

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 20 July 2015

By: Director of Communities, Economy and Transport

Title: Road Safety Priorities

Purpose: To consider the outstanding requests for road safety and traffic management interventions and identify the most appropriate way to take them forward.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Approve the process of prioritisation relevant to each scheme type; and**
 - (2) Approve the Road Safety Team to assess requests for road safety and traffic management interventions on a regular basis and progress the highest priority scheme(s) within the available budgets.**
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1 Background Information

1.1. The Road Safety Engineering and Local Traffic and Safety Teams receive in excess of 4,000 logged enquiries each year. The vast majority of these enquiries are requesting that some form of intervention is undertaken. These interventions can include, but are not restricted to: traffic calming, road signs, road markings, parking restrictions, speed limits and HGV bans.

1.2. All requests are assessed on their individual merits and action undertaken as appropriate:

- Requests for signing and road markings are assessed against national legislation and guidelines.
- Requests for traffic calming, or other engineering measures, are assessed against the County Council's approved process for consideration of Capital Funding.
- Requests that would require the backing of a Traffic Regulation Order (TRO) are prioritised to identify those sites of greatest need.
- Individual parking restrictions identified through the prioritisation process are considered as part of a wider area review to ensure consistency and the most efficient use of resources.

1.3. The Road Safety Team has been prioritising requests based on a number of criteria for a number of years. However, with the increase in requests for intervention from the public and the pressure on the Road Safety Team's limited resources, they now seek Lead Member approval for adopting this approach on a more permanent basis.

1.4. Any approved interventions need to be funded from the Road Safety Revenue Budget. Currently £58,000 is allocated for casualty reduction work to address identified road safety issues and £65,000 is allocated for traffic management work including the provision of traffic signs and road markings, vehicle speed surveys, parking restrictions including disabled bays and work associated with local Parish Council meetings.

2 Supporting Information

2.1. The Road Safety Team presently holds in excess of 1,000 requests for parking restrictions to be considered within 67 towns/villages across the County (outside of the areas covered by Controlled Parking Zones).

2.2. A further 208 sites have been identified for investigation of a new or revised speed limit and numerous requests are being held for other traffic management interventions such as HGV prohibitions, one way orders or turning bans.

2.3. The use of an approved prioritisation process that is clear and simple to use would not commit the County Council to expensive procedures that would divert the limited resources away from implementing works. The process would also give clarity to what can realistically be achieved within the available resources and may help local communities to consider alternative measures such as the Community Match Initiative.

2.4. The management of parking across the County is handled in two distinct ways. Within the Boroughs of Hastings and Eastbourne and the District of Lewes Civil Parking Enforcement (CPE) schemes are in operation. Revenue is generated to support the management and enforcement of parking restrictions within these CPE areas. The Districts of Rother and Wealden are not part of a CPE scheme and the management of parking restrictions falls to the Local Traffic and Safety Team, with any TROs funded from the Road Safety revenue budget. The enforcement of parking restrictions within Rother and Wealden is a matter for Sussex Police.

2.5. The level of enforcement that Sussex Police will devote to parking restrictions within Rother and Wealden is minimal, to the degree that there is no effective enforcement regime. It is therefore unreasonable to commit limited public resources to the management of parking restrictions within these areas. It is therefore proposed to only prioritise parking restrictions within Rother and Wealden if they will positively contribute to the reduction of an identified road safety issue. Appendix 1 indicates the prioritisation process for parking restrictions.

2.6. Requests for reduced speed limits will initially be assessed to ensure that they are justified and appropriate and will meet the criteria requirements of the County Council's approved speed limit policy. They will also need to be agreed 'in principle' with Sussex Police. The prioritisation of these 'appropriate' speed limits is undertaken by comparing each road's recorded injury crash rates per kilometre, with priority given to roads where a high proportion of the crashes are attributed to speed.

2.7. All other requests for traffic management interventions that require the backing of a TRO will be prioritised in line with the criteria scoring indicated in Appendix 2. Scoring is similar to the parking restriction model but with greater weighting being given to road safety implications.

3 Conclusion and Reasons for Recommendations

3.1. The Road Safety and Local Traffic and Safety Teams are unable to address all concerns that are brought to their attention. An approved prioritisation process would provide a consistent approach and ensure an efficient use of the limited resources.

3.2. An approved prioritisation approach would give clarity to members of the public, Town and Parish Councils and Local Members about the scale of the requests received and ensure that priority is given to the reduction of crashes occurring on our road network.

3.3. It is therefore recommended that approval is given to the prioritisation approach and that those schemes identified as being the top priority are progressed within the resources available.

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Director of Communities, Economy and Transport

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LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

None

Parking Restriction Prioritisation Scoring

Sites are assessed against a number of criteria to give a score:

Within CPE areas (but not the Controlled Parking Zones which include pay and display, resident permit parking etc.)

1. Crash History (Sussex Police crash data for the preceding three year period)
 - Fatal – 10 points
 - Serious – 8 points
 - Slight – 6 points
2. Road Classification
 - A class urban/rural – 10 points
 - A class inter-urban – 8 points
 - B Class – 6 points
 - Other – 4 points
3. Local Conditions
 - Junction – 10 points
 - Shops – 8 points
 - Schools/elderly/disabled – 6 points
 - Hospital/Clinic – 6 points
 - Residential with high frontage development – 4 points
 - Residential with low frontage development – 3 points
 - Rural – 2 points
4. Link to an existing approved County scheme
 - Current / Future scheme – 10 points
 - Proposed Scheme – 5 points
5. Problem Duration
 - 24 hours – 10 points
 - Daytime – 8 points
 - Peak hours only – 6 points
 - Night-time – 4 points
 - Short periods – 2 points

Outside of CPE areas

Sites will only be considered for parking restrictions if;

1. There is an identified road safety issue relating to the presence of parked vehicles
2. Any restrictions imposed are likely to be self-enforcing.
3. Where there is no crash history a site inspection undertaken by an appropriately qualified officer identifies a specific road safety issue.
4. Sites meeting 1 – 3 above will be prioritised as per the points scoring process for CPE areas

Traffic Management Schemes Prioritisation Scoring

1. Crash History (Sussex Police crash data for the preceding three year period)
 - Fatal – 10 points
 - Serious – 8 points
 - Slight – 6 points
2. Road Classification
 - A class urban/rural – 10 points
 - A class inter-urban – 8 points
 - B Class – 6 points
 - Other – 4 points
3. Local Conditions
 - Junction – 10 points
 - Shops – 8 points
 - Schools/elderly/disabled – 6 points
 - Hospital/Clinic – 6 points
 - Residential with high frontage development – 4 points
 - Residential with low frontage development – 3 points
 - Rural – 2 points
4. Link to an existing approved County scheme
 - Current / Future scheme – 10 points
 - Proposed Scheme – 5 points