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Mr. J Steele
The Horsham Society
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30th January 2008

Our reference: 308/PEM/ACL

Dear Mr Steele

Horsham: Hammerpond Road – Request for speed limit

Thank you for your letter of the 12th January 2008. Col.Pemberton has asked me to respond to you on his behalf.

Col. Pemberton has indeed approved the proposed changes to the speed limit criteria, which was introduced following publication of revised national guidance in August 2006 and following extensive local consultation. Much of the approach will remain the same; we will continue to use measured average speeds and an assessment of the character of the route to determine what the appropriate limit should be.

It is important that average speed is taken into account. Applying a speed limit and erecting the necessary signage will have little if no affect on driver behaviour. Therefore there needs to be a degree of speed compliance by drivers before the limit is applied. If Hammerpond Road is experiencing 'unacceptably fast traffic', as you state, then we would find it very difficult to make a speed limit fit. In this situation we would need to apply traffic calming features to bring speeds down. The County Council does endeavour to introduce traffic calming measures. This is an expensive process, our funding is finite and expectations are great. Therefore a measured approach is adopted and we concentrate our efforts at locations where the need is most apparent. This work is evidence led and sadly this does rely on accident data from the Police. I am sure you would agree that we could not ignore areas where there are historically a high number of accidents. Looking at the accident data for Hammerpond Road we could not justify applying traffic calming measures to bring speeds down, when we need to address areas where accident rates are much higher.

With regard to the character of the route; firstly we would take into account the percentage of residential frontage onto the route. Hammerpond Road does not have the required residential frontage to warrant a 40mph speed limit and certainly would not permit a lower limit. Secondly, we would give consideration

to the rural nature of the route. A speed limit review panel was established, which comprised of representatives from the Police and District and Parish Councils, to ensure consistency of applying speed limits. The view was taken that setting speed limits on rural roads would start to urbanise the areas in particular with the signing required and the visual intrusion within the countryside. Secondly there was an issue about where do you stop. If we start putting limits along lanes it would extend the coverage of speed limits throughout the countryside.

I appreciate that you maybe disappointed by my response but please be assured that the County Council does apply a measured approach to such requests. Thank you for you interest in this matter.

Yours sincerely



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