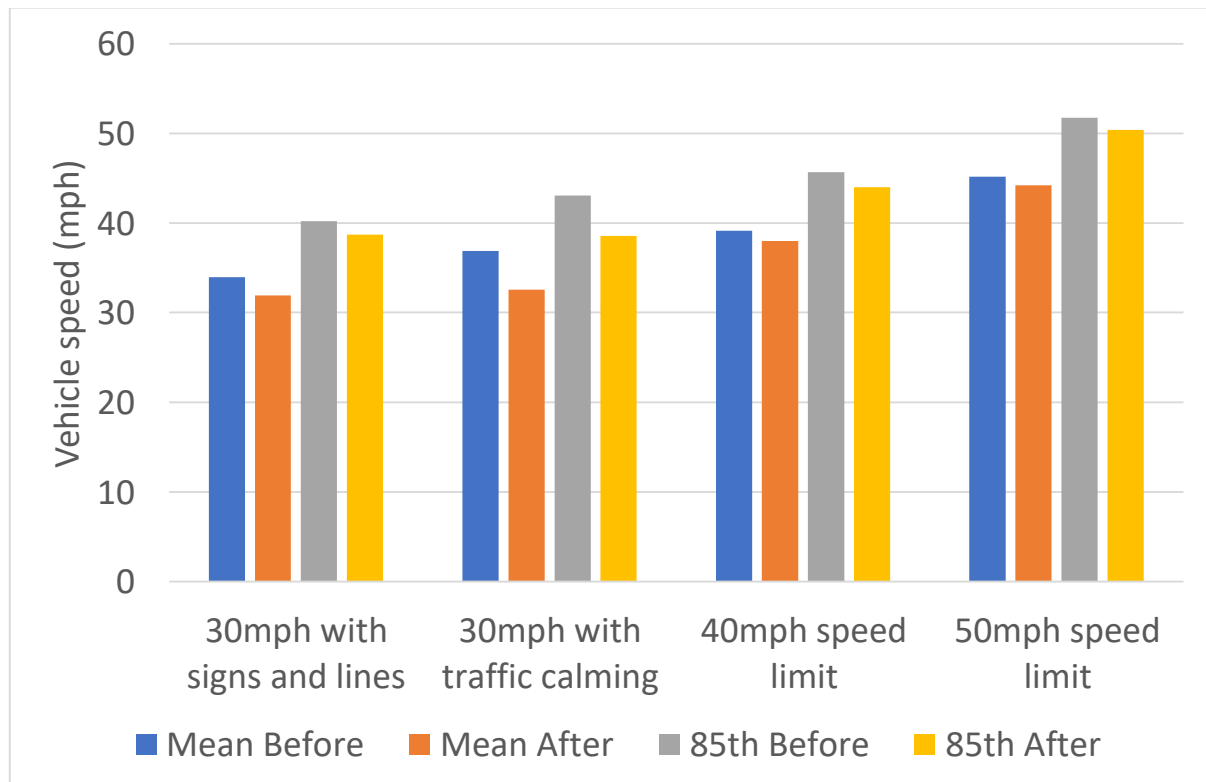
Executive Summary

The study considered all the reduced speed limits that were progressed by the Road Safety Team under the rural speed limit review which followed the release of the DfT circular 01/2006. The study considered collision and speed data from the following categories of speed limit:

- 30mph speed limits with signs and lines alone (25 no. sites),
- 30mph speed limits with supporting traffic calming measures (16 no. sites),
- 40mph speed limits (55 no. sites),
- 50mph speed limits (22 no. sites).

Impact on vehicle speeds:

The following chart compares the speed reductions across the four different categories of speed limit. It displays changes to both the mean speeds and 85th percentile speeds (the speed at which 85% of traffic will be travelling at, or below).



30mph speed limits with signs and lines alone

These 30mph speed limits were implemented on highly developed roads that recorded mean speeds in the region of 30mph to 35mph prior to implementation. These were installed with *signs and lines alone*.

This type of speed limit was typically implemented on low-speed roads which did not have a pre-existing crash record. The reduced speed limits were therefore intended to align the posted speed limit with the driving environment and not specifically to address a road safety issue.

The implemented speed limit resulted in a moderate reduction in mean speeds (2mph on average). However, a smaller reduction in 85th percentile speeds (1.5mph on average) meant the variance between the two measures increased slightly. This indicates that this type of speed limit had the least impact on the fastest drivers, resulting in the widest speed distribution of vehicle speeds recorded across the four types of speed limit.

30mph speed limits with supporting traffic calming measures.

The 30mph speed limits were implemented on highly developed roads that recorded mean speeds in the region of 35mph to 40mph prior to implementation. These were installed with *supporting traffic calming measures*.

This type of speed limit was typically implemented on moderate speed roads which did not have a substantial pre-existing crash record. This reduced speed limit was therefore intended to change the character and appearance of the driving environment to one that was commensurate with a 30mph speed limit and not specifically to address a road safety issue.

30mph speed limits with supporting measures achieved the greatest reduction in both mean speeds (4.4mph) and 85th percentile speeds (4.5mph), causing both to reduce by a uniform amount. There was little change to the variance between mean speed and 85th percentile speed. This suggests that the supporting engineering measures were effective in reducing the speed of the faster drivers and as a result maintained a narrow distribution of vehicle speeds.

The data from both types of 30mph speed limit indicates that appropriately set 30mph speed limits can have a positive impact on vehicle speeds.

40mph speed limits

40mph speed limits were typically implemented on higher speed, moderately developed rural roads. The recorded mean speeds prior to implementation varied widely between 34mph to 48mph. In most instances these roads were derestricted (60mph) and many featured a notable crash or KSI problem. Where lower mean speeds were recorded, the speed limit was reduced with signs and lines alone, whilst the sites with higher recorded speeds included supporting traffic calming measures to help bring vehicles speeds down.

40mph speed limits achieved modest reductions to mean speeds (1.1mph). They had a more pronounced effect on the faster drivers with 85th percentile speeds reducing by 1.6mph. As a result, this type of speed limit recorded the closest spread between mean speed and 85th percentile speed, indicating a reduced speed differential between the slowest and fastest and drivers. This may have been particularly pronounced on previously derestricted roads where some drivers may have had difficulty selecting an appropriate speed for the conditions. 40mph speed limits therefore maintained the narrowest (and thereby the safest) distribution of vehicle speeds of all the different speed limits.

50mph speed limits

50mph speed limits were typically implemented on higher speed, lightly developed rural roads, and usually featured a moderate number of crashes. The recorded mean speeds prior to implementation varied widely between 42mph to 50mph. The speed limit was set to reflect the driving environment, which typically featured a lower level of frontage development than the 40mph speed limits. The recorded mean speeds prior to implementation were usually too high to support a 40mph speed limit. Although the recorded mean speeds were often substantially lower than 50mph, many of the 50mph limits were progressed in response to local concerns, rather than an identified road safety issue.

As with 40mph speed limits, the 50mph speed limits achieved modest reductions to mean speeds (1.1mph) but a more pronounced impact on 85th percentile speeds (1.6mph). This type of speed limit was effective in reducing the speed differential between the slowest and fastest and drivers. This was the only speed limit where the 85th percentile speeds fell within the posted speed limit, indicating a high level of compliance.

August 2021

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