

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

| | |
|---|--|
| WAITING RESTRICTIONS AT ROAD JUNCTIONS | PS4/1 |
| <p><u>Purpose of Policy</u></p> <p>To provide guidance on a balance between meeting the conflicting demands of pedestrians, moving traffic and parked vehicles.</p> | |
| <p><u>Specific Policies</u></p> <ol style="list-style-type: none"> 1. Where waiting restrictions are implemented on a main road, they will be continued into side turnings, normally for a distance of 15m and where specific restrictions are introduced at junctions, these too will normally extend for 15m from the junction. 2. The 15m distance may be reduced to 5m subject to prior consideration of the following traffic management needs:- <ol style="list-style-type: none"> [a] Traffic flow [junction capacity, etc]. [b] Visibility. [c] Pedestrian facilities. [d] Loading/unloading of vehicles. [e] Disabled drivers' parking. [f] Access to premises. [g] The maximum effective turning space, as required by the largest vehicle which can reasonably be expected to make each turning movement allowed through the junction, not conflicting with parking space [assumed 2m width]. [h] The visibility of the approaching flow on the major road being not less than the minimum stopping distance appropriate to the 85 percentile speed of that approaching flow [visibility measured on centre lines from a point 3m behind the Give Way line on the minor road]. 3. The restrictions will prohibit waiting at all times. | |
| <p><u>Supporting Statement</u></p> <p>Vehicles parked close to junctions may obstruct passage and visibility for both pedestrians and drivers.</p> | |
| <p><u>References – Further Information</u></p> <p>H&T Committee - Agenda Item 11 Lead Member for Transport and Environment – Agenda No 11</p> | <p><u>Date of Approval</u></p> <p>08.06.1978 24.07.2006</p> |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIROMENT POLICY SUMMARY

| | |
|--|---|
| LOCAL SPEED LIMITS | PS4/2 |
| <u>Purpose of Policy</u> Definition of procedures within current regulations | |
| <u>Specific Policies</u> 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, the Highways Agency. 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 consideration of any objections. 3. The principal determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A. <div style="text-align: right;">/ continued overleaf</div> | |
| <u>Supporting Statement</u> 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 recognized that lower vehicle speeds are conducive to reducing the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. | |
| <u>References – Further Information</u> Road Traffic Regulation Act 1984 Department for Transport - Circular Roads 01/2006 Department for Transport - Circular Roads 02/2006 Department for Transport - Traffic Advisory Leaflet 1/04 Department for Transport - Traffic Advisory Leaflet 2/06 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 | <u>Date of Approval</u> 17.03.1993 19.10.1994 15.11.2000 25.06.2007 |

Specific Policies (continued)

4. Subject to paragraphs 5 and 6 below, villages can be considered for the introduction of a 30 mph speed limit in accordance with recommendations of Circular 1/06 provided that the following criteria are :-
- a) 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 600metres, and clearly visible to drivers
 - b) the distance over which the limit is to be applied is at least 600 metres.
 - c) the environment should give a clear indication to drivers a need to reduce speed
5. Speed limits should be set in accordance with the table below :-

| <i>Speed Limit</i> | <i>Average Speed Below</i> |
|-------------------------------|---|
| 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 either :-
- a) Where the history of 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 limit can 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 can not be justified by the history of crashes a TRO should be made for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5. If funding is identified from an outside source, which covers the cost of appropriate engineering features a TRO for the original proposals should be considered.

7. If a system of street lighting with street lights not more than 183 metres (200 yds) apart is installed along a road, then it is automatically restricted to 30 mph unless an order is made to de-restrict it or to impose a different maximum limit.
8. On classified single carriageway roads which do not meet the requirements of the built development criteria contained in paragraph 4, reference will be made to the Speed Assessment Framework as outlined in the Department for Transport's Circular 01/2006-Setting Local Speed Limits.

For Upper Tier Roads (A and B roads) with an accident rate in excess of 45 injury accidents per 100 million vehicle kilometres, the route will be reviewed for a lower speed limit in consultation with Sussex Police.

For Lower Tier Roads (C and Unclassified roads) with an accident rate in excess of 60 injury accidents per 100 million vehicle kilometres, the route will be reviewed for a lower speed limit in consultation with Sussex Police.

Proposed Speed Limit Criteria – Route Assessment

Below gives an indication of appropriate speed limits, reference should be made to Circular 01/2006 for more detailed information when using speed assessment frame work.

| SPEED LIMIT/CHARACTER OF ENVIROMENT | 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, properties With frontage access the road giving a clear indication to drivers 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

| | | |
|---|---|---|
| Built up areas properties with frontage access indicating to drivers the need to reduce speed | <p>Urban suburban distributor roads buildings set back from the road</p> <p>Rural Roads through villages and identified rural settlements over a minimum length of 600m</p> | <p>Mean vehicle speed below 42mph</p> <p>Urban Vulnerable road users segregated from road space</p> <p>Rural A noticeable presence of vulnerable road users</p> |
|---|---|---|

50 mph Speed Limits

| | | |
|------------------------------|---|---|
| Limited frontage development | Urban distributors with few points of access Low standard classified roads | Mean vehicle speed below 52mph Few vulnerable road users |
|------------------------------|---|---|

60 mph Speed Limits

| | | |
|------------------------------|--|---|
| Limited frontage development | Urban distributors with limited points of access High standard rural classified roads | Mean vehicle speed below 62mph Few vulnerable road users |
|------------------------------|--|---|

