

Transport and Environment

Robert E Wilkins  
Director

County Hall *PS03 ITEM 32*  
St Anne's Crescent  
Lewes  
East Sussex  
BN7 1UE

East Sussex  
County Council

Tel: 01273 481000  
Fax: 01273 479536  
www.eastsussex.gov.uk



All East Sussex Parish/Town Councils

- 2 JAN 2007

20 December 2006

For contact

Bryn Kemp  
01273 482106

T/GEN/02  
SRA/BK

E-mail: [bryn.kemp@eastsussexcc.gov.uk](mailto:bryn.kemp@eastsussexcc.gov.uk)

Dear Parish/Town Clerk

## **SPEED MANAGEMENT – EAST SUSSEX**

With reference to my letter dated 23 August 2006 regarding Speed Management in East Sussex, I should like to bring you up to date on the progress being made and invite comments on some of the key issues coming out of the new guidance.

As you are aware the new guidance was received on 8 August 2006 and the intention of the County Council is to update its Speed Management Policy in line with this guidance. Over the past few months we have been working with our partners in the Sussex Strategic Road Safety Group to ensure a comprehensive and consistent approach is achieved when setting speed limits across the south east region.

As indicated in my earlier letter, before putting forward a revised policy for formal approval, the intention has always been to involve all parish councils in the process and give them the opportunity to comment on the key issues, thereby ensuring that we have a robust policy in place which can be seen by the majority as being fair.

It is difficult to appreciate the magnitude of the work involved and the impact that speed limit changes will have within East Sussex. It is clear that the issues are not straight forward or universally understood and therefore before entering into any dialogue it seems appropriate to outline the principle issues which have been identified to date.

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INVESTOR IN PEOPLE



recycled paper

The desire of many communities to see a reduced speed limit is well understood and many believe that simply changing signs is sufficient to ensure compliance. This is regrettably not the case, as many villages which already have a 30 limit regularly complain when drivers abuse the existing limit.

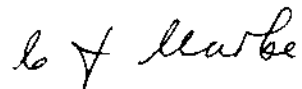
Any measures which substantially influence the speed of vehicles will have long term associated costs and can adversely affect people living adjacent to the feature whether it is a sign, speed cushion, a vehicle activated sign or speed camera. It is therefore important for a full understanding of the problems including the potential negative affect that measures supporting the limit may have.

An issues paper is enclosed outlining the revised principles for setting local speed limits along with a questionnaire.

I would appreciate it if you would take the time to complete the questionnaire and return it to me by Wednesday, 31 January 2007, any additional comments would be welcomed.

Finally, please note that the date for a Road Safety and Freight Management conference has been set for Wednesday, 4 April 2007. An invitation letter will be sent to all district, town and parish councils in the New Year.

Yours sincerely



Colin Clarke  
Group Manager – Traffic and Safety

BK/sfg DEC333

copy to: All County Councillors and All Borough, District and Town Councils  
ESCC Staff – DTE/Admin, Becky Shaw, Network Manager (East) fao: Brian Banks,  
Network Manager (West); fao: Ian Johnson; Steve Ankers; Keith Sinden; Bryn Kemp.  
Rob Salmon – West Sussex County Council  
CPRE – Browning's Farm, Blackboys, Uckfield, TN22 5HG  
Rother Transport Action Group - Marie Kennedy, Rother District Council

From The Lead Councillor  
for Transport and Environment

County Hall  
St Anne's Crescent  
Lewes  
East Sussex  
BN7 1UE

Tel: 01273 481000

PS03 ITEM 32

MS ROSALYN ZIEBELL  
HEADTEACHER  
BODIAM CE SCHOOL  
BODIAM, ROBERTSBRIDGE  
EAST SUSSEX  
TN32 5UH

7 December 2006

Dear Ms Ziebell

### **REQUEST FOR 30MPH SPEED LIMIT RESTRICTION**

Thank you for your letter dated 17 November 2006 addressed to Councillor Gubby at Rother District Council and forwarded by him to Bob Wilkins and myself. This has been passed to East Sussex County Council as highway authority, concerning the introduction of a 30mph speed limit on Peters Green Road, Bodiam.

Whilst I share your concern about the length of time it has taken to progress this scheme I have to remain realistic to the abilities of individual departments to deliver restrictions such as these. I am able to inform you that the introduction of a speed limit at this location is one of approximately 50 schemes identified by the Area Traffic Team for investigation. The resources available permit approximately 4 to 6 schemes to be progressed per year.

The implementation of any restriction on the public highway requires the backing of a Traffic Regulation Order (TRO) made under the Road Traffic Regulations Act 1984. The process of obtaining a TRO is both expensive and protracted due to the investigations required and the need to consult and advertise in the press. It is for this reason it has become necessary to prioritise workloads to ensure a consistent approach. The priority of an individual site is considered on many factors including the existing crash history, proximity to a feature of concern such as a school or hospital and the local environment.

The safety of children is always a concern for this authority and the system of prioritisation takes this into account, however, with other sites demonstrating an existing crash history involving personal injury it is important that our limited resources are used to those sites where the risk to the public is greatest.

Councillor Matthew Lock  
Lead Member for Transport and Environment