



Department
for Transport

Amber Rudd MP
Huw Merriman MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Jesse Norman MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: jesse.norman@dft.gsi.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/223747
Your Ref: HM/FM/362

- 3 MAY 2018

Thank you for your letter of 6 April 2018, about the A21 Meeting, regarding the safety and capacity concerns your constituents have.

Highways England did develop a scheme aimed at altering driver behaviour on the A21 between Scotney Castle and Hastings through the installation of average speed cameras. During the detailed design phase, it became apparent that the data did not support the widely held belief that there is a demonstrable issue with speed and so the scheme was discontinued. The most common primary cause of fatal and serious injury collisions on the A21 remains to be a failure to look or failure to judge path or direction, followed by failing to drive to the prevailing conditions.

The Road Safety Foundation's November 2016 report 'Making Road Travel as Safe as Rail and Air' identified the A21, between Hurst Green and Hastings, as being the highest risk road on the Strategic Road Network (SRN). Their recent publication of the 2017 EuroRAP results in their 'Cutting the Cost of Dangerous Roads' report, applied the highest risk rating to the section of the A21 from the junction with the A2100 to the junction with the A259 at Hastings. This section of the A21 does not form part of the SRN and is managed by East Sussex County Council. The section of the A21 between Coopers Corner and the junction with the A2100 (a section which does form part of the SRN) though not having been identified as being a high risk road, was still identified as being of medium-high risk.

Highways England aim to improve the A21 to a minimum 3-star EuroRAP standard and they continue to work to address safety concerns along the A21. The dualling of the A21 between Tonbridge and Pembury has addressed safety issues which were identified on this section of the A21. Highways England continue to work with key stakeholders including the local highways authorities and Safer Roads for Kent and Sussex Safer Roads Partnership to identify potential, future targeted safety interventions.

As part of developing the second Road Investment Strategy (RIS2), the Department has published the South Coast Central Route Strategy. More details can be found at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600332/South Coast Central Final.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600332/South_Coast_Central_Final.pdf)

The Route Strategy identifies the poor strategic function of road three and the lack of journey time reliability on particular sections of the route. The Department published the Strategic Road Network Initial Report in December 2017 and is now analysing the evidence gathered in order to develop the RIS2 programme, which will be announced in 2019.

As ever,

A handwritten signature in black ink, appearing to read 'Jesse Norman', written in a cursive style.

JESSE NORMAN