

# **THE ETCHINGHAM SAFETY ACTION GROUP**

Road Safety Recommendations for Approval  
EPC Meeting 18<sup>th</sup> August 2022

# Background

This Etchingam Safety Action Group is a sub-committee of Etchingam Parish Council, officially formed on the 26<sup>th</sup> April 2022. The sub-committee is made up of 9 independent members (including the position of Chair and vice-Chair) and 2 Etchingam Parish Council members.

In 2019 Etchingam Parish Council commissioned a Road Safety Improvements Feasibility Study. The study was carried out by 2020 Consultancy to establish current issues with road safety and identify the most suitable improvements within the village.

The following areas were included within the 30 page report:

- A265
- Borders Lane
- Church Lane
- Etchingam High Street
- Oxenbridge Lane
- Parsonage Croft

The report presented the feasibility study and its expert view on the viability of 12 individual proposals, estimated costings were suggested to carryout the works in relation to each proposal.

# Summary

The Etchingam Safety Action Group (TESAG) has operated for the past 4 months during which time it has reviewed the original Road Safety Improvements Feasibility Study.

Throughout the past 4 months a number of activities and actions have been undertaken by TESAG, after a further review of the 2019 RSIFS, two of the original proposals have not been carried forward, due mainly to cost and the limited safety benefits in each of the proposals. Two of the original proposals have been amalgamated within four new sub-groups, due to replication and cross over between other proposals.

Estimated costing have been reached using the original 2019 RSIFS estimates, adding an increase of 15% to better align the estimates to 2022 material costs and taking into account the inflated costs to undertake the works by ESCC Highways (derived through discussion with Burwash Parish Council based on their own real costs for recent works undertaken in Burwash and the Weald).

For the purposes of this recommendation paper TESAG have further limited the proposals for recommendation at this time, focusing on those they believe are a priority. In reaching this decision TESAG applied the following methodology.

- improve the safety of residents, pedestrians and other road users
- Improve roads where no footpath/pavements exist, no street lighting and where blind bends and undulations are prevalent
- overall value to the community vs. spend required to deliver the works

# Revised Proposals

Following TESAGs review the 10 original 2019 RSIFS proposals are now grouped into four sub-groups

Sub-group 1:

Estimate: £ 16 - 20k

- Implementation of a new intermediate 40mph speed limit to separate the current national 60mph and 30mph limits. *This proposal incorporates proposal no 6, the proposed extension of the 30mph speed limit from the village centre (east side)*

Sub-group 2:

Estimate: £ 30 - 40k

- Implementation of a Gateway treatment at 30mph terminals on approach to Etchingham village to slow the speed of vehicles entering Etchingham from both directions (east and west)
- Installation of a 20mph School Safety Zone along the A265 (spanning from the entrance of Borders Lane to the end of the current 30mph area, adjacent to the pond west of Parsonage Croft). *This proposal incorporates proposal no 5, the proposal to introduce a 20mph zone outside Etchingham primary School*

Sub-group 3:

Estimate: £ 20 - 30k

- Implementation of new 30mph yellow backed repeater signs with increased conspicuously and supporting 30mph roundels on the road surface
- Installation of new Vehicle Activated Signs to replace the current ones, implement higher rated activated signs that highlight the actual speed at which vehicles are travelling

Sub-group 4:

Estimate: £ 16 - 30k

- Clearing pathways of overgrown vegetation, to ensure pavements are at their maximum width through the year and cutting low hanging branches or overhanging branches impacting road traffic signage and pedestrians
- Installation of new junction warning signage, new conspicuous signage and new road markings (to include Church Lane and Burgh Hill)
- Refresh all existing road markings on existing junctions where these have faded

# Recommendation for approval

Approval is sought from EPC to proceed with a combination of 4 individual proposals set out below.

