

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

Date: **14 September 2015**

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

Title of Report: **Capital Programme for Speed Management in 2015/2016.**

Purpose of Report: **To seek approval for the capital programme for Speed Management for the 2015/2016 financial year.**

RECOMMENDATION: The Lead Member is recommended to agree the Capital Programme for Speed Management for the 2015/2016 financial year as outlined in Appendix 1.

1. Background Information

1.1 At the meeting on 27 April 2015 the Lead Member for Transport and Environment considered a report by the Director of Communities, Economy and Transport that provided an update of the village assessment and review of speed limits on rural A and B class roads. At the meeting the Lead Member noted the progress that has been made and approved the approach indicated in Appendix 4 of that report (included as Appendix 2 with collision data plans).

1.2 The report confirmed that £125,000 of Public Health Grant Funding had been made available for speed management to help reduce the number of injury crashes in the County. The Lead Member agreed that the Road Safety Team should continue to work closely with Sussex Police to identify a priority list for lower speed limits.

2. Supporting Information

2.1 The Road Safety Team have now carried out speed surveys in the locations identified in the 27 April report. They have also met with Sussex Police to discuss the survey results and to consider the most appropriate approach for each location. The recommended priority list agreed with Sussex Police and the level of funding being allocated to each scheme are illustrated in Appendix 1.

3. Comments/Appraisal

3.1 The following priority list has been agreed with Sussex Police:

- Priority 1 - A259 Buckle Bypass near Bishopstone

To propose a 50mph speed limit on the A259 at Bishopstone to start to the west of the junction with Bishopstone Road. The work would also include some safety improvements on the more rural part of the road between Bishopstone Road and the Denton roundabout in response to the injury crashes that have been identified here.

- Priority 2 - B2112 Ditchling Road near Wivelsfield

To provide a 40mph speed limit and safety improvements on the B2112 Ditchling Road between the existing 30mph speed limit at Wivelsfield and a point just south of the Janes Lane junction. This is because the majority of the crashes have occurred on the bend in the road by the former Royal Oak Pub and the Janes Lane junction. The part of the road to the south of Janes Lane does not give the driver the visual message to support a 40mph speed limit as it is too rural in nature, so it was agreed that the existing speed limit should remain unaltered.

- Priority 3 - C27 Powdermill Lane near Battle

The speed survey results carried out on the C27 Powdermill Lane, Battle supported a 50mph speed limit on the straighter parts of the road. However, it was agreed that a 50mph speed limit was not appropriate as it would be set too high for the sharp bends in the road where the majority of the crashes have occurred. It was therefore agreed that it would be most appropriate to combine a Local Safety Scheme on the bends with a Safer Route Study on the other parts of Powdermill Lane.

- Priority 4 - A264 at Blackham

It was agreed that the character and appearance of the A264 at Blackham would not support a 40mph speed limit. In principle a 50mph speed limit could be considered, but there was concern that this approach would increase the speed of traffic as it would be posted above the average speed that drivers are already choosing to travel. It was therefore agreed to include the A264 at Blackham into the Safer Route Study that had already been identified for the A264 at Holtye.

- Priority 5 - A271 Magham Down to Herstmonceux

It was agreed to introduce a 50mph speed limit on the A271 between the existing 40mph speed limits at Magham Down and Herstmonceux. The speed survey results showed that the average speed of traffic was higher on the part of the road between Coopers Croft and Magham Down where the majority of the crashes had occurred. It was therefore agreed to proceed with a 50mph speed limit and to make some improvements to the warning signs and lines on both approaches to the Coopers Croft crossroads.

- Priority 6 - C33 at Ringles Cross

The speed survey results and existing speed limits on the C33 at Ringles Cross were carefully considered at the meeting. It was agreed that the short length of road between Ringles Cross and Uckfield would not support a 30mph speed limit. There was also a system of street lights along the road, so it would not be possible to use 30mph repeater signs to remind drivers of the lower limit. We would therefore need to provide expensive engineering measures on this part of the road to ensure compliance with the lower limit. This could not be justified as there have not been any crashes recorded on this section of road. It was therefore agreed that it would be most appropriate to carry out a Local Safety Scheme on the C33 at Ringles Cross near the Snatts Green and Coopers Green Road junctions to address the crashes that have occurred here.

- Speed Surveys

Speed surveys were undertaken at each of the sites identified in the Priority List for Further Investigation (Appendix 2 to this report). The results of the surveys were used to inform the discussions undertaken with Sussex Police as part of the prioritisation process. Details of the speed surveys are given on the collision data plans for each site in Appendix 2.

3.2 It was noted at the meeting with Sussex Police that the A267 at Argos Hill has the same casualty weighting of 9 as the A271 and the C33 indicated above. The principle of a 40mph speed limit has previously been agreed with the Police. However, the speed survey results indicate that a 40mph speed limit at Argos Hill would require expensive engineering measures on the straighter, more built up, part of the road to slow down traffic in accordance with the lower speed limit. A preliminary cost estimate carried out in February 2014 indicated that the speed reducing measures required to lower the full length of the existing 50mph limit to 40mph would cost in the region of £80,000.

3.3 The majority of injury crashes on the A267 at Argos Hill occur on the more rural part of the road to the south of The Bicycle Arms (B2101) junction. A 40mph speed limit supported by traffic signs and road markings on this part of the road could be supported, however; it was recognised that this would not be in accordance with the County Council's policy on setting local speed limits as it would not include the more built up part of the road to the north. If the County Council were to lower the speed limit on the more rural part of the A267, in response to the identified injury crashes, it is likely that the straighter, more built up part of the road would not be a priority in future financial years, as it has a relatively good safety record. It is therefore recommended to hold this scheme in reserve pending funding becoming available from developer contributions should development exacerbate the need or as part of a future year's programme of speed management.

4. Conclusion and Reason for Recommendation

4.1 To ensure the £125,000 of Public Health Grant Funding is targeted at the locations that offer the most benefit and value in terms of casualty reduction, it is recommended that the Lead Member for Transport and Environment approves the priority list indicated in Appendix 1 of the report.

4.2 It is recommended that a 40mph speed limit on the A267 at Argos Hill be considered again when the County Council have a clearer idea of the cost of the road safety improvements in the six locations identified in Appendix 1 of the report or the availability of additional funds.

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

Capital Programme for Speed Management 2015/2016 Financial Year Lead Member for Transport and Environment Report 27 April 2015.