

Committee: **Planning Committee**

Date: **25 August 2010**

Report by: **Director of Transport and Environment**

Title of Report: **Traffic Regulation Order - Pevensey Road/Ditton's Road, Polegate Speed Limit Order**

Purpose of Report: **To consider the objections to the Order to reduce the speed limit on Station Road, Pevensey Road, and Ditton's Road, Polegate to 30mph**

Site Address: **Pevensey Road/Ditton's Road, Polegate**

Key Issue: **Design of the proposed traffic calming**

Contact Officer: **Nathan Hancock – Tel. No. 01273 482252**

Local Members: **Councillor Stephen Shing and Councillor Daniel Shing**

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#### **SUMMARY OF RECOMMENDATIONS**

- (i) Not to uphold the objections to the proposed order; and**
  - (ii) Recommend to the Director of Transport and Environment that the Order be made as proposed.**
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#### **CONSIDERATION BY DIRECTOR OF TRANSPORT AND ENVIRONMENT**

##### **1. Introduction**

1.1 The site of the Traffic Regulation Order (TRO) is at the eastern end of Polegate on the B2247. The Order relates specially to a section of Pevensey Road / Ditton's Road that connects with the existing 30mph limit on Station Road to the west, and the A22 to the east.

1.2 Pevensey Road and Ditton's Road currently have a 40mph speed limit. In March 2010, WSP Consulting gave notice on behalf of Gladedale Developments that it proposed to advertise a draft Order to reduce the speed limit to 30mph along Pevensey Road and Ditton's Road, Polegate. This reduction, combined with a series of traffic calming features, is a design requirement of implementing a mini-roundabout to ensure it is implemented without detriment to highway safety for new and existing users of Pevensey Road and Ditttons Road. Without a reduction in speed limit it would not be possible to introduce a mini roundabout (or the other traffic calming measures) which, coupled with the increased traffic from the development site, could lead to increased traffic hazards. A new access will serve a combined residential and light industrial development at the eastern end of Ditton's Road. The cost of the works and arranging the Order are being entirely funded by the developer Gladedale Homes.

1.3 As per the TRO consultation process, WSP Consulting, first contacted the standard statutory consultees for comment and then the Order was advertised (see Appendix 1).

## **2. Comments/Appraisal**

2.1 There was a total two letters of objections received during the consultation period. Sussex Police objected to a lack of detail provided on the extent of the Order. This has since been resolved and Sussex Police has confirmed withdrawal of this objection. The second objection was from Polegate Town Council, and remains outstanding.

2.2 Polegate Town Council has 4 points of objection and 2 points of concern. The objections relate to the design of the traffic calming. Some minor amendments have been made to the design in the light of the representation about potential difficulties accessing property. It is not felt that the other objections about forward visibility of the toucan crossing, loss of parking spaces and impact of no bus lay bys merit any further changes. The points of concern relate to the route of a shared use cycleway/ footway and whether the proposals could be implemented in 2 phases. It is considered that the shared use cycleway / footway is needed and the possible phasing of the proposals is not practicable. Further details are shown in Appendix 2.

2.3 The proposed new road layout, combined with the use of a mini-roundabout at the junction of a new development clearly requires a reduction in speed from 40mph to 30mph. The developer has produced a detailed design package that will alter the characteristics of this section of carriageway to that of a 30mph road. The design has been assessed by an independent Road Safety Auditor who found that it conforms to highway safety requirements.

## **3. Conclusion and Reason for Recommendation**

3.1 It is considered that the proposals will improve the safety of road users, cyclists and pedestrians in Pevensy Road and Ditton's Road. One objection expressed by Polegate Town Council has been addressed but the other objections from the Town Council do not merit any further alterations to the design. Polegate Town Council has not withdrawn their objections.

3.2 The Committee is recommended not to uphold the objections and to recommend to the Director of Transport and Environment that the Order be made as advertised.

