

EAST SUSSEX COUNTY COUNCIL

CABINET COMMITTEE – POLICY SUMMARY

LOCAL SPEED LIMITS	PS4/2
<p><u>Purpose of Policy</u></p> <p>Definition of procedures within current regulations</p>	
<p><u>Specific Policies</u></p> <ol style="list-style-type: none"> 1. On trunk roads, speed limits [in common with other orders regulating traffic] are the responsibility of the Department of the Environment, Transport and the Regions [DETR]. The County Council has no jurisdiction over this class of road. 2. On all other roads, orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and consideration of any objections. 3. The principal determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A. <p style="text-align: right;">/ continued overleaf</p>	
<p><u>Supporting Statement</u></p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a Countywide basis. Lower vehicle speeds are conducive to casualty reduction and, from an environmental aspect, produce an improvement for residents.</p>	
<p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984 Department of Transport – Circular Roads 4/90 Department of Transport – Circular Roads 1/93 Department of Transport – Circular Roads 3/93 Department of Environment, Transport and the Regions (DETR) – Circular 5/99 DETR – New Directions in Speed Management – March 2000 DETR – Tomorrow's Roads – Safer for Everyone – March 2000. H & T Committee – Agenda Item 10 H & T Committee – Agenda item 18 Cabinet Committee – Agenda Item 5</p>	<p><u>Date of Approval</u></p> <p>17.03.1993 19.10.1994 15.11.2000</p>

Specific Policies (continued)

4. Subject to paragraphs 5 and 6 below, wherever requested by a parish council to initiate an Order imposing a 30 mph speed limit on roads [other than trunk roads] through villages, between the village name signs, where :-
- a) the section of road in question is at least partially built up with frontage development extending to at least 50%. (for a 40 mph limit, frontage development should be at least 30%).
 - b) the distance over which the limit is to be applied is at least 600 metres.

5. Speed limits should be set in accordance with the table below :-

Speed limit average speed Equivalent 85th % ile speed

	<i>no greater than</i>	
20	21	25
30	32	39
40	41	49
50	51	61
60	61	73

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then either :-
- a) where the history of crashes at the site justifies the necessary expenditure, engineering measures should be investigated to reduce speeds to an appropriate level. If this can be achieved an Order for the proposed limit can then be made.
 - b) where engineering measures are not justified by the history of crashes, an Order should be made for a higher limit than that originally proposed, if it is considered that vehicle speeds will reduce as a result to give some benefit to the area.
7. If a system of street lighting with street lights not more than 183 metres (200 yds) apart is installed along a road, then it is automatically restricted to 30 mph unless an order is made to de-restrict it or to impose a different maximum limit.

PROPOSED SPEED LIMIT CRITERIA – ROUTE ASSESSMENT

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
<u>20 mph Speed Limit</u> (not part of the 1993 criteria, new legislation enacted in 1999)		
Access and local distributor roads. Residential, housing estates, shopping streets or routes near schools may be considered.	Either engineering measures have been undertaken to ensure that the average speed will be below 20 mph or the existing conditions control speed sufficiently.	High proportion of vulnerable road users.
<u>30 mph Speed Limit</u>		
Built up areas. Properties with frontage access, e.g. schools, private and commercial premises, usually exceeding 50% of frontages.	<ul style="list-style-type: none"> i) Urban streets. ii) Roads through villages and identified rural settlements. 	Significant numbers of vulnerable road users.
<u>40 mph Speed Limit</u>		
Built up/partially built up areas. Some properties with frontage access, e.g. schools, private and commercial premises, usually exceeding 30% of frontages. May include undeveloped lengths between 30 and/or 40 limits are too short for a higher limit.	<ul style="list-style-type: none"> i) Urban distributor roads. ii) Roads through villages and identified rural settlements 	A noticeable presence of vulnerable road users.
<u>50 mph Speed Limit</u>		
Limited development and frontage access.	<ul style="list-style-type: none"> i) Suburban or rural single carriageways. ii) Suburban dual carriageways with frequent junctions, or frontage/development access. 	Few vulnerable road users, or segregated crossing facilities, or controlled crossing facilities with appropriate speed management measures.
<u>60 mph Speed Limit</u>		
Limited development and frontage access.	<ul style="list-style-type: none"> i) Urban distributor roads. ii) Roads through villages and identified rural settlements 	Few vulnerable road users, or segregated crossing facilities

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