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

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

| | |
|--|---|
| LIMITATIONS ON THE INTRODUCTION OF NO CYCLING ORDERS | PS4/4 |
| <u>Purpose of Policy</u> To avoid discouraging the use of bicycles and to save unnecessary expense in making Orders. | |
| <u>Specific Policy</u> Orders prohibiting cycling on public footpaths [as distinct from roadside footways] will not be introduced unless there is evidence of accidents, as opposed to some inconvenience to pedestrians. <u>Note:</u> Barriers can be used as an alternative to discourage cycling on footpaths, where this is necessary. | |
| <u>Supporting Statement</u> There is remarkably little evidence of actual danger caused by cycling on public footpaths and enforcement is not only difficult but in view of the absence of accidents, is likely to be regarded as of low priority. This policy supplements PS5/2 encouraging people to cycle and thus achieve resultant environmental improvements. | |
| <u>References – Further Information</u> H&T Committee - Agenda Item 8 Lead Member for Transport and Environment - Agenda Item 11 | <u>Date of Approval</u> 25.03.1975 24.07.2006 |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

| | |
|--|---|
| NO OVERTAKING ORDERS | PS4/6 |
| <u>Purpose of Policy</u> To define where such Orders may be used instead of a double white line system. | |
| <u>Specific Policy</u> Where the criteria for double white lines are met in all aspects except adequate carriageway width, a “No Overtaking” Order may be considered. [See also Policy for Roadmarkings Ref No: PS4/8] | |
| <u>Supporting Statement</u> Double white lines are more noticeable and are far better obeyed than “No Overtaking” Orders. The use of the lines whenever appropriate is preferred. | |
| <u>References – Further Information</u> H & T Committee - Agenda Item 3 H & T Committee - Agenda Item 8 Lead Member for Transport and Environment – Agenda Item 11 | <u>Date of Approval</u> 22.03.1974 25.03.1975 24.07.2006 |

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

| | |
|---|---|
| ROAD MARKINGS INCLUDING “CATSEYES” | PS4/8 |
| <p><u>Purpose of Policy</u></p> <p>To determine the application of optional provisions within the National Regulations.</p> | |
| <p><u>Specific Policies</u></p> <ol style="list-style-type: none">1. All markings [including “catseyes”] shall conform to the current editions of the Traffic Signs Regulations and General Directions and the Traffic Signs Manual.2. Double White Line systems shall be provided where appropriate on roads 20 ft [6.1m] or more in width. Reflecting roadstuds [“catseyes”] will be included and the lines reflectorised. They will normally only be laid on complete lengths of routes and not on isolated sections. [See also Policy for “No Overtaking Orders” - Ref PS4/6].3. Warning Lines shall be provided on roads 18 ft [5.5 m] or more in width. Reflecting roadstuds will be included and the lines reflectorised unless there is all night Class A or B street lighting.4. Lane Lines shall be provided on Primary Major and Minor Distributors 18 ft [5.5m] or more in width and other roads of this width carrying more than 2000 vehicles per day. Reflecting road studs and reflectorisation shall be as for Warning Lines. <p style="text-align: right;">/Continued Overleaf</p> | |
| <p><u>Supporting Statement</u></p> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of road markings but the Highway Authority has certain discretionary powers.</p> | |
| <p><u>References – Further Information</u></p> <p>H & T Committee - 22 March 1974 Agenda Item 3 H & T Committee - 25 March 1975 Agenda Item 8 Traffic Signs Regulations and General Directions [1981] Traffic Signs Manual Chap 5 [1985]</p> | <p><u>Date of Approval</u></p> <p>22.03.74 25.03.75</p> |

Specific Policies [Continued]

5. Continuous Edge Lines may be provided on rural Primary and Major Distributors over 20 ft [6.1 m] in width. Implementation will depend upon the continuing success of those already laid ["success" - in accident terms and in protecting the haunches of the road]. The lines will be reflectorised.
6. Transverse "STOP" Lines shall be provided where appropriate.
7. Transverse "Give Way" Lines shall be provided at all rural junctions [unless otherwise controlled]. In urban areas these lines will not generally be laid at the intersections of minor residential roads.
8. Bus Stop markings shall only be laid where difficulties are found to exist.
9. School Entrance markings shall be provided where appropriate.
10. "Keep Clear" markings shall only be used exceptionally.
11. "Slow" markings shall be used sparingly in conjunction with warning signs when accident investigation has indicated a need.

Note: For the purposes of this statement, "rural" means with a speed limit of more than 40 mph.

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | | |
|--|--|---|
| PROVISION OF TRAFFIC SIGNS - GENERAL | | PS4/9 |
| <u>Purpose of Policy</u> To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for County road users. | | |
| <u>Specific Policy</u> <ol style="list-style-type: none">1. The requirements and recommendations of the Traffic Signs, Regulations and General Directions and the Traffic Signs Manual shall be adhered to.2. No unauthorised signs shall be permitted on the highway and strict control of signs off the highway shall be enforced.3. Whilst it is necessary to ensure that adequate directions are given to drivers, consideration shall be given to the environmental effects of signposting. Generally, minimum practicable sign sizes shall be used and, in all cases, careful siting will be required. Particular regard will be paid to siting so as not to cause a dangerous obstruction on the highway, with consideration given to the completion of appropriate safety audits. <p style="text-align: right;">/Continued Overleaf</p> | | |
| <u>Supporting Statement</u> The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has discretionary powers, particularly in regard to sizes of signs and has issued a "Direction Signs Code of Practice 1980" for the guidance of officers. | | |
| <u>References – Further Information</u> Cabinet Meeting H & T Committee - 27 May 1980 Traffic Signs, Regulations and General Directions Traffic Signs Manual | | <u>Date of Approval</u> 04.07.2000 27.05.1980 |

Specific Policies [continued]

4. Any sign may be illuminated and some must be if sited within 50 m of a street lamp. When there is an option, illumination will be rarely used to reduce costs and effectively save fuel. In such cases a higher quality reflective sign should be considered as an alternative.
5. Illumination shall be by external unit coupled with a reflective sign face.

