

Committee: **Lead Cabinet Member for Community Services**

Date: **28 September 2016**

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

Title of Report: **Pett Road, Guestling 30mph speed limit.**

Purpose of Report: **To consider the petition requesting the existing 40mph speed limit on the C23 Pett Road, Guestling is reduced to 30mph**

RECOMMENDATION: The Lead Member is recommended to:

- (1) Advise the petitioners that a 30mph speed limit on the C23 Pett Road is not considered to be of sufficient priority for funding from the County Council budget for road safety due to its good safety record; and**
 - (2) Advise that Guestling Parish Council may consider supporting a reduced speed limit through the Community Match fund scheme.**
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1. Background Information.

1.1 At the County Council meeting on 10 May 2016 Councillor Maynard presented a petition to the Chairman stating:

“Pett Road is a minor country road and bus route running from the A259 Guestling to Pett Level village. For most of its length it has an appropriate speed limit of 30mph. However, from its junction with the A259 down Friars Hill to Peter James Lane the limit is 40mph. This part of the road is a narrow, winding, fairly steep hill with no footpath and regularly used by horse riders.

We, the undersigned, all live in properties along this part of the road and are becoming increasingly concerned by speeding vehicles and the fact that a 40mph speed limit is not enough protection for us. There have been several minor accidents, particularly at the bottom of Friars Hill, and we feel that it is only a matter of time before something more serious occurs.

We request that East Sussex County Council instate a 30mph limit along the full length of Pett Road as quickly as possible”.

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 Community Services.

1.3 A Location Plan indicating the extent of the existing 40mph speed limit is included in Appendix 1.

2. Supporting Information

2.1 It is recognised nationally that the majority of drivers travel at the speed they consider to be safe for the conditions of the road. Research carried out by the Transport Research Laboratory indicated that changing the speed limit with signs and lines alone only reduces the average speed of drivers by about 1 or 2mph.

2.2 Some parts of the C23 Pett Road between the A259 trunk road and Peter James Lane are more built up and narrow in nature, whereas other parts are wider and more rural in nature. As a result the average speed of traffic varies with the changes in geometry and appearance of the road. A speed survey carried out to the west of ‘Aldershaw’ recorded the average speed of traffic to be 30mph

eastbound and 29mph westbound, and the speed that 85 percent of the drivers are travelling below of 35mph eastbound and 34mph westbound. A second survey carried out near 'Well House' recorded the average speed to be 33mph eastbound and 32mph westbound, and the speed that 85 percent of the drivers are travelling below of 40mph eastbound and 38mph westbound. A plan indicating the location of the speed surveys and a summary of the results is included in Appendix 2.

2.3 The road to the west of 'Aldershaw' is narrow and more rural in nature resulting in lower average speeds on this part of the road. As a result a 30mph speed limit on this part of the road could be introduced using signs alone. However, the results of the survey outside 'Well House' indicate that some speed reducing measures would need to be introduced on this part of the road to help achieve compliance with a 30mph speed limit. This is also the view of Sussex Police.

2.4 The cost of lowering the 40mph speed limit to 30mph would need to be met from the Road Safety budget. At the present time there are very limited resources available for road safety including lowering speed limits. It is therefore important that the resources we do have available are targeted at locations that offer the most benefit in terms of their contribution towards casualty reduction. The C23 Pett Road has a very good safety record with no injury crashes being reported to the Police in the latest five years.

2.5 As a result of its very good safety record a lower 30mph speed limit on the C23 Pett Road is not presently a priority for the Road Safety Team. We are not able to justify a lower speed limit here ahead of other locations in the County with a history of injury crashes.

2.6 If Guestling Parish Council does wish to investigate introducing a lower 30mph speed limit through the Community Match fund scheme it would be necessary to change the appearance of the road by introducing some lining and coloured surfacing on the part of the road near to Well House to visually narrow the appearance of the road to drivers. The cost of the types of measures that would be required to slow down the drivers on this length of the road is likely to be in the region of £10,000 to £15,000.

3. Conclusion and Reason for Recommendation

3.1 Due to its very good safety record a lower 30mph speed limit on this part of the C23 Pett Road is not a priority for funding from the budget for Road Safety. However, we could support a 30mph speed limit if an application for Community Match funding by Guestling Parish Council was successful and sufficient speed reducing measures were included on the part of the road near 'Well House' where the average speed is higher.

RUPERT CLUBB

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LOCAL MEMBER

Councillor Maynard

BACKGROUND DOCUMENTS

None