## **Sub-group 2: Total Estimate: £ 52 - 69k**

- Implementation of a new intermediate 40mph speed limit to separate the current national 60mph and 30mph limits. *This proposal incorporates proposal no 6, the proposed extension of the 30mph speed limit from the village centre (east side)*
  - The 40mph speed limit would be at least 400-500 meters in length prior to entering the current 30mph limit, however it would be the intention to extend this as far along the A265 as possible, lowering traffic speeds
- Implementation of a Gateway treatment at 30mph terminals on approach to Etchingham village to slow the speed of vehicles entering Etchingham from both directions (east and west)
  - 4 independent gates, with a gateway on each side of the carriageway
  - Red coloured road surface with white 20mph roundels making these more visible, speed reductions of up to 5-6mph can occur within the first 20 metres of the gateway treatment, lowering traffic speeds into the village
- Installation of a 20mph School Safety Zone along the A265 (spanning from just before the entrance of Borders Lane to the end of the current 30mph area, adjacent to the pond west of Parsonage Croft). *This proposal incorporates proposal no 5, the proposal to introduce a 20mph zone outside Etchingham primary School*
  - Incorporates the installation of flashing warning signage, targeting vehicles at specified times, the Zone would be in operation between 8am and 9am and between 3pm and 4pm
  - Installation of yellow backed School warning signs with supplementary plate and flashing wig-wags, one sign to be installed west of Parsonage Croft, and one installed east of Borders Lane
- Permanently reduce the speed limit on Church Lane to 20mph, due to blind corners by campervan works and railway bridge, the lack of pavements for pedestrians and the fact there is no street lighting
  - New signage and road markings incorporating new speed roundels throughout

# Immediate Next Steps

## Formal Approval Requested:

- Approval is sought from EPC to proceed with the proposals set out on the previous slide

## Funding:

- Approve funding mechanisms based on a successful request for a maximum match funding application of £50,000.
- Funding mechanisms to include:
  - a one off upfront amount from EPC reserves, representing 25% of total EPC costs (c. £35,000.), approve a PWLB Loan for the outstanding 75% of total EPC costs to be financed through an increase in EPC Precept over a period +5 years or aligned to the repayment term of the PWLB loan
- Submission of a feasibility request
  - Any request will trigger a fee of £500.+ VAT. Subject to a positive response from residents to support the spend, EPC recognise that a 50% deposit of any total costs to undertake works would be required upfront as part of the works order sign off process before ESH will schedule any works to be carried out

## Communication:

- Permission to undertake consultation with the local residents to gauge their commitment to the suggested works and estimated costs (survey each household)
  - As part of the consultation process TESAG will provide a case study breakdown of the actual costs to EPC aligned to a successful maximum matched funding commitment from East Sussex County Council Community Match funding
- In parallel TESAG will communicate the project and next steps via the Etchingam Magazine, Etchingam E-Bulletin and prepare flyers for the Fete to raise awareness

# TESAG/ESH Activities

## Feasibility Request - Workflow:

- TESAG complete the feasibility application on the East Sussex Highways website and submit this to ESH for consideration
- East Sussex Highways review the application to check that it meets the requirements of the Community Match initiative
- East Sussex Highways invoice EPC the £500 fee + VAT
- Once payment of the fee has been received ESH prepare the feasibility report and, once completed, issue this to TESAG
- TESAG review the feasibility report and decide whether or not they wish to take the scheme forward (the report will provide budget costs for delivering any proposed measures to give an idea of the level of financial input required from EPC)
- If the decision is taken to progress TESAG (EPC) make a formal application for funding to East Sussex County Council Community Match project manager
- East Sussex County review the application and, assuming all is OK, present this and any other application received to Lead Member who makes the final decision on which projects to provide funding to
- The earliest ESC budget review meeting we could expect to submit to would be April 2023 therefore the feasibility request and activities would need to be completed by the end of year 2022
- ESH require 50% of any costs to be submitted prior to undertaking any works with the remaining 50% (match funding) due on completion of the works, post sign off