| | | | | |
|-------|-----|--------------------------------------|-----|--|
| Note: | See | PS4/10 - Direction Signs | See | PS 4/10a - Permanent Local Direction Signs |
| | “ | PS 4/10b - Temporary Direction signs | | PS 4/11 - Place Name Signs |
| | “ | PS4/12 - Warning Signs | “ | PS4/13 - Regulatory signs |
| | “ | PS4/14 - Traffic Mirrors | “ | PS4/14 - Private and Tourist Signs |

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | | |
|---|--|---|
| PROVISION OF TRAFFIC SIGNS - DIRECTION SIGNS | | PS4/10 |
| <u>Purpose of Policy</u> <p>To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for County road users.</p> | | |
| <u>Specific Policy</u> <ol style="list-style-type: none">1. Direction signs shall be provided to assist drivers unfamiliar with a road and at the same time to warn them of the presence of junctions. They shall only be provided where justified on traffic grounds.2. Existing traditional wooden guideposts shall be retained and maintained. Requests for new guideposts will be subject to approval by the Area Highway Manager and may require a safety audit.3. Advance Direction Signs shall be used on Primary and Major distributors and exceptionally elsewhere, [e.g.. at complex junctions], to give information to drivers as they approach a junction.4. Road Confirmatory Signs shall be used on Primary and Major distributors where this is deemed appropriate after complex junctions. | | |
| <u>Supporting Statement</u> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has discretionary powers, particularly in regard to sizes of signs and has issued a “Direction Signs Code of Practice 1980” for the guidance of officers.</p> | | |
| <u>References – Further Information</u> Cabinet Committee H & T Committee - 27 May 1980 H & T Committee - 14 Dec 1982 Traffic Signs, Regulations and General Directions Traffic Signs Manual | | <u>Date of Approval</u> 04.07.2000 27.05.1980 14.12.1982 |

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | |
|--|--|
| PROVISION OF TRAFFIC SIGNS - PERMANENT LOCAL DIRECTION SIGNS | PS4/10a |
| <p><u>Purpose of Policy</u></p> <p>To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for County road users.</p> | |
| <p><u>Specific Policy</u></p> <p>1. Permanent Local Direction Signs may be considered for commercial concerns located away from main routes or population centres. Signs must conform to the Traffic Signs Regulations and General Directions or receive approval by the Secretary for Transport. There shall be no advertising or use of commercial names; variations may include 'Village Store', 'Village Shop(s)', 'Shops' or 'Any Town Industrial Park'. Signs to be provided at the applicants expense. (Signs to pubs, hotels, Bed & breakfast, guest Houses, tea rooms and restaurants will generally not be allowed).</p> | |
| <p><u>Supporting Statement</u></p> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has discretionary powers, particularly in regard to sizes of signs and has issued a "Direction Signs Code of Practice 1980" for the guidance of officers.</p> | |
| <p><u>References – Further Information</u></p> <p>Cabinet Committee Traffic Signs, Regulations and General Directions Traffic Signs Manual</p> | <p><u>Date of Approval</u></p> <p>04.07.2000</p> |

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | |
|--|--|
| PROVISION OF TRAFFIC SIGNS - TEMPORARY DIRECTION SIGNS | PS4/10b |
| <p><u>Purpose of Policy</u></p> <p>To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for County road users.</p> | |
| <p><u>Specific Policy</u></p> <p>1. Temporary Direction Signs will be allowed at the discretion of the Director of Transport & Environment subject to the following criteria: -</p> <ul style="list-style-type: none">a) RAC and AA signs or similarly approved organisation by the Secretary of State.b) Temporary signs to commercial concerns in rural areas. <p>Temporary signs may be considered for commercial concerns in rural areas, which rely on seasonal trade. These signs shall be permitted from the nearest main road using signs in advance of and at the relevant junctions. The actual location and duration of Direction Signs to be agreed by the Area Highway Manager. The commercial concern shall be encouraged to provide printed signs. There shall be no advertising or commercial names on the sign. Variants may include 'Pick Your Own 100yds' or 'P.Y.O 100yds' an appropriate symbol such as a strawberry, raspberry etc. may also be included.</p> | |
| <p><u>Supporting Statement</u></p> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has discretionary powers, particularly in regard to sizes of signs and has issued a "Direction Signs Code of Practice 1980" for the guidance of officers.</p> | |
| <p><u>References – Further Information</u></p> <p>Cabinet Committee Traffic Signs, Regulations and General Directions Traffic Signs Manual</p> | <p><u>Date of Approval</u></p> <p>04.07.2000</p> |

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | | |
|---|--|---|
| PROVISION OF TRAFFIC SIGNS – PLACE NAME SIGNS | | PS4/11 |
| <u>Purpose of Policy</u> To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for County road users. | | |
| <u>Specific Policy</u> 1. Place name signs shall only be permitted if they are of the authorised form. The County’s Coat of Arms shall be used on place name signs unless otherwise requested. Where a Coat of Arms other than that for East Sussex is provided, or an additional legend is incorporated, the cost will not be met by the Highway Authority. Any additional legend shall not be more than 7 words in total (e.g.. ‘Please Drive Carefully Through The Village’) 2. ‘Twin Town’ signs shall be allowed providing they are of the authorised pattern and may incorporate the County's Coat of arms. 3. Ornamental village and place/location name signs will be permitted at suitable sites on the public highway if alternative sites off the highway cannot be found. The County Council will be indemnified against any claims arising therefrom. Such installations shall be licensed by the highway authority. Note: - See PS 4/9 Provision of Traffic Signs - General | | |
| <u>Supporting Statement</u> The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has discretionary powers, particularly in regard to sizes of signs and has issued a “Direction Signs Code of Practice 1980” for the guidance of officers. | | |
| <u>References – Further Information</u> Cabinet Committee H&T Committee 27 May 1980 H&T Committee 14 December 1982 Traffic Signs, Regulations and General Directions Traffic Signs Manual | | <u>Date of Approval</u> 04.07.2000 27.05.1980 14.12.1982 |

