

## Appendix 2

### Speed Management Programme

The Speed Management Programme forms part of a wider road safety review to reduce the number of killed and serious injury (KSI's) crashes in the County. Those lengths of the rural A and B class network in the County where the KSI crash score was above the County average or where there was a high number of KSI's were identified. All the identified roads were then visited to determine the most appropriate intervention for each location. Once we had determined the type of intervention a 2 year action plan was prioritised based on the number of KSI's and the type of intervention. The locations that were identified in first year of the Speed Management Programme and the progress that has been made in each location to date is summarised below.

	<b>Scheme Details</b>	<b>KSI Summary over a 3 year period</b>	<b>Planned works/actions</b>	<b>Progress to date</b>
1	<b><u>A275 - Cooksbridge</u></b> <b><u>30mph to South Chailey</u></b> <b><u>40mph</u></b>	4 Serious	Assess feasibility of 50mph speed limit from the national speed limit and undertake crashes analysis and route review.	Speed surveys indicated that a lower speed limit was not appropriate which was supported by Sussex Police. Crash analysis identified that the majority of collisions occurred at the Deadmantree Lane junction. A Local Safety Scheme at this junction has recently been completed. Route assessment identified maintenance of existing signing and road markings required. Now completed.
2	<b><u>B2087 - Ticehurst to Flimwell</u></b>	4 Serious	Assess feasibility of lowering existing 40 mph speed limit to 30 mph. Investigate traffic management measures to improve pedestrian warning and improved signs and road markings at the beginning of the one way system.	Speed surveys indicate mean speeds of 37mph with 85th percentile speeds of 44mph. Extensive traffic calming would be required to ensure that a lower speed limit was largely self-enforcing. A continuous 30 mph speed limit from Ticehurst to Flimwell would also dilute the effectiveness of the existing 30 mph speed limits within these villages. Improved signing and road markings considered the most appropriate treatment. Signing works now complete. Awaiting date for lining work.

	Scheme Details	KSI Summary over a 3 year period	Planned works/actions	Progress to date
3	<b><u>A22 - Forest Row to Nutley</u></b>	1 fatal & 10 serious	A 50mph speed limit was recently introduced on the A22 at Millbrook near Wych Cross through the Community Match Fund. Assess speed limits with Sussex Police, undertake crash analysis and investigate route enhancement scheme.	The existing speed limits were reviewed and are presently considered the most appropriate. A route enhancement scheme between Nutley and Wych Cross was identified and the cost estimate has been accepted subject to some minor amendments. Waiting for the Scheme to be scheduled within the Highways Maintenance Programme of Work.
4	<b><u>A2100 – Powdermill Lane to Starr’s Green 40mph</u></b>	4 fatal and 12 serious crashes over the identified length of the A2100 (sections 4 and 5)	Undertake crash analysis and route review	The road environment and collision causation factors would indicate that this length of the A2100 should be treated as two separate investigations. One ‘rural’ and one ‘urban’. The section from Powdermill Lane to Starr’s Green is predominantly urban: No work could be identified within the scope of this budget – referred to Strategic Economic Infrastructure Team for consideration of improved pedestrian facilities and traffic calming as part of an approved scheme within the Capital Programme for Transport Improvements
5	<b><u>A2100 - The Mount to Battle Road</u></b>	See above	Assess feasibility of lower speed limit and undertake route review.	This section of the A2100 is predominantly rural in nature. Speed surveys indicated that a lower speed limit would not be appropriate. Signing and road marking improvements and maintenance identified. Cost estimate has been requested.

	<b>Scheme Details</b>	<b>KSI Summary over a 3 year period</b>	<b>Planned works/actions</b>	<b>Progress to date</b>
<b>6</b>	<b><u>A264 – Blackham</u></b>	1 fatal & 8 serious crashes identified over the length of the A264 between Blackham and Holtye	Assess feasibility of lower speed limit from national speed limit and undertake crashes analysis and route review.	Eight speed surveys for the identified section completed following road resurfacing work. Discussions carried out with Sussex Police who supported a lower 40 mph speed limit at Blackham and a lower 40mph speed limit at Hammerwood and Holtye. Consultation and Traffic Regulation Order now complete at Blackham and East Sussex Highways instructed to introduce the speed limit along with the identified signing and lining improvements. Waiting for the Scheme to be scheduled within the Highways Maintenance Programme of Work.
<b>7</b>	<b><u>A264 - Holtye</u></b>	See above	Assess feasibility of lower speed limit from national speed limit and undertake crashes analysis and route review.	Eight speed surveys for the identified section completed following road resurfacing work. Discussions carried out with the Police who supported a new 40 mph speed limit at Blackham and Hammerwood/Holtye. We have received cost estimates for the proposed 40mph speed limit at Hammerwood and Holtye along with the signing and lining work along the route, but we are still awaiting a cost estimate for the design and build of a traffic island to assess whether this can also be progressed as part of the scheme.
<b>8</b>	<b><u>A267 – Cross in Hand to Boship Roundabout</u></b>	2 fatal crashes and 20 serious crashes	Speed limits along the route were changed as part of our review of speed limits on rural A and B class roads and appear to be appropriate for the character and appearance of the road. Undertake crash analysis and route review.	A number of minor route enhancements were identified consisting of signing, road markings, improved visibility, consistent use of reflector posts and maintenance. A works order has been submitted to ESH. Waiting for cost estimate.

