

Committee: **Lead Cabinet Member for Transport and Environment**

Date: **22 June 2015**

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

Title of Report: **Petition calling upon the County Council to address the excessive speed of traffic on Flitterbrook Lane and Bakery Lane, Punnetts Town.**

Purpose of Report: **To consider a response to a petition for Flitterbrook Lane and Bakery Lane, Punnetts Town.**

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Advise the petitioners that the U7599 Flitterbrook Lane and Bakery Lane have a good safety record and that the introduction of a lower speed limit, engineering measures or permanent fixed signing is not a priority for the County Council at the present time; and**
 - (2) Advise the petitioners that they may wish to consider working with the local Parish Council to submit an application for the scheme to be considered for potential match funding as part of the County Council's Community Match Initiative.**
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1. Background Information

1.1 On 10 February 2015 Councillor Rupert Simmons presented a petition to the Chairman of the County Council calling upon the County Council to address the excess speed of drivers down Flitterbrook Lane and Bakery Lane (full text of the petition is attached in Appendix 1).

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate that petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners be invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2. Supporting Information

2.1 The U7599 Flitterbrook Lane and Bakery Lane, Punnetts Town is approximately 1.9km long. It connects the B2096 in Punnetts Town in the north with the C16 Marklye Lane in Rushlake Green in the south. It is a single track country lane that is rural in nature with very few passing places available along its length. A plan of Flitterbrook Lane and Bakery Lane is shown in Appendix 2.

2.2 Crash data provided by Sussex Police indicates that Flitterbrook Lane and Bakery Lane has a very good safety record with no injury crashes being reported to the Police in the latest 3 years.

2.3 As part of our village assessment and review of speed limits on rural A and B class roads, the speed limit in Punnetts Town was reduced from 40mph to 30mph. The lower 30mph speed limit came into force on 9 March 2015. As part of the consultation with local residents we did consider including part of Flitterbrook Lane and Bakery Lane within the extent of the 30mph speed limit. However, following consultation with the local community it was felt that the additional signs that would be required to support a lower speed limit would spoil the rural nature of the country lanes by adding to the sign clutter.

2.4 It was also accepted that the majority of drivers already travel at the speed they consider to be safe for the conditions of the road. If we were to introduce a 30mph speed limit on Flitterbrook Lane and Bakery Lane it would not influence the speed of most drivers as they will already be choosing to travel at a speed well below the 60mph national speed limit due to the rural nature of the narrow country lanes.

2.5 Upper Greenwoods Lane was included within the extent of the 30mph speed limit as it is used as a drop off and pick up point for children using the rear entrance to Punnetts Town Primary School.

2.6 The introduction of speed bumps would need to comply with national legislation which, amongst other requirements, would require a system of street lighting to the relevant standard. This would be very expensive and could not be justified in terms of its contribution to casualty reduction. Speed bumps would also increase the noise and disturbance to the nearby local residents and can be unpopular with the local community.

2.7 In June 2014 the County Council launched the Community Match Initiative which aims to help local communities to take forward transport improvements that are locally important, but are not of sufficient priority to be fully funded by the County Council. The local community retains ownership of the scheme and is primarily responsible for undertaking local consultation. Any application needs to be supported by the local Parish Council. There is the potential for match funding of up to 50 percent of the design and construction costs of schemes that are selected for inclusion in the programme. A total of £100,000 has been allocated in the capital programme for local transport improvements to match fund the request for schemes that are received in 2015-16.

3. Conclusion and Reason for Recommendation

3.1 The U7599 Flitterbrook Lane and Bakery Lane has a very good safety record, with no injury crashes being reported to Sussex Police in the latest 3 years. Due to this safety record, engineering measures or permanent fixed signs are not a priority for the County Council at the present time.

3.2 The County Council acknowledges that some pedestrians and horse riders will need to use Flitterbrook Lane and Bakery Lane. The Road Safety Team will therefore arrange for temporary posters with a suitable safety message to be put up to remind drivers to slow down as vulnerable road users may be present.

3.3 It is therefore recommended that the Lead Member informs the petitioners that a lower speed limit or traffic calming scheme will not be taken forward at this time. In addition, the petitioners may wish to consider approaching Heathfield and Waldron Parish Council and Walbleton Parish Council to ascertain the level of support for an application for a scheme to be match funded through the County Council's Community Match Initiative.

RUPERT CLUBB

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LOCAL MEMBERS

Councillor Rupert Simmons

BACKGROUND DOCUMENTS

None