RUPERT CLUBB  
Director of Transport & Environment  
17 August 2010

### **BACKGROUND DOCUMENTS**

Correspondence between WSP Consulting and Sussex Police  
Correspondence between WSP Consulting and Polegate Town Council  
Correspondence between WSP Consulting and Stagecoach

## Appendix 1 – Copy of TRO

### EAST SUSSEX COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

#### **The East Sussex (B2247 Pevensey Road & Dittons Road, Polegate) (30 mph Speed Limit) Order 20\*\***

East Sussex County Council, in exercise of its powers under Section 84(1) and (2) of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. The following parts of the Order are hereby revoked;  
The East Sussex (A22 & B2247, Hailsham & Polegate)(40mph, 60mph Speed Limit & Derestriction) Order 2005 insofar as it applies to;

#### First Schedule – 40 mph Speed Limit

B2247 Pevensey Road & Dittons Road	from a point 160 metres west of its junction with Nursery Close, to a point approximately 20 metres east of the eastern flank wall of 'Wyvern'
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2. No person shall drive any vehicle at a speed exceeding 30 mph on those lengths of road specified in the Schedule to this Order.
3. This Order may be cited as "The East Sussex (B2247 Pevensey Road & Dittons Road, Polegate)(30 mph Speed Limit) Order 20\*\*" and shall come into operation on 20\*\*.

#### SCHEDULE 30 mph Speed Limit

B2247 Pevensey Road & Dittons Road	from a point 160 metres west of its junction with Nursery Close, to a point 20 metres east of the eastern flank wall of 'Wyvern'
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THE COMMON SEAL of EAST SUSSEX )  
COUNTY COUNCIL was affixed )  
hereto on the            day of            )  
two thousand and ten in the presence of:- )

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint report of  
County Secretary & County Engineer - para 4.

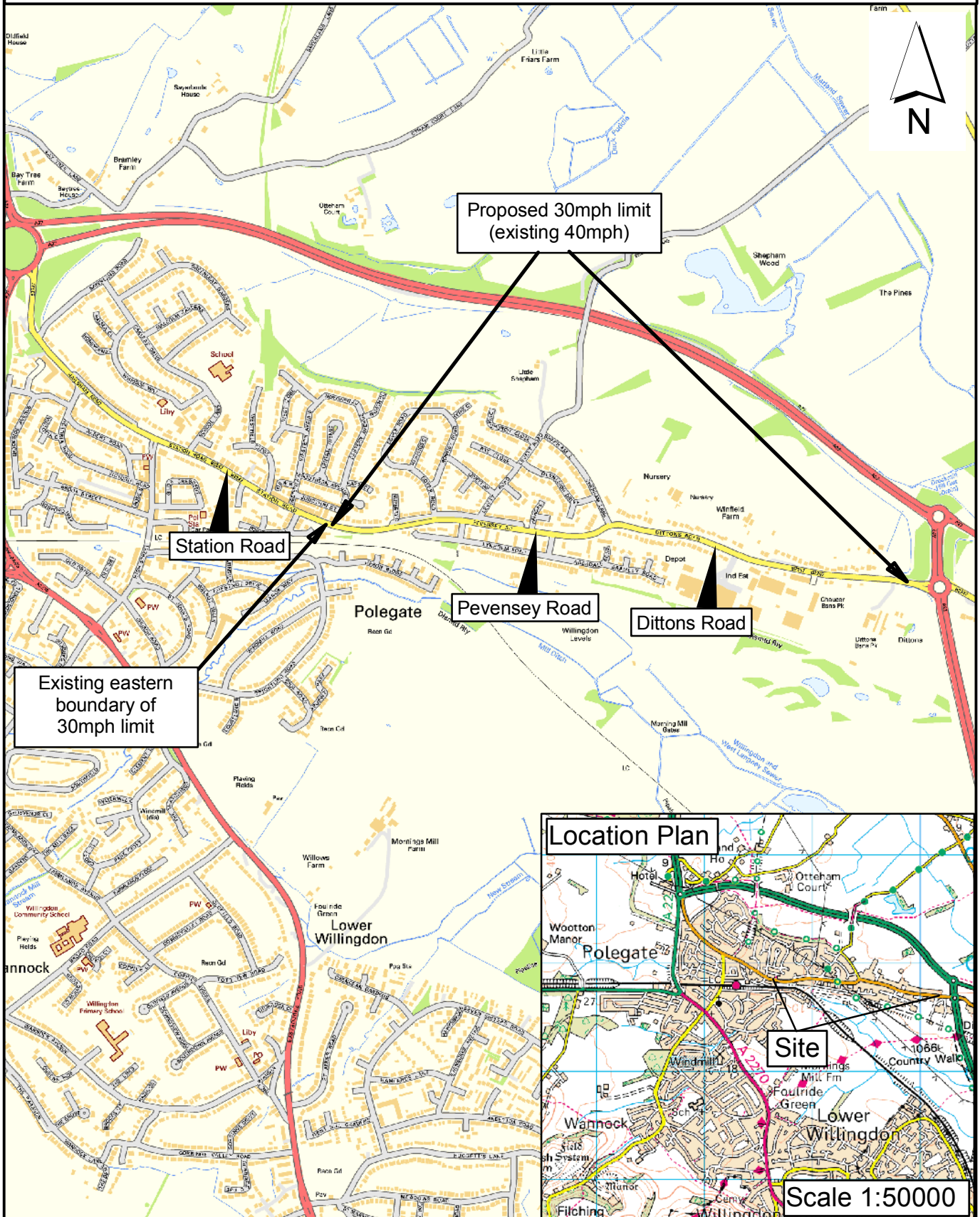
**APPENDIX 2 – Summary of Objections and Concerns by Polegate Town Council to Draft Traffic Regulation Order, Pevensey Road / Ditton’s Road, Polegate**

