

Committee: **Regulatory Committee
Planning Committee**

Date: **13 April 2016**

Report by: **Director of Communities, Economy and Transport**

Title of Report **The East Sussex (A259 Newhaven Road and Buckle Bypass, Seaford) (50mph Speed Limit) Order 2016**

Purpose of Report **To consider the objections received in response to the statutory consultation and the public advertisement of the proposed 50mph Speed Limit Order for the A259 Newhaven Road and Buckle Bypass, Seaford.**

Contact Officer: **Michael Higgs – 01273 482106**

Local Member: **Councillor Charlton**

RECOMMENDATIONS

The Planning Committee is recommended to:

- 1. Not uphold the objections to the draft Speed Limit Order set out in Appendix 3 to this report; and**
 - 2. Recommend to the Director of Communities, Economy and Transport that the draft Order be made as advertised.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 Lead Member for Transport and Environment agreed in September 2015 that the £125,000 of Public Health Grant Funding that had been made available for speed management would be best targeted at the 6 locations that offered the most benefit and value in terms of their contribution towards casualty reduction. A 50mph speed limit on the A259 Newhaven Road and Buckle Bypass, Seaford was identified as one of the locations that was a priority.

1.2 The location was identified as a priority as crash data provided by Sussex Police indicated that there had been 1 fatal injury crash, 4 serious injury crashes and 9 slight injury crashes on the A259 Newhaven Road and Buckle Bypass in the latest 3 years. The speed surveys that were carried out on this part of the A259 indicate that a 50mph speed limit is the most appropriate for the road. The extent of the proposed 50mph speed limit was carefully considered with Sussex Police, taking into account the character and appearance of the road. The signs and lines on the A259 between Denton Corner near Newhaven and the existing 30mph speed limit in Seaford will also be reviewed as part of the proposals.

1.3 Prior to advertisement of the draft Speed Limit Order a consultation was carried out between 8 October 2015 and 6 November 2015 with statutory consultees and other interested parties. A copy of the consultation plan indicating the extent of the proposed 50mph speed limit is provided in Appendix 1. As a result of this consultation 3 objections to the proposal were received. A summary of the objections and Officers response is set out in Appendix 3. Sussex Police has responded indicating no objections to the proposal.

1.4 The proposed Order was formally advertised on-site and in the local press for 3 weeks between 8 January 2016 and 29 January 2016. A copy of the advertised Order is included as Appendix 2. As a result of this consultation 1 objection was received before the consultation closed. A further 2 representations were made after the consultation closed. A summary of the objections and the Officers response is set out in Appendix 3. Full copies of the original representations and responses are available in the Members Room.

2. Comments and Appraisal

2.1 Some objections to the 50mph speed limit request that it should be lowered to 40mph. It is recognised nationally that lowering a speed limit with signs alone will only reduce the speed of the average driver by about 1 or 2mph. The speed surveys undertaken indicate that a 40mph speed limit would 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 a 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 who are observing the speed limit.

2.2 To introduce an effective 40mph speed limit on the A259 Buckle Bypass would require engineering measures to slow down traffic in accordance with the lower speed limit. The cost of traffic calming that would be required to reduce speeds in accordance with a 40mph speed limit would be by 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 of its contribution towards casualty reduction when compared to a 50mph speed limit.

2.3 With regard to the objections requesting a pedestrian crossing on this part of the A259, it is recognised that this would be of benefit in helping pedestrians to cross the road. However, a detailed assessment that 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, but it did not score highly enough for it to be included in the Capital Programme for Local Transport Improvements for 2016/2017 financial year. The request will be retained on our records for possible inclusion in a future year's programme.

2.4 The objections requesting a bus lane and elongated roundabout at the Hill Rise, Marine Parade and Bishopstone Road junction are outside the scope of the proposed Speed Limit Order

3. Conclusion and reasons for approval

3.1 Due to the poor casualty record on this part of the A259, a 50mph speed limit is proposed by Order on the A259 Newhaven Road and Buckle Bypass, Seaford. Objections have been received related to having a lower speed limit and other

related matters. It is considered that a 50mph speed limit is the most appropriate for the character and appearance of this part of the A259, and as a result the proposal will have a positive impact on safety.

3.2 It is therefore recommended, for the reasons set out in this report, that the Planning Committee does not uphold the objections set out in Appendix 3, and recommends to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUB

Director of Communities, Economy and Transport

4 April 2016

BACKGROUND DOCUMENTS

Lead Member for Transport and Environment, Capital Plan for Speed Management,

4 September 2015

The A259 Newhaven Road & Buckle Pass



A259 Buckle Bypass Location Plan

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SCALE	1 : 15000
DATE	23/03/2016
DRAWING NO.	
DRAWN BY	MJH
ORIGINAL SIZE	A4