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

| | | | | | | | | | | | | | | | | |
|---|--|---|--|--|------------|-----|------------|-----|------------|-----|------------|------|------------|------|------------|------|
| PROVISION OF TRAFFIC SIGNS - WARNING SIGNS | | PS4/12 | | | | | | | | | | | | | | |
| <u>Purpose of Policy</u> <p>To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for road users.</p> | | | | | | | | | | | | | | | | |
| <u>Specific Policy</u> <p>1. Generally, warning signs shall be used sparingly and only in those cases where special circumstances exist which drivers cannot readily perceive. Standard statistical and other criteria will be used to assess the need for signs.</p> <p>2. Animal Warning Signs relating to accompanied animals [eg. horses, cattle] may be provided where more than five animals a day regularly cross the road and where:-</p> <p>[i] the road carries more than 3,000 vehicles per day;</p> <p>[ii] the road carries more than 300 vehicles per day and the approach visibility of the crossing point is less than shown in the following table:-</p> <table><tr><td><u>85 %ile Approach Speeds</u> <u>of Private Cars</u></td><td><u>Minimum Visibility</u> <u>Distance</u></td></tr><tr><td>20 - 30mph</td><td>40m</td></tr><tr><td>30 - 35mph</td><td>60m</td></tr><tr><td>35 - 40mph</td><td>80m</td></tr><tr><td>40 - 50mph</td><td>120m</td></tr><tr><td>50 - 60mph</td><td>160m</td></tr><tr><td>Over 60mph</td><td>210m</td></tr></table> <p>This policy refers to animals under the immediate control of people and does not cover sheep, deer or wild horses which will be dealt with on an ad-hoc basis.</p> <p><u>Note:</u> See PS/4/9 Provision of Traffic Signs - General</p> | | | <u>85 %ile Approach Speeds</u> <u>of Private Cars</u> | <u>Minimum Visibility</u> <u>Distance</u> | 20 - 30mph | 40m | 30 - 35mph | 60m | 35 - 40mph | 80m | 40 - 50mph | 120m | 50 - 60mph | 160m | Over 60mph | 210m |
| <u>85 %ile Approach Speeds</u> <u>of Private Cars</u> | <u>Minimum Visibility</u> <u>Distance</u> | | | | | | | | | | | | | | | |
| 20 - 30mph | 40m | | | | | | | | | | | | | | | |
| 30 - 35mph | 60m | | | | | | | | | | | | | | | |
| 35 - 40mph | 80m | | | | | | | | | | | | | | | |
| 40 - 50mph | 120m | | | | | | | | | | | | | | | |
| 50 - 60mph | 160m | | | | | | | | | | | | | | | |
| Over 60mph | 210m | | | | | | | | | | | | | | | |
| <u>Supporting Statement</u> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has certain discretionary powers.</p> | | | | | | | | | | | | | | | | |
| <u>References – Further Information</u> <p>H&T Committee 27 May 1980 Agenda Item 9.2 H&T Committee 11 December 1984 Agenda Item 11.12 Traffic Signs Regulations and General Directions Traffic Signs Manual</p> | | <u>Date of Approval</u> <p>27/5/80 11/12/84</p> | | | | | | | | | | | | | | |

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE – POLICY SUMMARY

| PROVISION OF TRAFFIC SIGNS – WILD ANIMAL WARNING SIGNS | | PS4/12a | | | | | | | | | | | | | | |
|--|-----------------------------|-------------------------|-----------------------|-----------------------------|------------|-----|------------|-----|------------|-----|------------|------|------------|------|------------|------|
| <u>Purpose of Policy</u> To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for road users. | | | | | | | | | | | | | | | | |
| <u>Specific Policy</u> 1. Generally, warning signs shall be used sparingly and only in cases where special circumstances exist which drivers cannot readily perceive. Standard statistical and other criteria will be used to assess the need for the signs. 2. Wild animal signs warning signs (e.g. deer, wild horses) may be provided where it can be demonstrated that wild animals regularly cross the road and where:- [i] there is a record of deer/wild animal collisions [ii] there is an identifiable crossing point or game trail, habitually used [iii] the road carries more than 3,000 vehicles per day [iv] the road carries more than 300 vehicles per day and the approach visibility of the crossing point is less than shown in the following table:- <table><tr><th>85%ile approach speed</th><th>Minimum Visibility Distance</th></tr><tr><td>20 – 30mph</td><td>40m</td></tr><tr><td>30 – 35mph</td><td>60m</td></tr><tr><td>35 – 40mph</td><td>80m</td></tr><tr><td>40 – 50mph</td><td>120m</td></tr><tr><td>50 – 60mph</td><td>160m</td></tr><tr><td>Over 60mph</td><td>210m</td></tr></table> <u>Note:</u> See PS4/9 Provision of Traffic Signs - General | | | 85%ile approach speed | Minimum Visibility Distance | 20 – 30mph | 40m | 30 – 35mph | 60m | 35 – 40mph | 80m | 40 – 50mph | 120m | 50 – 60mph | 160m | Over 60mph | 210m |
| 85%ile approach speed | Minimum Visibility Distance | | | | | | | | | | | | | | | |
| 20 – 30mph | 40m | | | | | | | | | | | | | | | |
| 30 – 35mph | 60m | | | | | | | | | | | | | | | |
| 35 – 40mph | 80m | | | | | | | | | | | | | | | |
| 40 – 50mph | 120m | | | | | | | | | | | | | | | |
| 50 – 60mph | 160m | | | | | | | | | | | | | | | |
| Over 60mph | 210m | | | | | | | | | | | | | | | |
| <u>Supporting Statement</u> The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has certain discretionary powers. | | | | | | | | | | | | | | | | |
| <u>References – Further Information</u> | | <u>Date of Approval</u> | | | | | | | | | | | | | | |

