

## Proposed 50mph Speed Limit A259 Buckle Bypass, Seaford

## Summary of Objections

Objection	Officers' Response	Recommendation
<p><u>Objector 1:</u> The speed limit should be reduced to 40mph rather than 50mph and begin beyond the Tide Mills junction to make it easier for traffic coming out of the car park.</p>	<p><u>Response:</u> The predominant factors we consider when determining an effective speed limit is the number of properties that are clearly visible to drivers and the average speed of traffic. National guidance recommends that we align the limit so that the average speed is at or just below the set limit as this reflects the speed the majority of drivers consider to be appropriate and safe. The average speed on this part of the A259 was recorded at 49mph eastbound and 46mph westbound which indicate that a 50mph speed limit is the most appropriate.</p> <p>It is recognised nationally that lowering a speed limit with signs alone will only reduce the average speed by about 1 or 2mph. The speed surveys undertaken indicate that a 40mph speed limit would likely be very poorly complied with and a large number of drivers would be travelling in excess of the posted speed limit. The greatest level of safety is achieved when there is very small spread of speeds with the majority of traffic travelling at, or close to the posted speed limit. If a 40mph speed limit was introduced without significant engineering measures the road would be less safe as faster drivers may take a risk and try to get past any slower drivers that are observing the speed limit.</p> <p>To introduce an effective 40mph speed limit on the A259 Buckle Bypass would require engineering measures to slow down traffic in accordance with the</p>	<p>To not uphold the objection and implement the Order as advertised.</p>

	<p>lower limit. The cost of traffic calming that would be required to reduce speeds in accordance with a 40mph speed limit would be far in excess of the £125,000 of funding that is available for speed management. An expensive traffic calming scheme would also not offer best value in respect to its contribution towards casualty reduction when compared to a 50mph speed limit.</p> <p>The extent of the proposed limit was carefully considered with Sussex Police. The character and appearance of the A259 changes at the Bishopstone Road junction as it is where the development becomes visible to drivers. It was agreed with the Police that it would be better if the speed limit did not change too near to the Bishopstone Road junction as it is proposed to improve the warning signs on this part of the road. If the 50mph speed limit changed here it would result in too many signs on a short length of road. It was therefore agreed to start the 50mph speed limit on the narrower part of the road just before the bend as this will allow for the improvement of the signs and road markings on the approach to the Bishopstone Road junction.</p> <p>The signs and road markings at Tide Mills car park will also be improved as part of the improvements.</p>	
<p><u>Objector 2:</u> Broadly in favour of reducing the speed limit to 50mph. However, would like to see it back up to the 60mph national speed limit after Hill Rise to allow faster drivers to pass slower drivers.</p>	<p><u>Response:</u> One of the principal aims of the scheme is to reduce traffic speeds and improve safety at the junctions of Bishopstone Road, Marine Parade and Hill Rise. We are only permitted to provide separate speed limits on roads with a central reservation between the carriageways. Although there are 2 lanes for eastbound traffic the A259 is a single carriageway, so any speed limit needs</p>	<p>To not uphold the objection and implement the Order as advertised.</p>

	<p>to apply to vehicles travelling in both directions. If we were to retain the 60mph speed limit east of Hill Rise the same speed limit would apply on the downhill approach to Marine Parade which would not achieve the desired outcome of the scheme.</p>	
<p><u>Objector 3:</u> Would like to see the inside lane of the 2 lanes going to the east on the by-pass into a bus lane for buses, taxis and emergency vehicles. A new pedestrian crossing with lights could then be provided near Beacon Road where the 2 lanes have gone back into 1.</p>	<p><u>Response:</u> A bus lane would usually be considered in locations where there are extensive queues along a main road in peak hours, so the bus lane helps public service vehicles bypass these queues. There are rarely traffic queues in this location so a bus lane would be of limited benefit.</p> <p>A detailed assessment for a pedestrian crossing on this part of the A259 was carried out. However, it did not score highly enough for it to be included in the Capital Programme for 2015/16. The request will be retained on our records for possible inclusion in a future years programme.</p>	<p>To not uphold the objection and implement the Order as advertised.</p>
<p><u>Objector 4:</u> Due to the volume of traffic it is difficult for both car drivers and pedestrians to negotiate the 3 junctions at Hill Rise, Marine Road and Bishopstone Road. Many older people live in the area and it is particularly hard for anyone with mobility problems to get to and from the bus stops even using the central reservations. Other people run across the road as the gaps in the traffic are so short. There have been many accidents and sadly a lady was killed. Reducing the speed limit by only 10mph would do little to make the road safer for everyone. ESCC should consider a 40mph speed limit instead of 50mph.</p>	<p><u>Response:</u> See comments to Objector 1 above</p>	<p>To not uphold the objection and implement the Order as advertised.</p>

