

Chanctonbury County Local Committee**21 June 2017****Upper Beeding: Various Roads – Proposed 20mph Limit****Report by Executive Director Economy, Infrastructure & Environment and Director of Highways & Transport**

RefNo: CBY01(17/18)
Key Decision: No
Part I
Electoral Division(s): Bramber Castle

Executive Summary

At its meeting of 2nd March 2016, Chanctonbury County Local Committee resolved to undertake an investigation into and potential progression of a speed limit restriction in Upper Beeding in its works programme for 2016/2017.

Speed limit assessments were undertaken within the village environment and as a result a Traffic Regulation Order (TRO) was proposed for the introduction of 20mph throughout Upper Beeding to join up with the existing 20mph currently throughout the Western section of Bramber.

Following public consultation and advertisement, eighty three letters of support and fifteen letters of objection were received which are summarised in Appendix C to this report.

Recommendation(s)

That the Chanctonbury County Local Committee, having considered the comments and objections received, authorise the Director of Law and Assurance to make the Traffic Regulation Order as advertised.

1. Background and Context

- 1.1 West Sussex County Council has received reports of speeding vehicles throughout Upper Beeding, especially near Upper Beeding Primary School.
- 1.2 Upper Beeding is a quiet residential village east of the A283 which comprises of dwellings, a few local shops/restaurants, petrol station and a hotel. The main road through the village has on street parking.
- 1.3 West Sussex County Council collected speed data in June 2015 throughout Upper Beeding and speeds were in excess of 20mph. To introduce a 20mph speed limit, average speeds must be or lower than 24mph. The following are average speeds recorded:

High Street: 23mph

High Street (by Petrol Station): 22.1mph

Manor Road: 22mph

Church Lane: 18mph

Pound Lane: 24.3mph*

Truleigh Road: 17.4mph

*Pound Lane is over the policy but with engineering measures introduced with the scheme, this should reduce the speeds below the threshold.

- 1.4 At its meeting of 2nd March 2016, Chanctonbury County Local Committee resolved to undertake an investigation into and potential progression of a speed limit restriction in Upper Beeding in its works programme for 2016/2017.

2. Consultation

- 2.1 **Members** – The local member for Bramber Castle was consulted on this proposal and strongly supports the case for a speed limit scheme.

- 2.3 **External** – The consultation was undertaken with key stakeholders including Sussex Police, Horsham District Council and Upper Beeding Parish Council. All Stakeholders support the scheme, although Sussex Police have advised they only support the scheme as long as West Sussex County Council doesn't implement any parking restrictions throughout the High Street, as this reduces speeds in itself.

- 2.4 **Public** – The three week formal consultation period for the Traffic Regulation Order to support the scheme ran between 2nd March 2017 and 23rd March 2017. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were placed at the local library, an advertisement placed in the local press and on the County Council's website, letters delivered to residents in the affected area and a public meeting held.

- 2.5 During the consultation period eighty three letters of support and fifteen letters of objection were received which are summarised in Appendix C to this report.

3. Proposal

- 3.1 Appendix A is to introduce a 20mph speed limit restriction throughout High Street and other residential roads of Upper Beeding. This will join on to the existing 20mph restriction throughout the western part of Upper Beeding.

- 3.2 Implementing the 20mph speed limit will lower the speed limit of vehicles throughout the village, this will enable pedestrians and drivers a safer passage through the village. It is noted that speeds in Pound Lane are in excess of the criteria under the West Sussex County Council Speed Limit

Policy, but this will be addressed through the provision of additional engineering measures, such as roundels on the carriageway.

4. **Other Options considered**

- 4.1 West Sussex County Council considered the option to introduce the speed limit to only the High Street and School Road but felt it would be more appropriate to expand the proposal to cover the whole residential area.

5. **Resource Implications and Value for Money**

- 5.1 The estimated cost for the lining required for the scheme is £1800 which will be met from the TRO Budget and ordered through the County Council's term contract thus ensuring value for money.