<b>Points Raised</b>	<b>Representation</b>	<b>Officers Comments</b>	<b>Recommendation</b>
Objection 1	Proposed new pedestrian refuge islands will result in traffic congestion and make it difficult for residents living near to the islands to exit and enter their property.	Although analysis of the design identified that vehicles could exit and enter all properties near to proposed new traffic islands, WSP Consulting have made some further alterations to the design. One splitter island (i.e.: an island without a pedestrian crossing facility) has been removed altogether and replaced with white hatching, and one pedestrian refuge island (i.e.: with a pedestrian crossing facility) has been reduced in length to allow easier exit and egress from nearby properties.	Not to uphold the objection
Objection 2	Location of proposed new toucan crossing will prove difficult for approaching vehicles to see.	The signal heads and stop lines for the crossing will be visible from at least 90m, which is the stopping sight distance required as per the Design Manual for Roads and Bridges.	Not to uphold the objection
Objection 3	Removal of lay-bys and addition of traffic islands will result in a loss of on-street parking.	After receiving the objection, minor amendments were made to the design to ensure that there would be no net reduction to on-street parking availability.	Not to uphold the objection
Objection 4	Removal of bus lay-bys and additional of traffic islands will result in	Stagecoach, which runs the bus services through Polegate, was in favour of the bus lay-bys being removed, as stopping	Not to uphold the objection

	considerable obstruction.	within the running lanes negated the need for buses to wait for a break in traffic to pull out back into moving traffic. It is in the interest of the County Council to promote the use of sustainable transport, and any measures to ensure the timely progress of public transport facilities are perceived as beneficial. The removal of lay-bys has also been accepted by an independent Road Safety Auditor.	
Concern 1	Bridle Path 8 would provide a more direct and safe route from the High Street, along the Cuckoo Trail and out to Shepham Lane	The planning agreement for the residential / light industrial development requires the construction of the shared use cycleway/footway. The construction of the proposed cycleway/footway along Station/Pevensey/Ditton's Road will be of benefit to a great deal of existing residents of the Polegate wishing to travel to and from the High Street. The route suggested by PTC will not be beneficial to existing residents of Station/Pevensey/Ditton's Road and the surrounding streets and instead provide little more than a direct route to and from the new development.	
Concern 2	PTC also suggested a two phased approach be undertaken to the speed reduction. The	This is not feasible for two principal reasons. Firstly, the existing stretch of road does not currently meet the criteria for a 30mph limit, due to the presence of very few	

	<p>first being the erection of 30mph signs followed by a 12 month monitoring period to see if a second phase, the construction of traffic calming, be undertaken</p>	<p>direct accesses from residential properties. Therefore traffic calming would be required to alter the character of the road to that of a 30mph limit. Secondly, the new development will be accessed via a mini-roundabout, which cannot be constructed on roads with speed limits in excess of 30mph. It is therefore accepted the County Council that the traffic calming features are an integral part of the speed reduction and the two must be implemented as one.</p>	
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# Objection to the Station Road/Pevensey Road/Ditton's Road, Polegate Speed Limit Order to reduce the speed limit to 30mph



Scale 1:15000

Rupert Clubb  
 BEng (Hons) CEng MICE  
 Director, Transport and Environment  
 East Sussex County Council

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