	Scheme Details	KSI Summary over a 3 year period	Planned works/actions	Progress to date
9	<b><u>B2096 – Three Cups Corner 50mph to A271 near Battle</u></b>	2 fatal & 5 serious crashes	Carry out speed surveys along the route to establish whether a lower limit would be appropriate to include Earlsdown and Carricks Hill. Undertake crash analysis and route review.	A series of speed surveys along the route have been completed and the results discussed with Sussex Police. Lower speed limits are not considered to be appropriate for this route. A number of minor route enhancements were identified consisting of signing, road markings, improved visibility, consistent use of reflector posts and maintenance. A works order has been submitted to ESH. Waiting for cost estimate.
10	<b><u>B2110 (Forest Row) – A22 to Blacklands Crescent</u></b>	7 serious crashes	Carry out speed surveys along the route to establish whether a 20mph speed limit in the centre of Forest Row may help address some of the pedestrian crashes and a 40mph buffer limit into Forest Row is appropriate. Investigate signing improvements and a 'spring clean' between Forest Row and Hartfield and Hartfield and Groombridge.	Speed surveys have indicated that a 20mph speed limit in the centre of Forest Row and a 40 mph buffer limit would not be appropriate. Some signing and lining improvements have been identified including some improvements at the zebra crossings. A works order has been submitted to ESH. Waiting for cost estimate.
11	<b><u>A295 – A22 to Amberstone</u></b>	5 serious and 1 fatal crash	Undertake crash analysis and route review. Review existing speed data.	2015 speed survey on South Road outside Kings Head Pub indicates mean speed of 30mph, NFA required. Pedestrians and cyclists over represented in the crash statistics. A vulnerable road user study (VRUS) is being progressed that will help inform the Hailsham Area Local Cycling and Walking Investment Plan being progressed by the Strategic Economic Infrastructure team and a sustainable transport corridor study being considered by Transport Planning. Cost estimates for any improvements will be requested following completion of the preliminary studies.

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<b>12</b>	<b><u>A28 Westfield to Northiam</u></b>	7 serious crashes	Undertake crash analysis and route review.	Crash analysis identified two distinct cluster sites. The Broad Oak Crossroads and the 'Hole Farm' bend approximately 1km east of the A21 junction adjacent to Sandhole Farm. Both sites have been identified as part of the Local Safety Scheme Assessment process and will be progressed as individual crash sites. Treatment will include signing and road marking improvements and the investigation of a Vehicle Activated Sign (VAS) at the Hole Farm bend. The remainder of the route will be treated with a number of minor route enhancements consisting of signing, road markings, improved visibility, consistent use of reflector posts and maintenance. A works order will be submitted to ESH when complete.
<b>13</b>	<b><u>B2244 Cripps Corner to County Boundary</u></b>	3 serious crashes	Assess feasibility of lower speed limit(s) and the effectiveness of the existing speed limits. Undertake crash analysis and route review.	The only section of the identified length that would potentially lend itself to a lower speed limit is the Udiam Cottages/bridge section. However, this has already been identified as part of the Rother Valley Stream Railway extension to Robertsbridge. The legal process has been completed and a 40mph speed limit will be introduced as part of the civil engineering works to install an 'at grade' level crossing. The remainder of the road is rural in nature with good alignment and visibility with no crash cluster sites identified. It will be treated with a number of minor route enhancements consisting of signing, road markings, improved visibility, consistent use of reflector posts and maintenance. The site visits are now complete and the works order is being progressed.

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<b>14</b>	<b><u>A22 Holmes Hill to Boship Roundabout</u></b>	8 serious	Assess effectiveness of the existing speed limits. Undertake crash analysis and route review.	Existing speed limits are appropriate and the most appropriate for the alignment of the road and the surrounding environments. Route lacks consistency of signing and some maintenance work is required. Works order being prepared and will be discussed with ESH to identify responsibility for the maintenance work. Works order will be submitted for a cost estimate in due course.
<b>15</b>	<b><u>B2204 – A269 Ninfield to A271 at Battle</u></b>	5 serious crashes	Assess effectiveness of the existing speed limits. Undertake crash analysis and route review.	The bends to the north of the Powdermill Lane junction have been identified by the Local Traffic and Safety Team for some remedial safety improvements. This is being progressed separately to this assessment. A number of speed surveys have been completed and discussed with Sussex Police. The existing speed limits are working and are the most appropriate for the alignment of the road and the surrounding environment. Additional speed limits are not appropriate. Initial site visits have been undertaken and some minor improvements to the signs and road markings have been identified. Additional site visits will be required to finalise a route enhancement scheme that is appropriate for the road.