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

| | | |
|---|--|---|
| PROVISION OF TRAFFIC SIGNS - REGULATORY SIGNS | | PS4/13 |
| <u>Purpose of Policy</u> To promote good practice, respecting the need to protect the environment and at the same time ensuring effective signing for road users. | | |
| <u>Specific Policies</u> <ol style="list-style-type: none">1. Regulatory signs shall be used where appropriate to control and direct traffic.2. Special consideration will be given to the environmental effects of Waiting Restriction signs in Conservation and other special areas and the damaging aspects will be minimised as far as it is possible within the legal requirements for indicating such Traffic Orders. Note: See PS4/9 Provision of Traffic Signs – General | | |
| <u>Supporting Statement</u> The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has certain discretionary powers, particularly in regard to sizes of signs. | | |
| <u>References – Further Information</u> H&T Committee - 27 May 1980 Agenda Item 9.2 Traffic Signs Regulations and General Directions Traffic Signs Manual | | <u>Date of Approval</u> 27.05.80 |

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

6/92

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT COMMITTEE - POLICY SUMMARY

| | |
|---|---|
| PROVISION OF TRAFFIC SIGNS – TOURIST AND AMENITY SIGNS | PS4/15 |
| <p><u>Purpose of Policy</u></p> <p>In considering the promotion of road safety and the protection of the environment, to control in a fair manner, the number of Tourist and Amenity signs erected on the public highway.</p> | |
| <p><u>General Policies</u></p> <ol style="list-style-type: none">1. The primary criterion for signing of a tourist attraction/facility is the substantial need of the travelling public to be directed efficiently and safely, irrespective of whether the establishment concerned is publicly or privately owned or operated.2. For attractions/facilities, signs may be allowed where they meet the general and specific qualifying criteria set out in the COUNTY COUNCIL'S POLICY FOR THE PROVISION OF TOURISM SIGNING.3. The eligibility to apply for tourist signs does not confer an automatic entitlement to signs. Applying for and granting tourism sign posting must enable the majority of tourists unfamiliar with the local road system to reach their destination. The sign posting must strike an appropriate balance between the needs of tourists and tourism business and the local highway authority's statutory duty to ensure safe and efficient management of traffic. The sign posting is for directional and not promotional purposes. <p style="text-align: right;">(continued overleaf)</p> | |
| <p><u>Supporting Statement</u></p> <p>The Traffic Signs, Regulations and General Directions lay down specific requirements in relation to the provision of signs but the Highway Authority has certain discretionary powers.</p> | |
| <p><u>References – Further Information</u></p> <p>The Traffic Signs Regulations and General Directions Traffic Signs Manual H&T Committee - 5 June 1996 Agenda Item No. 14 H&T Committee - 30 September 1997 Agenda Item No. 14 ESCC Policy for the Provision of Tourism Signing</p> | <p><u>Date of Approval</u></p> <p>5 June 1996 30 September 1997 30 September 1997</p> |

4. Generally a tourist attraction/facility must be open to the public for a minimum of four hours on five days of the week in excess of five consecutive months. The tourist attraction/facility must not be subject to prior-booking only.
5. At least 50% or 100,000 per annum of visitors should be attracted from at least ten miles from the tourist attraction/facility.
6. Signed attractions/facilities should meet a standard comparable with the expectations of the visiting public who may consider that signing infers official recognition and a standard of quality has been met. Tourist attractions/facilities applying for signing must belong to a relevant scheme maintaining such standards.
7. The tourist attraction/facility must comply with statutory requirements and must provide all necessary certificates required to operate as the advertised establishment.
8. Where there is a considerable concentration of attractions/facilities in an area local target destinations should be established and signed.
9. Where there are two or more of the same type of attractions/facilities in one area or along a particular route or in a town, generic signing may be appropriate.
10. Where decisions have to be taken about which attractions to sign, the basis for those decisions should be guided by the needs of traffic management. Where attractions lie within a similar area the attraction with higher visitor numbers will usually have a higher claim to be signed than those with fewer numbers.
11. Where sites are multifunctional only the primary attraction shall be signed either individually or generically.
12. The attraction must provide adequate off road parking for visitors.
13. Where appropriate, sign posting to Tourist Information Points or Centres may be considered where information on local attractions/facilities may be displayed. Such areas should have adequate parking facilities.
14. The tourist attraction/facility should promote itself to the tourist market and provide clear travel directions and opening times in publicity material.
15. Where appropriate the views of the borough, district, town and parish councils should be sought before attractions/facilities are accepted for tourism signing.
16. Signing will be provided only at the applicant's expense.

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT **POLICY SUMMARY**

| | |
|---|---|
| PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS | PS4/18 |
| <u>Purpose of Policy</u> <p>This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.</p> | |
| <u>Specific Policies</u> <ol style="list-style-type: none">1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant.2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder if suitable private “off-street” parking is available.3. The need for a bay in terms of traffic problems shall be determined by the Director of Transport and Environment. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought.4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances.5. All special parking bays shall be subject to periodic reviews to establish the continuing need.6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder. | |
| <u>Supporting Statement</u> <p>The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers.</p> <p>The following additional parking facilities are available through national legislation:-</p> <p>[a] For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply.</p> <p>[b] Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users.</p> | |
| <u>References – Further Information</u> <p>Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10</p> | <u>Date of Approval</u> <p>01.03.1977 15.03.1995 06.11.2006</p> |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

