

UCKFIELD HIGH STREET 20mph SPEED LIMIT – SUMMARY OF OBJECTIONS

Appendix 2

REPRESENTATION	OFFICER COMMENTS	RECOMMENDATION
<p>Objection Number 1</p> <p>Objection to the proposed 20 mph speed limit on the grounds that it should be extended to include other roads in Uckfield town centre area such as Olives Meadow, Spring Meadow and Linden Chase as these are either no through roads or cul-de-sacs. If these additional roads were included in the 20 mph speed limit this would require only 3 speed limit terminal signs to be used which would cut down on costs.</p>	<p>The proposed change to the speed limit is focussed on the roads and side roads associated with the Stage 2 improvement scheme. The use of speed limit repeater signs or markings would still be required to remind drivers of the 20 mph speed limit as there are no specific speed reducing features to lower vehicle speeds. The objector was advised in writing that the request would be considered as part of Stage 4 of the town centre improvement scheme, a movement and access study to identify further pedestrian and traffic management improvements in Uckfield.</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>
<p>Objection Number 2</p> <p>Noted that a number of the terminal signs associated with the entry points to the 20 mph speed limit were either missing or incorrectly located.</p>	<p>This resulted in an anomaly at the Hempstead Road/Hempstead Rise junction whereby drivers could exit the 20 mph speed limit in Grange Road and enter the 20 mph speed limit in Hempstead Road via Hempstead Rise without passing a terminal sign.</p>	<p>This anomaly will be rectified if the new speed limit signs are introduced.</p>
<p>Objection Number 3</p> <p>Objection to the proposed 20 mph speed limit on the grounds that the speed limit serves no purpose.</p>	<p>The aim of the 20 mph speed limit is to improve the road safety, the living environment on Uckfield High Street and surrounding area and travelling conditions for</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>

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	pedestrians and cyclists, thereby encouraging more people to make these modes of transport their first choice for more of their local journeys.	
<p>Objection Number 4</p> <p>Objection to the proposed 20 mph speed limit on the grounds that the speed limit cannot be enforced.</p>	<p>The changes to the layout of the high street will encourage low vehicle speeds and help to ensure that the new speed limit is self-enforcing and therefore general compliance is achievable without excessive reliance on enforcement. The results of the most recent traffic speed surveys carried out in July 2017 show that the existing speeds are appropriate for the introduction of a 20 mph speed limit using signs alone. Sussex Police will take a responsible and proportionate approach to enforcement of 20 mph speed limits based on their assessment of risk to individuals, property and seriousness of any breach.</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>
<p>Objection Number 5</p> <p>Objection to the proposed 20 mph speed limit on the grounds that there is no evidence that the speed limits have any effect on road safety.</p>	<p>The Royal Society for the Prevention of Accidents (RoSPA) supports and encourages the wider use of 20 mph speed limits. They believe 20 mph speed limits are most appropriate for roads where average speeds are already low (below 24 mph) and the layout and the use of the road also gives a clear impression that a 20 mph speed or below is the most appropriate. There is a significant reduction in the risk of being killed</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>

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	or seriously injured if hit by a car travelling at 20 mph rather than 30 mph.	
<p>Objection Number 6</p> <p>Objection to the proposed 20 mph speed limit on the grounds that the expense of the 20 mph speed limit cannot be justified.</p>	<p>The introduction of the signs and road markings associated with the speed limit is a cost effective means of reinforcing and encouraging good driver behaviour. The minimum number of speed limit signs has been used to ensure the effectiveness of the scheme and, where possible, they have been mounted on existing street furniture to minimise street clutter.</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>
<p>Objection Number 7</p> <p>Objection to the proposed 20 mph speed limit on the grounds that whilst it was difficult to drive above 20 mph in the high street during the day why was it necessary to limit vehicle speeds during the night.</p>	<p>The High Street is not an appropriate location for the introduction of a variable 20 mph speed limit that applies only a certain times of the day. Time limited speed limits are effective where there is an obvious peak in activity such as outside schools at the start and finish times. People may be using the High Street throughout the day and the night. Applying the 20 mph speed limit throughout the day also delivers a consistent message to drivers.</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>
<p>Representation Number 8</p> <p>Objection to the proposed 20 mph speed limit on the grounds that the speed limit would increase vehicle emissions.</p>	<p>20 mph schemes do not necessarily increase emissions or fuel costs and Department for Transport guidance states ‘Generally, driving more slowly at a steady pace saves fuel and</p>	<p>Not to uphold the objection and to implement the Order as advertised.</p>

	<p>carbon dioxide emissions, unless an unnecessarily low gear is used'. The implementation of 20 mph speed limits also result in providing further environmental benefits by reducing the number of vehicles and congestion on roads through decreased levels of traffic and increases in walking and cycling.</p>	
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