

**EAST SUSSEX COUNTY COUNCIL**

**LEAD MEMBER – COMMUNITIES AND SAFETY**  
**POLICY SUMMARY**

|  |  |
|--|--|
| <b>LOCAL SPEED LIMITS</b>  | <b>PS05/02</b>   |
| <p><b>PURPOSE OF POLICY</b></p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>  |  |
| <p><b>SPECIFIC POLICIES</b></p> <ol style="list-style-type: none"> <li>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, Highways England. The County Council has no jurisdiction over this class of road.</li> <li>2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections.</li> <li>3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.</li> </ol>  |  |
| <p><b>SUPPORTING STATEMENT</b></p> <p>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 recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>   |  |
| <p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984<br/>         Department for Transport – Circular Roads 01/2006<br/>         Department for Transport – Circular Roads 02/2006<br/>         Department for Transport – Traffic Advisor Leaflet 1/04<br/>         Department for Transport – Traffic Advisory Leaflet 2/06<br/>         Department for Transport- Circular Roads 01/2013<br/>         H &amp; T Committee – Agenda Item 10<br/>         H &amp; T Committee – Agenda Item 18<br/>         Cabinet Committee – Agenda Item 5<br/>         Lead Member for Transport and Environment – Agenda Item 11<br/>         Lead Member for Communities &amp; Safety– Agenda Item 31</p> | <p><u>Date of Approval</u></p> <p>17.03.1993<br/>         19.10.1994<br/>         15.11.2000<br/>         25.06.2007<br/>         16/03/2018</p> |

## **SPECIFIC POLICIES (CONTINUED)**

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 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 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

| <b>Speed Limit</b> | <b>Average Speed Below</b> |
|--------------------|----------------------------|
| 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, subject to available resources, either :-
  - a) Where the history of injury 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 speed limit may 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 cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

### **7. 20mph Speed Limits and Zones**

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

**Proposed Speed Limit Criteria – Route Assessment**

*Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.*

| <b>SPEED LIMIT/<br/>CHARACTER OF<br/>ENVIRONMENT</b> | <b>CHARACTER OF ROAD</b> | <b>TRAFFIC COMPOSITION</b> |
|--|--------------------------|----------------------------|
|--|--------------------------|----------------------------|

**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<br><br>High proportion of vulnerable road users in direct conflict with traffic |
|---|--|---|

**30 mph Speed Limits**

|  |   |  |
|--|---|--|
| Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed | Urban streets<br><br>Roads through villages and identified rural settlements with 20+ visible properties within a 600m length | Mean vehicle speed below 33mph<br><br>Significant number of vulnerable road users in conflict with vehicular traffic |
|--|---|--|

**40 mph Speed Limits**

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

**50 mph Speed Limits**

|                              |  |                                |
|------------------------------|--|--------------------------------|
| Limited frontage development | Higher quality urban distributors with few points of access<br><br>Low standard classified roads | Mean vehicle speed below 52mph |
|------------------------------|--|--------------------------------|

**60 mph Speed Limits (Dual Carriageways)**

|                              |                                      |                                |
|------------------------------|--------------------------------------|--------------------------------|
| Limited frontage development | High standard rural classified roads | Mean vehicle speed below 62mph |
|------------------------------|--------------------------------------|--------------------------------|

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