<p><u>Objector 5:</u> (Late) Over the last 20 years the A259 has seen an increase in traffic and there has been a change in the population. There are many old folk living in Bishopstone who are becoming more wary of crossing the road and there are also many young families living nearby. In a few short years there will be a need for children to cross the road for buses and for the train to travel to 6<sup>th</sup> form College. The estuary project has been created and is widely used by walkers, families and cyclists but anyone from the north of the A259 must first cross the road. Apart from crossing the road, as a driver it is quite difficult to turn right from Bishopstone Road to travel towards Newhaven and Brighton. We believe a pedestrian crossing with lights at the bottom of Bishopstone Road would serve many purposes in keeping traffic speed down, provide a safe crossing of the road and enable drivers of cars and agricultural vehicles a safer right turn. The staggered junction at Hill Rise and Marine Parade does give protection for cars turning right but there is nothing like that at Bishopstone Road.</p>	<p><u>Response:</u> A detailed assessment which considered the extent to which a pedestrian crossing on this part of the A259 would fulfil the objectives of the County Council's Local Transport Plan has been carried out. It did not score highly enough for it to be included in the Capital Programme for 2015/16. The request will be retained on our records for possible inclusion in a future years programme. If the 50mph speed limit helps to reduce traffic speeds it may increase the likelihood of a pedestrian crossing being taken forward in the future.</p>	<p>To not uphold the objection and implement the Order as advertised.</p>
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<p><u>Objector 6:</u> (Late) Support for a speed limit on the A259 at the Bishopstone Road, Marine Parade and Hill Rise junctions. The Bishopstone Road, Marine Parade and Hill Rise junctions all provide access to residential areas that already have a 30mph speed limit. There is considerable danger experienced by traffic trying to access the A259 from Bishopstone Road, Marine Parade and Hill Rise. There is also considerable danger to pedestrian activity with people trying to cross the A259 to access Bishopstone Station and the bus stops.</p> <p>The Bishopstone Road, Marine Parade and Hill Rise junctions have long been an accident black spot and with ever increasing traffic levels on the A259 this is an issue that is only going to get worse. The ideal solution is an elongated roundabout taking in all 3 junctions. A similar system to the one in use at Sainsbury's in Newhaven. A roundabout would control the traffic flow and make these junctions safer for both vehicles and pedestrians.</p> <p>The idea of a speed limit on this section of the A259 is a great step forward and would be welcomed by the residents. However, the national speed limit for a 2 way road of this type is 60mph, so the proposed 50mph speed limit would only be a 10mph reduction and will do little to alleviate the traffic problem and dangers at Bishopstone Road, Marine</p>	<p><u>Response:</u> See comments to Objector 1 above in relation to a lower speed limit.</p> <p>A roundabout to include the junctions of Bishopstone Road, Marine Parade and Hill Rise would be prohibitively expensive and could not be considered within the context of the available speed management budget. The contribution that a roundabout would have in terms of casualty reduction would be minimal and would not be a priority for inclusion within the Capital Programme for Transport Improvements.</p>	<p>To not uphold the objection and implement the Order as advertised.</p>
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Parade and Hill Rise junctions.

This part of the A259 should be regarded as part of the local residential area and have a 40mph or 30mph speed limit. If travelling from Newhaven it should start at the 'Welcome to Seaford' sign and continue to the existing 30mph speed limit near Beacon Road.

Any speed limit is welcome but please consider a realistic reduction to 40, or even 30mph.

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