

Appendix 1 - Impact of road closures

Note that options B and C will require extensive road closures for up to 22 weeks, which will cause major disruption to the A259 coast road. The shortest alternative route is through the villages of Litlington, Lullington and Alfriston. These narrow lanes are not suitable for an official diversion which would be via the A27. However, a diversion route can only be advisory and drivers are likely to take shortcuts through the villages causing unacceptable levels of traffic.

From Seaford (Sheep Pen Lane) to Eastbourne (Upperton Road) via Exceat Bridge is 7.6 miles, which takes approximately 14-26 minutes at rush hour on a weekday. The diversion route via the A27 would be 21.3 miles, which takes approximately 35-75 minutes during rush hour. (Source: Google Maps).

Figure 1: Route via Exceat Bridge

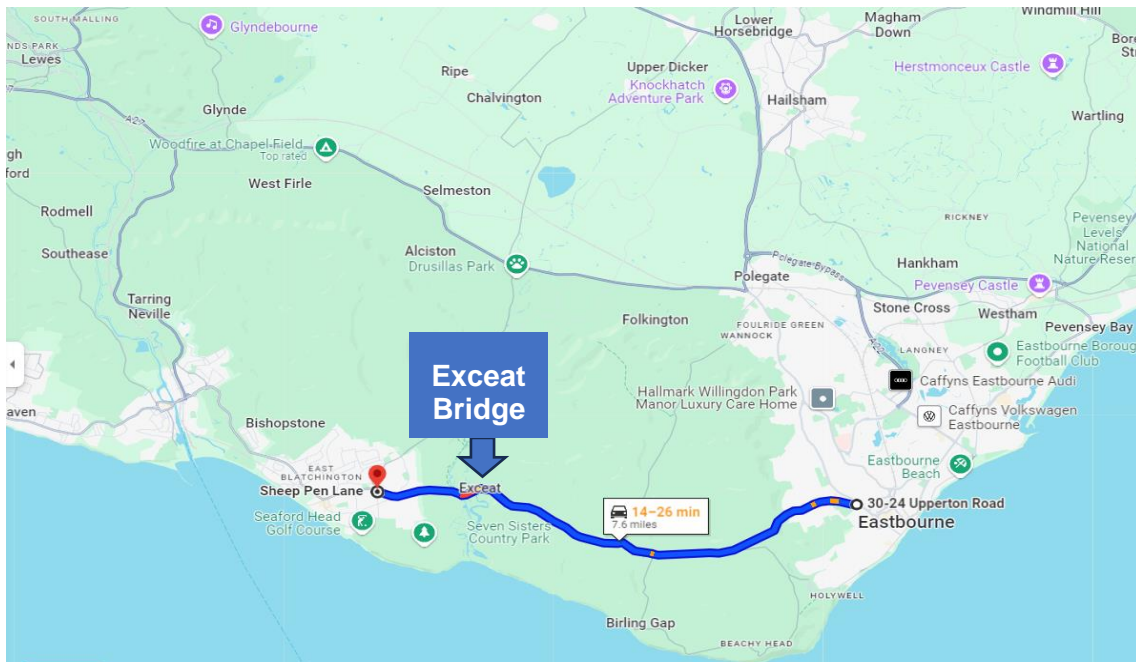
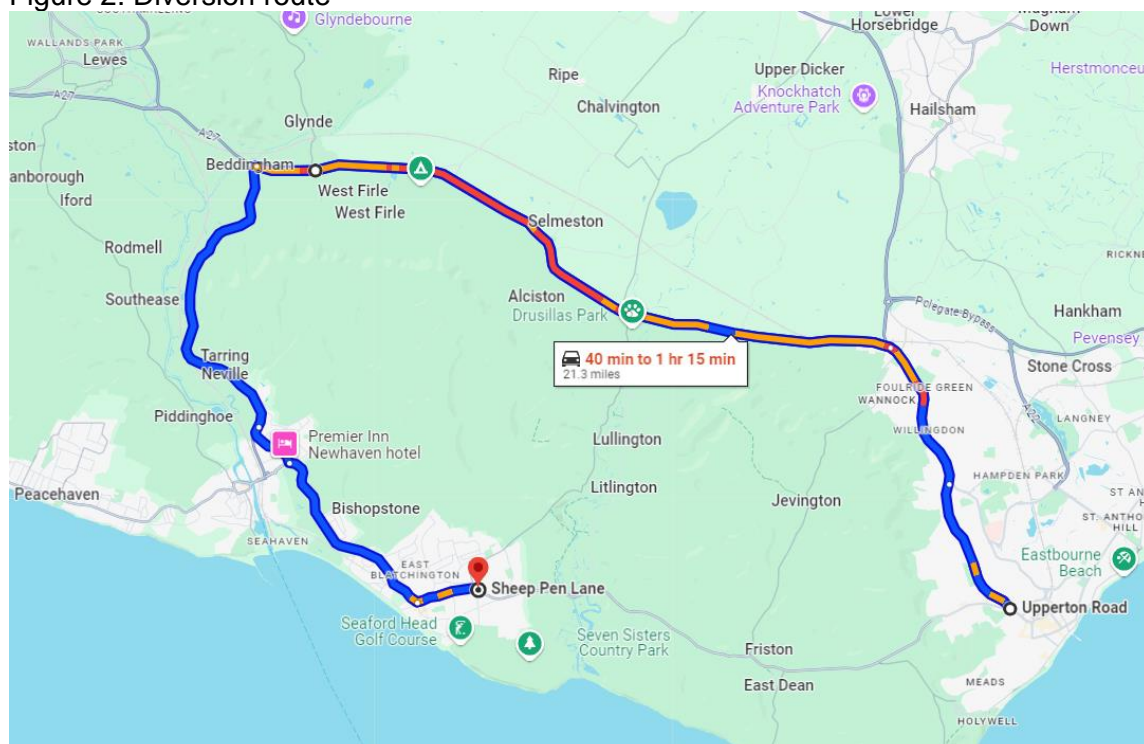


Figure 2: Diversion route



Traffic on the A259

The A259 is part of the major road network averaging an annual daily traffic count of 11,500 vehicles with morning and evening peaks of nearly 1000 vehicles per hour. Around 1,000 people work in Eastbourne from Seaford, Newhaven and Peacehaven, with around 800 travelling to work by car. Additionally, around 1,300 people from Eastbourne work in Brighton. It is heavily used by HGVs travelling between Eastbourne, Newhaven and Seaford.

There are 9 bus routes across the bridge. Brighton and Hove buses run up to 6 buses per hour. This would have a significant impact on people commuting between Newhaven, Eastbourne, Seaford and coastal communities, children travelling to school and visitors to the National Park.

Potential Mitigations

It may be possible to install a temporary footbridge to the south of the bridge using existing bailey bridge footings. This would mean that foot traffic could continue to cross the river during the road closure. Although it appears this may be within scope of permitted development, this relies on being able to evidence the bridge is removable and will likely require approval from the SDNPA, which could mean additional time to the programme.

If it is possible to install a footbridge then buses may be able to operate either side of the bridge with passengers walking over the bridge to continue their journey. Although it may not be possible for buses to turn around.