

Consultation Response Summary

Objection/Comments	Comments from Project Manager, Highway Improvements
<p>20's Plenty for Shoreham Group: Support the new crossing but object to the speed limit being reduced to 50 MPH because the speed limit should be reduced further.</p> <p>Steyning Road should be made 30 mph from the A27 interchange roundabout to the Red Lion. Residents of this road experience problems with speeding vehicles caused by vehicles travelling too fast for the A283. The signage for the scheme is confusing with 'cyclists dismount' signs shown on several areas leading to cycle paths. This will be confusing and lead to conflict between pedestrians and cyclists.</p> <p>Cars must be prevented from parking on the cycle path area and cycle paths are needed on Upper Shoreham Road to connect to the crossing.</p>	<p>The current average speeds measured are 46mph and as such are too high to directly implement a 40mph limit based upon the existing WSCC Speed Limit Policy. A 40mph limit would not currently be supported or enforced by Sussex Police due to its inadequacies meeting the policy. However, once the 50mph has been implemented WSCC will undertake post construction monitoring, including undertaking additional speed limit surveys to monitor and assess how the new speed limit has affected prevailing speed of traffic. Should a further reduction of 3mph off the average speeds be achieved, it maybe possible to further reduce the speed limit to 40mph. However, this would be subject to another community highway led requested scheme.</p> <p>Comments regarding cyclist dismount signs are noted. These have since been removed on a subsequent design alteration since the road safety audit. Ladder pattern corduroy paving and cycling prohibited signs shall be used at all extents of the shared use areas to encourage cyclist to use the new route provided and to warn pedestrians, including visually impaired pedestrians that they are entering an area of shared use.</p>
<p>Resident of Valentine Close: Supports the crossing but the road will remain dangerous for pedestrians without a speed camera. The speed of traffic on Steyning Road is frightening. Any speed limit installed will be broken. The only deterrent that will help is a speed camera.</p>	<p>Camera sites are selected on their basis of their personal injury history. This area does not meet the criterion as contained in the national guidance for the implementation of new safety camera sites. Management and implementation of such infrastructure is not managed by the highway authority, Sussex Safer Roads Partnership in conjunction with Sussex Police manage the speed camera infrastructure.</p>

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<p>Resident of Bramber: The speed limit on Steyning Road needs to be 40 MPH not 50 MPH. Ideally the 30mph speed limit should be extended northwards to the end of the service road.</p>	<p>As denoted above "The current average speeds measured are 46mph and as such are too high to directly implement a 40mph limit based upon the existing WSCC Speed Limit Policy. A 40mph limit would not currently be supported of enforced by Sussex Police due to its inadequacies meeting the policy. However, once the 50mph has been implemented WSCC will undertake post construction monitoring, including undertaking additional speed limit surveys to monitor and assess how the new speed limit has affected prevailing speed of traffic. Should a further reduction of 3mph off the average speeds be achieved, it maybe possible to further reduce the speed limit to 40mph. However, this would be subject to another community highway led requested scheme".</p>
<p>Resident of Emerald Quay: Objects to the speed limit change on Steyning Road. The 30 mph speed limit should be extended northwards with a 40 mph speed limit to the A27 interchange roundabout. A gateway feature should then be installed at the change in speed limit to increase compliance. Supports the installation of the crossing but queries cyclist dismount signs.</p>	<p>As denoted above "The current average speeds measured are 46mph and as such are too high to directly implement a 40mph limit based upon the existing WSCC Speed Limit Policy. A 40mph limit would not currently be supported of enforced by Sussex Police due to its inadequacies meeting the policy. However, once the 50mph has been implemented WSCC will undertake post construction monitoring, including undertaking additional speed limit surveys to monitor and assess how the new speed limit has affected prevailing speed of traffic. Should a further reduction of 3mph off the average speeds be achieved, it may be possible to further reduce the speed limit to 40mph. However, this would be subject to another community highway led requested scheme.</p> <p>Comments regarding cyclist dismount signs are noted. These have since been removed on a subsequent design alteration since the road safety audit. Ladder pattern corduroy paving and cycling prohibited signs shall be used at all extents of the shared use areas to</p>

