

## Revised draft West Sussex Speed Limit Policy

The key changes between the existing 2010 Speed Limit Policy and the proposed revised Policy are summarised below.

Current 2010 Policy	Proposed 2022 Policy
<p>Average speed data: Required to undertake a speed limit assessment. Used as part of the assessment to determine a speed limit.</p>	<p>Average speed data: 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.</p>
<p>Average speed criteria:  Thresholds based on <a href="#">Circular Roads 1/13</a>.</p> <p>20 = 24 30 = 32 40 = 42 50 = 52 60 = 62</p>	<p>Average speed criteria: Threshold has been relaxed to allow for a higher speed without the need for additional engineering measures.</p> <p>20 = 26 30 = 35 40 = 46 50 = 57</p> <p>There is no threshold for setting a 60mph speed limit, as these would only be considered for use on a dual carriageway and as part of a road safety intervention.</p>
<p>Frontage Development: Extents of property / frontage development used to determine the appropriate speed limit.</p> <p>A village is defined as needing minimum 20 properties / accesses.</p>	<p>Frontage Development: There is no longer a requirement for frontage development in determining a speed limit.</p> <p>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".</p>
<p>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.</p>	<p>Vulnerable road users: 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. This is used to determine the most suitable speed limit for the road, subject to a speed assessment and need for additional engineering measures.</p>

<b>Current 2010 Policy</b>	<b>Proposed 2022 Policy</b>
Road Traffic Collisions: Routes with a high incidence of injury collisions assessed and prioritised for lower speed limits as required.	Road Traffic Collisions: 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.	Route Length: 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 to engineer speeds down to meet compliance with the average speed criterion, where this cannot be met.	Speed reducing engineering measures: <b>May</b> be required dependent on the average speeds but essential where the road is identified as high risk.
	Schools: Introduces guidance on the opportunity to install a 20mph speed limit outside schools where appropriate to do so.
	Quiet Ways: There is the option for lower speed limits on rural roads defined as "Quiet Ways".
	Existing Infrastructure: 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: Provides the opportunity to discuss and agree speed limits and additional measures (as appropriate) where the speed criteria may not be met.