| | |
|--|---|
| CONTROL OF PARKING ON VERGES | PS4/21 |
| <u>Purpose of Policy</u> To control the parking on verges of vehicles not at present covered by national legislation. [ie, Commercial vehicles under 7.5 tonnes gross weight and private cars] | |
| <u>Specific Policy</u> 1. For existing development the following shall apply:- [a] Where parking on verges creates danger to highway users, consideration will be given to eliminate it either by legislation [No Waiting Orders] or by physical means. [b] Where parking on verges creates environmental damage or nuisance but not danger, Policy PS 8/5 which permits the licensing of posts on the verge for private individuals will apply. [c] The District or Borough Councils and Housing Associations will be asked to assist in the provision of parking or waiting facilities in appropriate cases. 2. For new development the requirements for the provision of off street parking spaces are included in national guidance. <u>Note:</u> For existing development, financial constraints have, in the event, resulted in action only being taken when acute problems arise. | |
| <u>References – Further Information</u> H&T Committee - Agenda Item 3.8 H&T Committee - Agenda Item 7 Lead Member for Transport and Environment - Agenda Item 10 | <u>Date of Approval</u> 22.03.1974 01.11.1978 06.11.2006 |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

| | |
|---|---|
| PROVISION OF ACCESS MARKINGS | PS4/24 |
| <u>Purpose of Policy</u> To establish the principles for the provision of access markings | |
| <u>Specific Policies</u> 1. Access markings may be laid outside an entrance to off-street premises or a properly constructed private drive, or where the kerb is dropped to provide a convenient place for pedestrians to cross. The markings are laid where there is regular obstruction of an access or crossing point. 2. Where provision of any marking is for the sole benefit of a private access, no expense shall fall upon the Highway Authority either initially or on renewal except when any marking needs to be replaced following surfacing works. 3. The lines may be renewed when the owner/user of the access wishes subject to point (2) above. 4. They shall be laid in accordance with the current Traffic Signs Regulations and General Directions | |
| <u>Supporting Statement</u> The line is intended to deter drivers who would otherwise park across an access. They can assist the Police in cases where such obstruction occurs. | |
| <u>References – Further Information</u> Highways & Transportation Committee Lead Member for Transport and Environment - Agenda Item 10 | <u>Date of Approval</u> 28.09.1982 06.11.2006 |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

| | |
|---|---|
| PROVISION OF VEHICLE ACTIVATED SIGNS (VAS) | PS4/29 |
| PURPOSE OF POLICY To set out the criteria to be met for the provision of VAS in East Sussex to ensure that a consistent standard is applied across the county. | |
| SPECIFIC POLICIES Sites to be considered for the provision of VAS will be subjected to a two stage assessment process as follows: Stage 1 (Preliminary Investigation) <ul style="list-style-type: none">• An analysis of the crash history of the site over the most recent three-year period of available data shall be undertaken.• The site length under assessment shall not exceed 1500m per VAS.• Only those sites demonstrating a minimum of 4 crashes involving personal injury over the most recent three year period of available data shall progress to Stage 2 (Detailed Investigation). Stage 2 (Detailed Investigation) <ul style="list-style-type: none">• Sites shall be prioritised for detailed investigation on the total number of injury crashes. Sites demonstrating an equal number of crashes will be further prioritised using a severity ratio (derived from the number of crashes involving death or serious injury divided by the total number of injury crashes). Note: The national standard for reporting and recording injury crashes classifies them in respect of the most severely injured casualty (either fatal, serious or slight). (continued overleaf) | |
| SUPPORTING STATEMENT This policy will ensure consistency in the provision of VAS, maximising their impact on improving road safety by ensuring that they are only installed at sites demonstrating a crash problem associated with inappropriate speed. | |
| <u>References – Further Information</u> Cabinet Committee – Agenda Item 11 Lead Member for Transport and Environment - Agenda Item 7 | <u>Date of Approval</u> 24.06.2003 10.10.2005 |

SPECIFIC POLICIES (CONTINUED)

- A survey shall be undertaken to review the existing site conditions. This shall include an audit of furniture, fixed signs, road surfacing and road markings to assess their standard and condition. VAS shall not be deployed unless it is clear that the problem cannot be remedied by improving the fixed signing and that no other engineering solutions are appropriate.
- A detailed crash investigation shall be undertaken to identify dominant crash patterns to confirm that VAS are an appropriate remedial measure and if so, the nature of the message i.e. hazard warning or speed limit reminder.
- Monitoring of traffic speeds shall be undertaken at sites where a survey has identified that VAS may be a suitable solution, to establish whether a problem with inappropriate speed exists.

For speed limit reminder signs, the 85th percentile speeds shall be at least 10% over the speed limit + 2 mph, as detailed in the table below:

| Speed Limit | 85 th %ile criteria (10% + 2 mph) | Approximate equivalent average speed |
|-------------|--|--------------------------------------|
| 20 mph | 24 mph | 20 mph |
| 30 mph | 35 mph | 29 mph |
| 40 mph | 46 mph | 38 mph |
| 50 mph | 57 mph | 48 mph |
| 60 mph | 68 mph | 57 mph |
| 70 mph | 79 mph | 66 mph |

Note: The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way the speed that only 15 percent of drivers exceed.

Additional Information

- This policy shall be used for single site assessment and shall not prevent the installation of VAS as a supporting measure at locations identified via other approved assessment methods (e.g. traffic calming schemes & speed limits).

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT POLICY SUMMARY

| | |
|--|---|
| 20 MPH SPEED LIMITS AND ZONES | PS4/30 |
| <u>Purpose of Policy</u> To set out the criteria to be met for the introduction of 20 mph speed limits and zones in East Sussex and apply a consistent standard across the county. | |
| <u>Specific Policies</u> GENERAL CRITERIA 20 mph speed limits or zones will only be pursued if the following general criteria are met: - <ol style="list-style-type: none">1. It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;2. The lower limit is an integral part of either an area wide traffic calming scheme, a Safe Route to School project or a Town Centre Traffic Management Scheme; and.3. The lower limit is effectively self-enforcing and does not require an unreasonable level of enforcement by the police. DETAILED CRITERIA In addition, the following detailed criteria will be applied: <ol style="list-style-type: none">4. 20 mph speed limit signs on their own will only be provided where the average speed of vehicles is 21 mph or less;5. For lengths of road where the average speed is above 21 mph, then appropriate traffic calming measures must be put in place to ensure that average speeds are reduced to 21 mph or less. | |
| <u>Supporting Statement</u> Adherence to the criteria ensures consistency in the introduction of 20 mph speed limits and zones on a Countywide basis. Lower vehicle speeds are conducive to casualty reduction and, from an environmental aspect, produce an improvement for local residents. | |
| <u>References – Further Information</u> East Sussex County Council - Speed Management Strategy Sussex Police - Speed Enforcement Standard DETR - New Directions in Speed Management - March 2000 DETR - Tomorrow's Roads - Safer for Everyone - March 2000 Cabinet Committee – Agenda Item 11 | <u>Date of Approval</u> 24.06.2003 24.06.2003 |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT **POLICY SUMMARY**