# East Sussex Highways WR

## Work Request - Workflow:

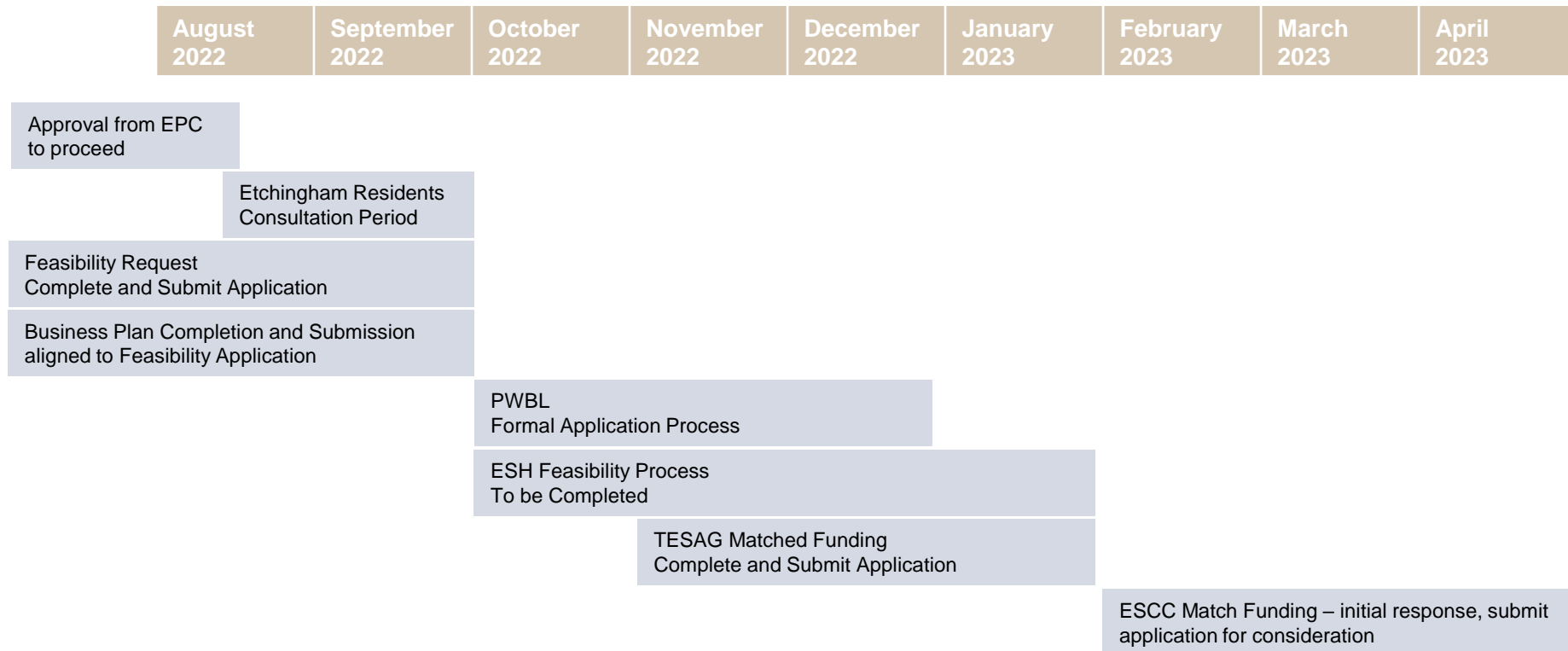
- Prepare Project Management Plan
- Early Design Stage
- Stakeholder consultation
- Site Appraisal
- Obtain C2 statutory undertaker information for signage locations
- Undertake Environmental Impact Assessment
- Road Safety Audit Stages 1&2, auditors are independent from design team
- Prepare cost estimates
- Draft application for TRO (Traffic Regulation Order) and submit
- Position laminated notices on site, simultaneously a web page will be created on ESCC website advertising the proposed works, inviting comment
- Hard copies of all documentation will be made available for public review at County Hall
- Advert will appear in local newspaper setting out the proposed works
- 21 day objection process applies to all works
- Review target costs, if proposals move forward ESCC will charge EPC and pass through TRO costings and advertising costings
- Subject to the above work can commence



# Conclusion

TESAG activities cannot proceed without EPC approval and support, subject to EPC approval there is a great deal of work to be completed to move the consultation, feasibility request and matched funding process forward.

## TESAG Project Timeline



Outstanding proposals not being considered at this time will continue to be reviewed with the view to submitting new proposals within each new financial year, however ESCC will limit repeat matched funding to ensure that all Parishes are given the opportunity to access their budgets.

# Appendix

## Original Proposal List.

1. Implementation of a new intermediate 40mph limit, separating the national 60mph and 30mph speed limits
2. Gateway Treatment at 30mph terminals on approach to Etchingam Village
3. New 30mph repeater signs and supporting 30mph roundels on road surface
4. Installation of new Vehicle Activated Signs
5. 20mph Zone outside Etchingam Primary School along Parsonage Croft (incorporated within item 8)
6. Extend 30mph speed limit further from the village centre, east side (incorporated within item 1)
7. New junction warning signage, new signage and road markings
8. Installation of a new 20mph School Safety Zone along the A265 during school drop off and collection times
9. Widen existing footpaths throughout the village
10. Refresh existing road markings at certain junctions
11. Narrowing of High Street / Oxenbridge Lane junction (not being considered, limited impact on pedestrian safety and excessive costs)
12. Junction improvements at High Street / Borders Lane junction (not being considered, limited impact on pedestrian safety and excessive costs)

Combined, the maximum expenditure to deliver all of the original proposals would have exceeded £250,000. TESAG have refined the proposals to maximise safety and minimise cost by combining a selection of the original proposals into meaningful road safety measures. In addition TESAG will push ESCH to automatically resolve some of the proposed works as part of their regular road maintenance program, which are long overdue.