6. **Impact of the proposal**

- 6.1 **An Equality Impact Report (EIR)** has been undertaken and is attached as Appendix B to this report. 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.
- 6.2 **Crime and Disorder Act Implications** – The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.
- 6.7 **Human Rights** – The rights of those living in the vicinity of Upper Beeding Village have been considered. The concerns of officers and the policy objective to reduce traffic related casualties and to improve safety of the road should then be set against these rights.
- 6.8 **Social Value** – The proposal aligns with the County Council's policy on Social Value insofar as they are community led and raised through the Committee to improve the local road environment.

7. **Risk Management Implications**

- 7.1 Should this TRO not proceed the risk to the County Council is that the aspirations of the local community and CLC would not be met.

Lee Harris
Economy, Infrastructure
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Matt Davey
Director of Highways and Transport

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Appendices:

[Appendix A – TRO Tile Plan](#)

Appendix B – EIR Report

[Appendix C – Consultation Response Summary](#)

Equality Impact Report

Title of proposal	Upper Beeding Various Roads – Proposed 20mph Limit
Date of implementation	August 2017
EIR completed by:	Name: Matt Gray 0330 222 6358 Tel:
1. Decide whether this report is needed and, if so, describe how you have assessed the impact of the proposal.	
<p>It is proposed to make 20mph speed limits in Upper Beeding to give road users a consistently signed speed limit throughout the village.</p> <p>Those affected by these proposals would include the following:</p> <ul style="list-style-type: none"> • Local residents living in Upper Beeding • Highway users who frequently use this route, including local people, bus operators, rescue services, commuters, cyclists and equestrians. <p>In assessing the impact these proposals would have on people, the following was undertaken:</p> <ul style="list-style-type: none"> • formal consultation as part of the advertisement of a Traffic Regulation Order, required when changing a speed limit. <p>This also provided individuals and groups with the opportunity to comment on the proposals and how it may affect them.</p> <ul style="list-style-type: none"> • 	
2. Describe any negative impact for customers or residents.	
<p>Negative impacts of these proposals would occur during construction, where for a small period of time, civil engineering works will be taking place. This will affect users of the Highway detailed in section 1.</p> <p>These negative impacts can be mitigated by the provision of Traffic Management in compliance with the Safety at Street Works and Road Works code of practice, and by providing adequate advance notice of the works to allow for residents and commuters to plan accordingly.</p>	
3. Describe any positive effects which may offset any negative impact.	
<p>The proposed speed limit will reduce overall speeds throughout Upper Beeding Village thus deterring speeding, providing reassurance to local residents and improving or preserving the good safety record of the roads within the village.</p>	
4. Describe whether and how the proposal helps to eliminate	

discrimination, harassment and victimisation.	
By seeking to improve road safety the proposal treats all road users equally and does not unduly disadvantage any one group of people over another. During the public consultation period no objections were received based on discrimination, harassment and victimisation.	
5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.	
The proposal seeks to improve road safety within Upper Beeding village, by signing a speed limit considered appropriate for the nature of these roads. Therefore the proposal minimises the exclusion that might otherwise be felt by vulnerable road users such as the elderly and users with disabilities.	
6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.	
A proposal to introduce the speed limit of a road cannot by its nature directly foster good relations between persons who share a protected characteristic and those who do not. However the proposal does treat all road users equally and aims to improve safety for all road users.	
7. What changes were made to the proposal as a result? If none, explain why.	
After the Statutory Public Consultation was completed, no changes were made and it is considered that an 20mph speed limit will influence driver behaviour, slow speeds, and improve or preserve road safety within Upper Beeding	
8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.	
Once the scheme has been implemented, further speed monitoring can take place to assess the speeds of traffic in the various roads in Upper Beeding and, if appropriate, additional measures and discussions with Sussex Police to introduce enforcement.	

To be signed by an Executive Director or Director to confirm that they have read and approved the content.			
Name	Matt Davey	Date	12/06/17
Your position	Director of Highways and Transport		