

## ***“Why is there a Road Safety Working Group?”***

Successive AGMs have highlighted concerns over speeding on the Estate and its potential impact. Following concerns raised at the 2016 AGM, various members formed a working group to collect speeding data and formulate proposals to address the issues. Unfortunately, for a variety of reasons the group did not gain any traction and nothing was brought back to the Board.

The issue was again raised at the 2017 AGM on July 26<sup>th</sup> this year. Following the meeting your Board has decided to address the concerns vocalised at the AGM and form a Working Group, which it hopes will be fully supported by the Membership in its efforts to provide options for consideration.

The Working Group has now been formed and consists of 10 residents and is chaired by a WRA Board Member. The first meeting took place on October 3<sup>rd</sup> with a follow-up meeting planned towards the end of November.

## ***“What is the objective of the Working Group?”***

The Working Group’s aim is to identify, review and recommend options which if appropriate will form the basis of resolutions for consideration and adoption by the WRA Membership either through postal ballot, or at an extra-ordinary GM or the next AGM. The working group will carry out empirical studies to quantify the issues.

The Working Group will also provide regular updates, of which this newsletter is the first, and will solicit input from the Membership at large and provide feedback to the Board during this process.

The Working Group is focussed on improving Road Safety across the Estate to ensure that all residents and their guests can enjoy the benefits of the Estate and safely walk, cycle without the fear of feeling threatened by excessive vehicle speeds.

## ***“What is the current situation?”***

The Estate has neither pavements, nor street lighting and therefore the risk to pedestrians and cyclists who share the roads is higher than other local roads. Inappropriate speeding significantly increases the chance of injuries in a collision.

The Estate operates a 20mph speed limit, which all road users are asked to respect.

However there is wide perception that this is not respected in every case and that speeding can be an issue.

The speeding “culprits” can be grouped broadly into three categories:

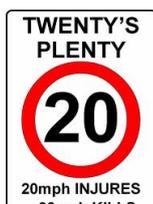
1. Non-resident through traffic between Pigeonhouse Lane, Angmering Lane and Sea Lane
2. Commercial traffic including couriers, contractors and other service related vehicles
3. Residents going to and from their properties.

We aim to review different options targeted at the different groups, from dissuading the non-resident through traffic, pro-actively encouraging commercial traffic to comply and start a “Heart and Minds” campaign with residents. After all, we all have a vested interest in maintaining the Estate as a safe and welcoming place to live, where vehicles, pedestrians and cyclists can safely share the roads.

## ***“Why 20mph?”***

Evidence shows that 20mph zones are an effective way of preventing injuries on the road.

The underpinning idea behind the 20mph scheme is that the speed limit – if adhered to – reduces the risk of crashes occurring and presents a strong chance of avoiding fatal or serious injuries if, Heaven forbid, one does occur. Research has shown that the fatality risk rises from 1.5% at 20mph versus 8% at 30mph. (Source: ROSPA Road Safety Fact Sheet).





***“Why worry about non-residents?”***

***“What can we as residents do?”***



***“What were the actions agreed by the Working Group at the first meeting?”***



RoSPA’s belief is that 20mph represents the best compromise between mobility and risk.

20mph limit is not just a road safety measure. It encourages walking and cycling, and offers improvements in quality of life, health improvements, community spirit and better air quality.

Whilst there is a 20mph limit posted across the Estate, the Estate is not a true 20mph zone, as, with the exception of Cross Road, no engineering measures are in place.

It is widely accepted that Engineering measures (such as active speed signs, signage, speed bumps and humps, narrower roads, road layout changes and chicanes) are effective in reducing vehicle speeds.

Non-resident vehicle drivers are not vested in the well being of the residents. Their primary objective is to take a short cut and save time. We live on a Private Estate and therefore we have the right to take steps to make the short cut less attractive or eliminate it completely.

Measures to limit non-resident through traffic can lead to a reduction in the volume of cars using the Estate roads and remove this traffic that doesn’t have a vested interest in adhering to the 20mph limits. Any measures would involve consulting residents, as well as the Emergency Services.

Resident awareness is key. As a pedestrian or cyclist we can wear reflective or light coloured items at night, or carry a torch. As a driver, we can make a difference, simply and immediately without any cost by proactively being aware of our speed on the Estate and respecting the 20mph limits. The difference in time saved between 20mph and 30mph is negligible in the overall journey. At best savings are in seconds, but at the risk of years of pain, anguish and regret.

1. Evaluate the level of non-resident through traffic on the Estate through surveys, the first of which was October 11<sup>th</sup> to record the entry and exit traffic at the three main access points (Pigeonhouse Lane/ Cross Road, Angmering Lane and Sea Lane)
2. Look at what lessons can be learnt from the Sea Estate where there does not appear to be a speeding issue.
3. Solicit ideas and comments from the membership either via a specific email address or writing directly to the Road Safety Working Group c/o Hobdens Property Management.
4. Start to build up a knowledge base of different engineering measures, which can be evaluated to create a true 20mph zone across the Estate.
5. Produce and circulate a first edition of the Road Safety specific newsletter.
6. Obtain information regarding the National Road Safety Week in November.

**We welcome your feedback, thoughts and any suggestions you may have to help us achieve the objective and tackle these three “culprit groups”.**

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