

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>10 December 2008</b>
Report By:	<b>Director of Transport and Environment</b>
Title of Report:	<b>Rushlake Green 30mph speed limit</b>
Purpose of Report:	<b>To consider the objections received in relation to the introduction of a 30mph speed limit in Rushlake Green.</b>

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**RECOMMENDATION:**

**The Planning Committee is recommended not to uphold the objections and recommend that the Order be implemented as advertised.**

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**Supporting Information**

**1. Introduction**

1.1 Rushlake Green is located on the C15 between the A271 in Hailsham and the B2096 in Heathfield. The village is currently subject to the national speed limit.

1.2 As part of the County Council's speed limit review, Rushlake Green was identified as meeting the criteria requirements for a 30mph speed limit to be introduced and following discussions on site with Warbleton Parish Council and the local County Councillor; the eastern area traffic team have proposed a 30mph speed limit over the length of the built up extent of the village.

1.3 The extent of the proposed 30mph speed limit has been set in line with the County Councils policy PS4/2 (available to view in the Member's Room) and has been discussed in length with Sussex Police who give the proposed limit their full support.

1.4 The proposal was advertised between the 30 April and the 30 May 2008. Two letters were received which supported the proposed 30mph speed limit but objected to the start and finish points of the proposed restriction. The objectors desired the limit to be extended on the C16 Marklye Lane at the northern end of the village further northwards to protect their properties. (Copy of letters of objection available in member's room)

**2. Environmental Issues**

2.1 The positioning of the proposed speed limit terminal signs in Marklye Lane will be as close to the commencement of the village as possible and at a

point where the village is visible to a motorist and will offer the greatest degree of voluntary compliance from drivers. This will give the correct message to a driver that they are entering an area which requires the protection of a lower speed limit.

2.2 There are concerns about stretching the limit further into Marklye Lane as it would not be possible to physically fit the terminal signs until a point in the vicinity of Flitterbrook Lane (approximately 250m north of the proposed terminal point). There is no visible frontage development along this stretch of road and a driver will not see a need for the speed limit and adjust their speed accordingly, jeopardising the effectiveness of the speed limit in the village itself.

### **3. Conclusion and Reason for Recommendation**

3.1 It is recommended that the proposed 30mph speed limit be implemented as advertised. The commencement point at the northern end of the village has been set in line with the commencement of the visible frontage development and will produce the highest degree of voluntary compliance from drivers.

3.2 Whilst we would not recommend that the stretch of road outside of the objectors properties be included in the lower speed limit and that it therefore remains at the national speed limit, there is nonetheless a requirement on a motorist to drive to the conditions of the road, which on rural narrow roads with bends, will require lower speeds regardless of whether a speed limit is in place or not.

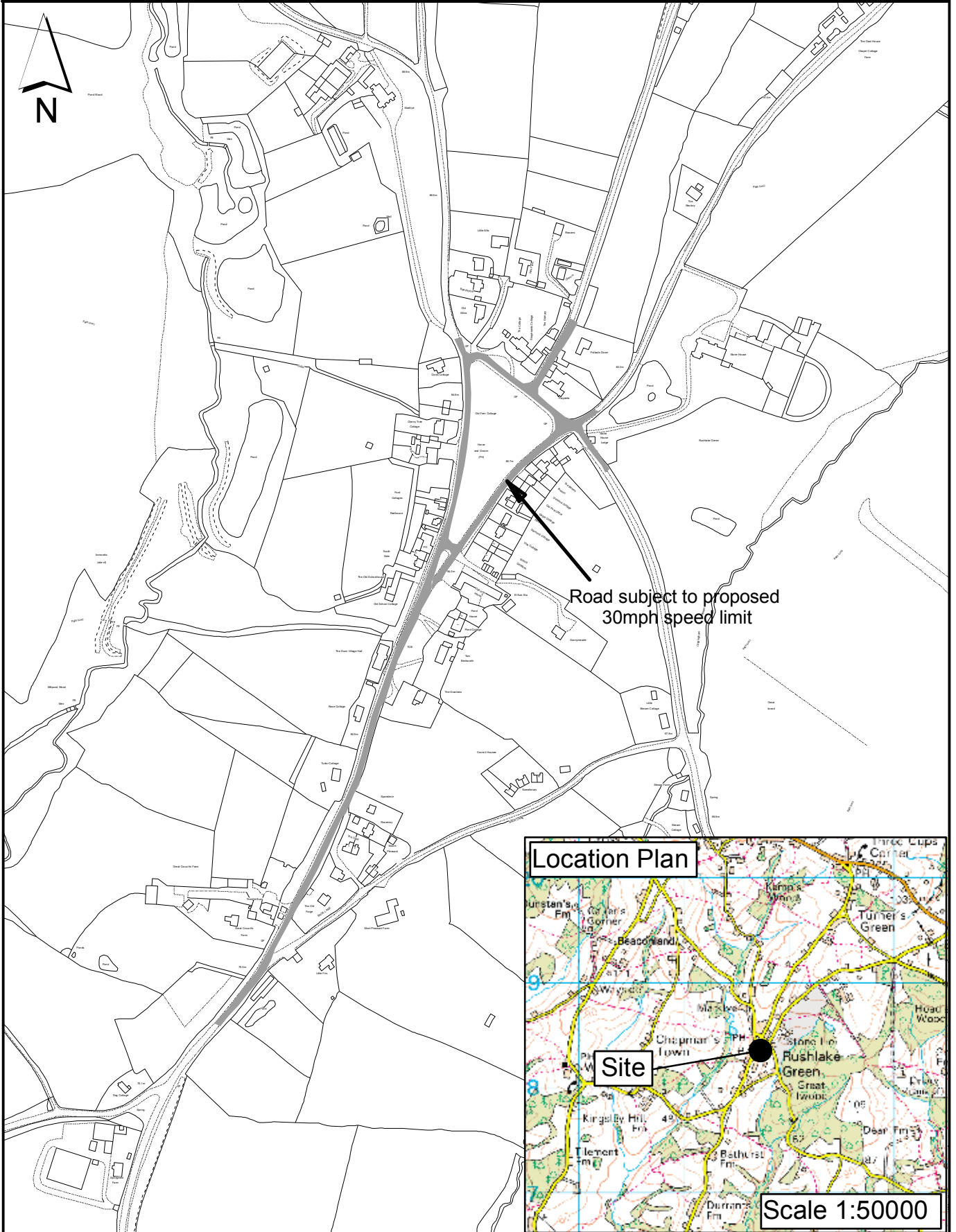
Rupert Clubb  
Director of Transport and Environment  
2 December 2008

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Local Member: Councillor Rupert Simmons

### **BACKGROUND DOCUMENTS**

Copy of letter of objections (Available in member's room)

# Objection to Proposed 30mph speed limit in Rushlake Green



Scale 1:5000

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