| PROVISION OF BUS STOP CLEARWAYS | PS 4/33 |
|--|--|
| <p><u>Purpose of Policy</u></p> <p>To establish the principles for the provision of Bus Stop Clearways</p> | |
| <p><u>Specific Policies</u></p> <p>1. Bus Stop Clearways are provided on scheduled bus routes where on street parking results in a stationary bus causing a danger to other road users or an obstruction to through traffic or where passengers are unable to board or alight safely.</p> <p>2. The location of any Bus Stop Clearway will be determined by the Highway Authority and may require the relocation of any existing bus stop.</p> <p>3. There is no legal requirement to consult on the provision of a Bus Stop Clearway. However, such a provision can have a significant impact on nearby properties and, therefore, the County Council will consult:</p> <ul style="list-style-type: none">a) Residents or businesses whose properties are either immediately fronted by or directly opposite the proposed markingb) The elected County Councillor/sc) The Parish or Town Council as appropriated) Such other organisations as might be appropriate for a specific scheme (e.g. emergency services, bus operator) <p>4. In addition a notice will be placed on street advising of the proposed Clearway at least 28 days before any marking is introduced to ensure that any person affected by the proposal has an opportunity to comment.</p> | |
| <p><u>Supporting Statement</u></p> <p>The Traffic Signs Regulations and General Directions 2002 removed the requirement for Bus Stop Clearways to be implemented using the Traffic Regulation Order process. This policy sets out the County Council's policy on consultation and implementation now that this is not covered by legislation.</p> | |
| <p><u>References – Further Information</u></p> <p>Lead Member for Transport and Environment – Agenda Item 10</p> | <p><u>Date of Approval</u></p> <p>06.11.2006</p> |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT **POLICY SUMMARY**

| | |
|--|-------------------------|
| PROVISION OF SCHOOL CROSSING PATROLS | <u>PS 5/1</u> |
| PURPOSE OF POLICY To ensure that School Crossing Patrols are provided on the basis of impartially assessed need | |
| SPECIFIC POLICIES <ol style="list-style-type: none">1. Subject to conditions patrols may be provided for infant, junior and primary school children. School Crossing Patrols are not generally provided at Secondary Schools, experience has shown that older children do not find such a service appropriate and other measures need to be considered at these locations. When a request for a patrol service to serve secondary school pupils is received the County Council will work with the school and local community to find the most appropriate solution to any problem.2. The requirements considered when assessing a proposed school crossing patrol site, in terms of the numbers of children crossing, passing traffic and road conditions, will be in accordance with the recommendations of the current Local Authority Road Safety Officers' Association, School Crossing Patrol Service Guidelines3. Sites meeting the requirements in Specific Policy 2 above will be fully funded by the County Council. Other sites may be provided with a patrol subject to Specific Policy 6 below. /continued overleaf.... | |
| SUPPORTING STATEMENT This policy sets out an impartial measure of the need for a School Crossing Patrol at any site. The standards set out in the Local Authority Road Safety Officers' Association Guidelines are nationally accepted best practice and are considered appropriate for adoption in East Sussex | |
| <u>References – Further Information</u> | <u>Date of Approval</u> |
| RAP Sub-Committee | 07.03.1978 |
| H & T Committee - Agenda Item 5 | 06.01.1984 |
| Lead Member for Transport and Environment - Agenda Item 8 | 01.09.2008 |

Specific Policies (continued)

4. All school crossing patrol sites shall be regularly reviewed on the following basis or more frequently if site conditions alter:
 - Sites below twice the criteria - every year
 - Sites above twice but below four times the criteria - every two years
 - Sites above four times the criteria - every four years
5. When a patrol resigns or a zebra crossing is constructed the site shall be reassessed. At sites where the criteria in Specific Policy 2 above are met a school crossing patrol will be retained. Where a site no longer meets the relevant criteria Specific Policies 6, 7 and 8 will apply
6. Where a site does not meet the criteria in Specific Policy 2 above, an unpaid volunteer(s) or appropriate sponsor to fund a patrol can be used. The school or other local community body, such as the Parish Council, will be responsible for recruiting volunteer(s) or securing sponsorship. The County Council will train, equip, insure and supervise the patrol officer.
7. Sites served by a newly constructed zebra crossing, which as a result, no longer meet the criteria set out in Specific Policy 2 will be fully funded by the County Council for one month from the date the crossing comes into service. At the end of this period Specific Policy 6 will apply.
8. At sites where a light controlled crossing such as a Puffin or Toucan crossing is constructed the patrol service will be withdrawn. An attendant will be fully funded by the County Council for one month from the date the crossing comes into service. After that time an unpaid volunteer(s) or appropriate sponsor to fund an attendant can be used. The school or other local community body, such as the Parish Council, will be responsible for recruiting volunteer(s) or securing sponsorship. The County Council will train, equip, insure and supervise the attendant.
9. School crossing patrol sites will receive a supervisory visit once a term where possible.

