

APPENDIX 3 Planned Road Safety Infrastructure Work

This Appendix provides further information regarding the planned work on planned road safety infrastructure work as referenced in the attached report.

1. Background

Whilst data work on the background for the behaviour change work was taking place, a similar in-depth data analysis was carried out by the ESCC Road Safety Team for the second aspect of work carried out under the overall road safety programme, the development of evidence based improvements. Detailed data research was carried out to develop a better understanding of high risk locations across East Sussex for collisions and particularly KSI collisions where evidence exists to support their effectiveness. 36 sections of road have been identified that could benefit from further investigation for an appropriate intervention to be introduced. Further information on the current progress regarding this work is provided below.

2. Current Work and Focus

Assessments, based on nationally accepted procedures, were carried out on our A and B road network.

A county average for Killed and Seriously Injured (KSI) crashes was established. Those routes that ranked above the County average KSI crash score were taken forward for detailed investigation.

Site assessments and initial analysis of the 24 routes that scored above the County average were carried out. Possible treatments were identified which included reduced speed limits, signing and lining improvements, route enhancements and spring cleaning work.

Once this process had been completed, consideration was also given to high risk sections of the remaining routes where the whole route scored below the County average but sections within the route scored above.

36 possible schemes were identified for taking forward during the two year project (attached as Appendix 5). This identified schemes lists that were first sorted according to the total number of KSIs and then filtered by potential scheme type. For each scheme type the routes with the greater number of KSIs were taken forward for consideration under year one of the programme. This process was to achieve a balanced and manageable programme of works that prioritised higher numbers of KSIs.

For a number of the identified routes where lower speed limits were initially investigated, these measures have been determined as not appropriate as they are not supported by the speed survey data collected. Alternative measures appropriate to the conditions of the road and the crash records are being taken forward instead. In consideration of appropriate speed limits, discussions have been carried out with Sussex Police to ensure that they are in agreement with decisions made in respect to the lower limits.

It should be noted that where reduced speed limits have been determined as appropriate these will be subject to the Traffic Regulation Order procedure which includes statutory periods of advertising and consultation.

15 routes are being taken forward in year one, please see Appendix 4 for a location plan and list for details. To date all the planned route assessments for year one have been carried out and 26 speed surveys have been commissioned and carried out. Work has been instructed

and completed on two of the routes (A275 and B2087) and further work orders have been issued for a number of other identified sites. Total costs committed to date are £16,004 with a further £20,620 agreed in principle. Overall approximately £114,000 is expected to be spent in year one of the programme from an indicative amount of £230,000 allocated to this aspect of the project.

Further work will take place in due course to determine the priority schemes for the second year of this programme of work. On completion of the assessment work we intend to progress a further 15 schemes in year two of the programme, but this will be dependent on the availability of funds.

There is no allocation of funds presently identified to continue with this work beyond the life of the Behavioural Change programme, however, evaluation of the programmed speed management work and those schemes previously undertaken through the Road Safety Team's speed management work will be used to justify a bid for funding through the Capital Programme for Transport Improvements.

3. Aims and Objectives

This work will target those specific areas of the roads in East Sussex which evidence indicates require attention with the aim of reducing risk to all road users. This will ensure that limited resources are being targeted as effectively as possible to support an overall reduction in collisions and KSIs over the longer term and will work in tandem with the behaviour change aspect of this work to reduce risk and improve the safety of our roads. It is anticipated that developing and implementing both aspects of these schemes in tandem will enhance and support the effectiveness of each.

4. Timeframes

These schemes will be developed and implemented to the same timeframes as the behaviour change work. Interim and eventual outcomes will also be reported and evaluated at the same time to ensure that the whole of this programme of work is available to help shape the future direction of road safety work in East Sussex.

5. Next Steps

The ESCC Road Safety team will continue to develop and implement this work in line with the above information and timeframes. Plans will be updated for each Project Board meeting and reports issued to this group which will oversee and monitor all progress.