

# Speed Limit Policy Review

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# Road Safety Strategy Review



- Executive Task and Finish Group established early 2022
- Key tasks:
  - To review the Road Safety Strategy in the light of persistently high number of KSIs reported in the County Plan
  - To consider what actions can be taken to reduce KSIs to meet the County Plan target.
  - To consider any associated policy documents – e.g. speed limit policy
  - To determine how the requirements of the recently adopted West Sussex Transport Plan and changes to the Highway Code are supported
  - To consider how we work with key partners e.g. Sussex Police

# Speed Limit Policy – Why Review?



- A potential review of the speed limit policy was discussed and agreed as required at the County Council Meeting in December 2021
- Speed management is a key part of police enforcement and associated engineering and behavioural change programmes aimed at improving safety on our roads
- The national Active Travel agenda promotes increased levels of cycling and walking for shorter journeys.
- National changes to the Highway Code
- A key deliverable in the approved West Sussex Transport Plan

# Speed Limit Policy Summary of Changes



Criteria	2010 Policy	2022 Revision
Average speed data	Required to undertake a speed limit assessment and used to determine a speed limit.	Required in the assessment of a speed limit and used to ascertain whether speed reduction measures may be required to ensure compliance with the average speed criteria.
Average speed criteria	Thresholds based on <a href="#">Circular Roads 1/13</a> . 20 = 24 30 = 32 40 = 42 50 = 52 60 = 62	Threshold relaxed to allow for a higher speed without the need for additional engineering measures. 20 = 26 30 = 35 40 = 46 50 = 57  Note: no 60mph threshold as only used on dual carriageways and as part of a road safety intervention.
Frontage Development	Extents of property / frontage development used to determine the appropriate speed limit.  A village is defined as needing minimum 20 properties / accesses.	There is no longer a requirement for frontage development in determining a speed limit.  A village is now defined as "A group of houses and associated buildings with at least one community facility or meeting place focal point such as a church, public house, shop, community hall or green".
Vulnerable road users	Where there is significant risk to VRUs, may influence the speed limit assessment where the speed criterion is met but frontage development criterion is not.	The primary focus for assessing a speed limit is on "Functional Hierarchy" and the way the road is used by a mix of vulnerable road users, used to determine the most suitable speed limit for the road, subject to a speed assessment and need for additional engineering measures.

# Speed Limit Policy Summary of Changes 2



Criteria	2010 Policy	2022 Revision
Road Traffic Collisions	Routes with a high incidence of injury collisions assessed and prioritised for lower speed limits as required.	Will need to be factored into every speed limit assessment and consideration given to additional measures where deemed high risk.
Route Length	Recommended minimum length of 600 metres, absolute minimum of 400m.	Recommended minimum length of 600 metres, reduced to 400m when used as a buffer or in a compact village. An absolute minimum of 300m in exceptional circumstances with approval.
Speed reducing engineering measures	Required where speed criterion is not met, to help reduce average speeds.	<b>May</b> be required dependent on average speeds but essential where the road is identified as high risk.
Schools	N/A	Introduces guidance on the opportunity to install a 20mph speed limit outside schools where appropriate to do so.
Quiet Ways	N/A	Allows an option for lower speed limits on rural roads defined as "Quiet Ways".
Existing Infrastructure	Only undertaken as part of future maintenance – often forgotten.	Where a speed limit is reduced existing highway infrastructure must be reviewed and modified to suit the lower speed limit (and included in the delivery of the speed limit).
Exceptions	Rarely applied. Requires Cabinet Member for H&T approval.	Provides the opportunity to discuss and agree speed limits and additional measures (as appropriate) where the speed criteria may not be met.