

**Questionnaire – Setting Local Speed Limits**

If you disagree/strongly disagree with any of the statements please expand on the reason as this will assist in understanding particular concerns.

**The majority of drivers respect speed limits.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**Drivers speed is influenced by the environment they are driving through.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**Traffic speed is the main concern within the parish.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**Traffic volume is the main concern within the parish.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**30 mph should be the norm in villages.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**The introduction of traffic calming to reduce vehicle speed is generally supported by the parish council.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**The parish council is aware that traffic calming can have negative affects.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**Priority should be given to ensuring compliance of existing speed limits in villages.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**The priority list for traffic calming should include both urban and rural sites.**

Strongly Agree	Agree	Disagree	Strongly Disagree

**The priority list for traffic calming should be weighted to ensure that sites having a higher number of accidents are treated first.**

Strongly Agree	Agree	Disagree	Strongly Disagree

The Definition of a village “20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers” should be adopted as policy.

Strongly Agree	Agree	Disagree	Strongly Disagree

The use of signs with yellow backing boards should be used on all village speed limits.

Strongly Agree	Agree	Disagree	Strongly Disagree

When prioritizing traffic calming schemes the following factors should be considered.

Factor	Strongly Agree	Agree	Disagree	Strongly Disagree
Number of crashes				
Availability of footways				
Pedestrian activity				
Cycling activity				
Equestrian activity				
Public Rights of Way				
Vehicle speed				
Severance				

Other – please state.....  
 .....

The three categories for considering works required for the introducing 30 mph speed limits in villages reflect the right level of intervention.

- **MEAN SPEED OF 32 MPH OR LESS - discuss with the parish council the provision of a 30 mph speed limit.**

Strongly Agree	Agree	Disagree	Strongly Disagree

- **MEAN SPEED GREATER THAN 32 MPH BUT LESS THAN 35 MPH – consider minor remedial engineering works including VAS where appropriate.**

Strongly Agree	Agree	Disagree	Strongly Disagree

- **MEAN SPEED OF 35 MPH OR GREATER – refer to the Traffic Calming Priority List.**

Strongly Agree	Agree	Disagree	Strongly Disagree

Returned on behalf of .....

Return to:- Bryn Kemp, Traffic & Safety Group, E Floor, County Hall, St Anne's Crescent, Lewes, East Sussex, BN7 1UE