

CABINET MEMBER FOR ENVIRONMENTAL SERVICES

Key Decision: YES
PART I
Electoral Division(s): Mid Sussex South, Pulborough, Selsey & Siddlesham, Chichester South, The Witterings

SPEED MANAGEMENT PROGRAMME 2002/03  
(PHASE ONE) – VILLAGE SPEED LIMITS

REPORT BY DIRECTOR FOR ENVIRONMENT AND DEVELOPMENT AND  
HEAD OF TRANSPORT PLANNING SERVICES

EXECUTIVE SUMMARY

A key element of the County Council's Speed Management Strategy is the installation of at least 10 new village speed limits. The Speed Limit Review Panel has proposed 15 priority sites for new village speed limits in 2002/03 to be progressed in 3 phases of 5 speed limit orders. This report sets out proposals to implement phase one of these speed limits and seeks approval to advertise the first 5 speed limit orders, as detailed on the key plans.

CONCLUSIONS

Local members, parish and district councils and emergency services have expressed support for the speed limits detailed on the key plans.

In order to progress this programme it is necessary to formally advertise the first 5 speed limit orders.

RECOMMENDATION

That the County Secretary be authorised to advertise the proposed speed limit orders and, subject to there being no unresolved objections, the orders be brought into operation.

1. Background

- 1.1 The Cabinet Member for Strategic Environmental Services approved the speed management strategy and revised criteria for speed limits on 19th July 2000 (MIS Decision Notice ENV16 of 19th July 2000 refers), and considered progress and actions as part of the first year review in February 2002 (Decision SES61 (01/02) refers). An important element of the strategy is to implement at least 10 priority sites for new village speed limits each year.

## 2. Discussion

- 2.1 There are approximately 300 identified rural settlements within West Sussex of which approximately 50% do not have a speed limit other than the national limit.
- 2.2 In order to decide which should be given priority in any given financial year, the Speed Limit Review Panel developed a method of assessment based on the number of casualties per km of road length through the settlement. The results are weighted to give emphasis to the numbers of casualties killed or seriously injured in line with national and local casualty reduction targets.
- 2.3 An analysis of existing requests, including those previously short listed but not selected for the 2001/02 rural speed limit programme, has been carried out. This work resulted in a short list of 30 sites with the highest casualty rates being considered in detail by the Panel.
- 2.4 Experience gained from the first two full years of the village programme has suggested that it may be possible to progress more than the minimum target of 10 sites each year. Consequently, following site investigation and assessment against speed limit criteria including consideration of available funding, 15 sites were recommended by the Panel for possible progression in 2002/03.
- 2.5 The Panel also recommended that this year's programme be progressed in three phases of five Traffic Regulation Orders each to ameliorate the impact of the additional workload generated by extending this year's programme.
- 2.6 It is proposed that a minimum of 10 new speed limits will be implemented this financial year. The number of sites that can be implemented will depend on the cost of each scheme. It is intended that informal and formal consultation is carried out for all 15 sites. If some or all of the final phase of 5 sites cannot be progressed this financial year then there will be the opportunity to implement them early in 2003/04 from that year's capital programme.
- 2.7 The first phase of 5 sites dealt with by this report and detailed on the attached key plans are:
- B2116, Albourne
  - A29, Coldwaltham
  - B2145, Selsey Road, Norton
  - Marsh Lane, Merston
  - B2201, Donnington
- 2.8 The remaining 10 sites recommended by the Panel will be the subject of another report to be tabled in September 2002.
- 2.9 A further two sites involving villages on the A29 are being developed separately as part of local speed management route strategies.
- 2.10 Analysis of existing sites carried out under this programme has demonstrated a positive reduction in both the average speed of traffic and the numbers of vehicles travelling

over the speed limit. The results of recent monitoring of those sites implemented during February and March 2002 (part of the 2001/2002 Speed Management Programme) will be reported to the Cabinet Member during Autumn 2003.

#### Proposals

- 3.1 On the advice of the Speed Limit Review Panel it is proposed that the County Secretary be authorised to advertise the first phase of proposed speed limit orders as detailed on the attached key plans. Subject to approval the orders will be advertised during September/October 2002 and the Cabinet Member for Strategic Environmental Services will consider any objections in November 2002.
- 3.2 Subject to there being no unresolved objections, that the County Secretary be authorised to seal the orders and the Director for Environment and Development be authorised to implement the speed limits.

#### 4. Consultation

Informal consultation has been carried out with district and parish councils who are affected by the proposals for the new speed limits, they have indicated support for the proposals. The local members (Mr J Oliver, Mrs P Arculus, Mr P Jones, Mr T Dignum and Mr M Daws-Chew) and the emergency services have also been consulted and are in support of the proposals.

#### 5. Resource Implications

Implementation will be from the 2002/03 speed management capital programme, which includes £60,000 for the implementation speed limit sites in villages. There are no other identifiable resources issues.

#### 6. Crime and Disorder Act Implications

There are no identifiable Crime and Disorder Act implications.

#### 7. Human Rights Act Implications

This scheme has no identifiable significant Human Rights Act implications.

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#### Background Papers

Speed Management Strategy and Revised Criteria for Speed Limits July 2000.  
Review of Speed Management Strategy and Criteria for Speed Limits February 2002.

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