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

| | |
|---|---|
| CYCLING | PS5/2 |
| <u>Purpose of Policy</u> To assist the activity of cycling whilst giving a high priority to safety measures. | |
| <u>Specific Policy</u> <ol style="list-style-type: none">1. Expenditure on facilities for cyclists will be made from within existing budgets.2. Safety measures will be taken as the first priority for any expenditure by the County Council or its agents on measures to assist cyclists.3. Subject to [1] and [2], cycle routes will be established in urban areas where sufficient demand is demonstrated and to encourage cyclists away from heavily trafficked areas.4. The specific needs of cyclists will be taken into account in the road maintenance programme.5. Subject to [1] and [2], the provision of wide carriageway margins and white edgelines will be made where possible on rural roads.6. The shared use of footways or footpaths by cyclists and pedestrians will be encouraged unless pedestrian flows are known to be high. <p style="text-align: right;">/Continued Overleaf</p> | |
| <u>Supporting Statement</u> These policies were approved following extensive consultation to the public and cycling organisations of a consultation paper and the consequent analysis of the replies received. The full background and conclusions are included in the Committee Report of 26 July 1983 referred to below. The Committee report of 11 December 1984 is a progress report on the implementation of cycle policy. | |
| <u>References – Further Information</u> H&T Committee – 14 December 1982 Agenda Item 7B H&T Committee – 26 July 1983 Agenda Item 5 H&T Committee – 11 December 1984 Agenda Item 13 H&T Committee – 5 October 1988 Agenda Item 17 | <u>Date of Approval</u> 14.12.82 26.07.83 11.12.84 05.10.88 |

Specific Policies [continued]

7. The needs of cyclists and their likely travel patterns will be assessed and provided for where possible in any new highway works.
8. Developers will be encouraged to provide for the needs of cyclists and will be assisted with the assessment of such needs by the County Council.
9. Local organisations will be encouraged where appropriate to develop and provide recreational cycle ways or other facilities.
10. Sponsorship will be explored as a means of providing cycle parking facilities at existing retail and employment premises.
11. Means of funding cycle education training schemes and safety campaigns, including sponsorship and a reasonable charging system, will be investigated.

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT **POLICY SUMMARY**

| | |
|---|---|
| ROAD SAFETY AUDIT | PS5/3 |
| <u>Purpose of Policy</u> To define the Policy for Road Safety Audit on roads for which the County Council is the Highway Authority | |
| <u>Specific Policies</u> The County Council requires that Road Safety Audits or Road Safety Assessments are conducted for all schemes on roads for which it is the Highway Authority. The Department for Transport has published a standard for Road Safety Audit on Motorways and Trunk Roads in the Design Manual for Roads and Bridges. This standard is not statutory for use on the County road network and some schemes undertaken are considered to have too minor an effect upon road users to warrant the full implementation of the national standard. Road Safety Audits and Assessments will be undertaken in accordance with the following Policy Statements: <ol style="list-style-type: none">1. All highway improvement schemes on the County road network, except like for like maintenance schemes, will be subject to an audit or assessment by a road safety specialist who meets the training and experience standards set out in the national standard.2. The construction of new roads or large schemes affecting a wide area or heavily trafficked roads will be audited to the national standard.3. The Road Safety Team will maintain a working practice, based on the current national standard and recognised best practice, which sets out the process which will be followed for the safety audit or assessment of all other schemes promoted by the County Council4. The working practice will be peer reviewed and periodically updated to ensure that it always reflects current best practice in road safety.5. Road Safety audits or assessments will be conducted by a member of the Road Safety Team or commissioned from a suitable external consultant who must be required to meet any standards set out in the current working practice.6. Schemes promoted by other organisations and submitted for approval by the County Council as highway authority must be accompanied by a road safety audit to the national standard or as set out in the East Sussex Road Safety Audit Policy for Development. | |
| <u>Supporting Statement</u> The County Council is committed to the reduction of the number of road traffic casualties on our road network. Road Safety Audit is an essential procedure to ensure that no additional hazards are built into the existing highway network. However, some schemes undertaken are considered to have too minor an effect upon road users to warrant the full implementation of the national standard. | |
| <u>References – Further Information</u> Lead Member for Transport and Environment – Agenda Item 8 Lead Member for Communities and Safety - Agenda Item 11 East Sussex Road Safety Audit Policy for Development | <u>Date of Approval</u> 24.07.2006 20.07.2017 |

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

| | |
|---|---|
| THE INVESTIGATION OF ROAD TRAFFIC FATALITIES AND POTENTIAL FATALITIES | PS5/4 |
| <u>Purpose of Policy</u> To provide a framework for the investigation of all road traffic fatalities and potential fatalities. | |
| <u>Specific Policies</u> 1. Road traffic fatalities and potential fatalities are notified to the County Council by Sussex Police, together with comments on whether highway conditions may have been a factor in the incident. On receipt of such notification an investigation into the incident will be put in hand as follows: a) In all incidents where Sussex Police notify the County Council that highway conditions may have been a factor, an initial site investigation will be undertaken and a report on road conditions compiled. Site investigations may be undertaken for other incidents where these are considered necessary. b) Bi-monthly meetings will be held with Sussex Police to discuss all fatalities/potential fatalities where the circumstances of the incident, together with any subsequent site reports, will be considered to ensure that appropriate action is being taken. The frequency of these meetings may be varied in agreement with Sussex Police. c) The documentation relating to the notification and investigation of an incident will contain sensitive and personal information which, as required by the Data Protection Act, will remain strictly confidential. d) Any identified remedial measures, resulting from these investigations will be implemented as soon as practicable, within the available resources. The implementation of remedial measures will not be delayed to await the outcome of any Police investigation or inquest. | |
| <u>Supporting Statement</u> The County Council is committed to the reduction of the number of road traffic casualties killed or seriously injured. The investigation of the most serious incidents is an essential part of this process and it is important that these are investigated in a consistent basis. | |
| <u>References – Further Information</u> Lead Member for Transport and Environment – Agenda Item 11 | <u>Date of Approval</u> 24.07.2006 |