

Chanctonbury County Local Committee	Ref No: CBY01(18/09)
30 July 2018	Key Decision: No
Partridge Green – Bines Road Proposed Traffic Regulation Order	Part I
Report by Director of Highways and Transport & Head of Highway Engineering	Electoral Division(s): Henfield

Summary

The proposal relates to Bines Road and Church Road retrospectively south and north of the western entrance to High Street, Partridge Green. At their meeting on 2 March 2016 the Chanctonbury County Local Committee (CLC) resolved to promote the lowering of the present 40mph speed limit in this area to 30mph under the March 2010 Speed Limit Policy exception, which allows for the usual link with actual speeds to be disregarded for village speed limits.

Further investigation and consultation with West Grinstead Parish Council and Local Member Mr Lionel Barnard have confirmed the local perception is that a lower speed limit will influence driver behaviour, reduce speeds, and improve road safety.

Following an extended Statutory Public Consultation between 26 October and 16 December 2017 seven objections have been received, including one from Sussex Police which is included in Appendix B to this report.

Recommendation

That the Chanctonbury CLC consider the objections to the scheme, and the responses in Appendix B, and make a recommendation to implement the reduction of speed in conjunction with the extra measures recommended by Sussex Police.

Proposal

1. Background and Context

- 1.1 At present the existing 40mph speed limit begins, at the southern end, on Bines Road, approx. 100m south of the junction of Bines Road and Star Road. Travelling north, this stretch of road includes approx. 35 frontages and a junction with the High Street, at which point it becomes Church Road. The existing 40mph ends approx. 450m north of the junction of Church Road and Staples Hill.
- 1.2 The present 40mph speed limit is signed at the entry points, and with a series of repeater signs. The area in which the 30mph reduction is proposed is subject to street lighting and repeaters would therefore not be required.

- 1.3 Traffic Speed Data from February 2017 at several points along this length of road indicates that average speeds are in the range of 34mph - 42mph in both directions.
- 1.4 Local perception is that a constant 30mph speed limit will influence driver behaviour, slow speeds, and improve road safety. In the latest five years for which data is currently available there have been four collisions, all of low severity, within the area of the proposed speed reduction.

2. Proposal

- 2.1 The proposal is to reduce the 40mph speed limit to 30mph from the current 40mph entrance signs at the south, to a point approximately 20 metres north of the junction of Church Road and Staples Hill, as shown in Appendix A.
- 2.2 It is also proposed, in light of the comments from Sussex Police, that further measures will be taken to reduce vehicles speeds in the area, including the installation of village gates by the Parish Council, and the installation of an area of centre hatching at the northern end of the new restriction.

3. Resources

- 3.1 It is estimated that the cost of introducing the speed limit signing and associated lining will be approximately £5,000. The proposals are an identified Chanctonbury CLC priority and they pre-date the 2016 TRO process changes.

Factors taken into account

4. Consultation

- 4.1 The twenty-one day Statutory Public Consultation period was between 26th October and 16th November 2017. However a further month was allowed for submissions and comments in order to allow for a Highways Officer to attend a West Grinstead Parish Council meeting, extending the consultation period to 16th December 2017. Between these dates copies of the drawings and Statements of reasons were placed at the local library, on the County Council website and a Notice was placed in the West Sussex County Times.
- 4.2 The Local Member Mr Lionel Barnard was consulted, as was Sussex Police. Whilst Sussex Police did not lodge a formal objection, they have registered a comment, answered in Appendix B.

5. Risk Management Implications

- 5.1 Given the recorded average speeds there is a risk that the proposed 30mph limit might not be sufficiently observed by motorists to meet local aspirations for lower speeds and improved safety along this length of road. However the extra measures proposed are designed to ameliorate this risk.

- 5.2 If the TRO is not introduced the concerns of the local community will not be addressed.

6. Other Options considered

- 6.1 For this scheme the possibility of a community highways scheme was considered, before being rejected on the grounds that the local community was specifically in favour of a reduced speed limit, for which a community highways scheme would not be necessary.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this Report.

8. Social Value

- 8.1 The reduction of the speed limit along this area of the network is considered to meet with the County Council's Social Value Policy in that it delivers a safer environment for user of the public highway.

9. Crime and Disorder Act Implications

- 9.1 As noted, the police have registered their concerns regarding the Crime and Disorder Act implications of the proposed speed reduction, and WSCC has sought to address these concerns by taking extra measures to promote compliance. These are the installation of village gates, and the introduction of centre hatching along the northern section of the new speed limit.

10. Human Rights

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. There are no concerns regarding any human rights implications in the scheme.

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Appendices

Appendix A – plans of existing restrictions and advertised proposals

Appendix B – summary of objections

Background Papers: none