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	encourage cyclist to use the new route provided and to warn pedestrians, including visually impaired pedestrians that they are entering an area of shared use".
<p>Resident of Upper Shoreham Road: Objects to the design of the proposed crossing. Supports the idea of a crossing but signage indicates cyclists will have to dismount which does not deliver the facility described.</p> <p>A cycle lane is needed on Upper Shoreham Road. The route is frequently used by children travelling to Robert Woodard Academy and cross the road at the site of the proposed crossing. A facility separating pedestrians and cycles should be installed to allow cyclists to use the crossing seamlessly.</p>	<p>Comments regarding cyclist dismount signs are noted. These have since been removed on a subsequent design alteration since the road safety audit. Ladder pattern corduroy paving and cycling prohibited signs shall be used at all extents of the shared use areas to encourage cyclist to use the new route provided and to warn pedestrians, including visually impaired pedestrians that they are entering an area of shared use.</p> <p>Within the existing desire line there is insufficient space to separate crossing requirements and provide the infrastructure both sides of the carriageway to segregate cyclist from pedestrians.</p>

Comments of Support/Recommendations
<p>Resident of Slonk Hill Road: A crossing at this location has been promised for many years and must be built without delay before there is a serious accident. Also supports cycle lanes on Upper Shoreham Road.</p>
<p>Resident of Slonk Hill Road: Proposal will provide a safe link for pedestrians and cyclists to cross safely at a dangerous blind spot.</p>
<p>Resident of Park Avenue: The new crossing will be very useful but the 50-mph speed limit may not be enough to slow traffic approaching from the north. Something like different road surfacing may be needed to make drivers aware as they approach the crossing. Also, in favor of cycle lanes on Upper Shoreham Road.</p>
<p>Resident of The Drive: Supports the scheme but the signage show in the drawings is confusing. Cyclist Dismount signs should not be used on a shared use area.</p> <p>Resrictions are needed to stop parking in the cycle path area.</p>

Comments of Support/Recommendations
<p>The whole of Steyning road from the A27 interchange should be 30 mph. Cycle lanes are needed on Upper Shoreham Road.</p>
<p>Resident of Grangeways, Brighton: Supports the proposed crossing which is needed to link to the Downs Link and Toll Bridge. Speed limit in the area should be 20 mph, with a 30 mph speed limit on Steyning Road. 50 MPH is far too high. A Gateway feature and different road surfacing are needed to make it clear to drivers they are approaching a built-up area. Signage shown in the drawing seems confusing with unnecessary 'cyclist dismount' signs, which do not comply with the principles of LTN1/20.</p>
<p>Shoreham By-Cycle: Support the location of the crossing, which will be used by children crossing Steyning Road on the way to Robert Woodard Academy and is consistent with the council's cycling and walking strategy. It will also be a useful link for residents in the New Monks Farm development. However, the layout of the crossing on the eastern side lacks clarity and does not reflect the DfT requirement for the crossing to be direct and intuitive. No cycling roundels and signage is inconsistent and confusing and does not comply with DfT guidance. The proposed speed reduction is inadequate. The speed limit on Steyning Road at this location should be 30 mph with physical changes to the road to reinforce to drivers that they are approaching an urban area. Measures will be needed to prevent parked vehicles on St Nicholas Lane obstructing access.</p>
<p>The crossing is a positive change but this is dependent on integration with a surrounding cycle network. Cycle lanes are needed on Upper Shoreham Road to avoid creating additional danger by attracting those on bikes onto a road that lacks safety measures.</p>
<p>Resident of Old Shoreham Road: A safe crossing point on Steyning Road is welcomed. Steyning Road should be re-designed to encourage drivers to reduce speed, rather than relying only on an illuminated sign. Narrower lanes or chevrons on the road could help this. Reducing the speed limit on Steyning Road to 40 mph in the future would be welcome.</p>
<p>Resident of Upper Shoreham Road: Supports the proposal so this can become a safe crossing point for pedestrians and cyclists. Would prefer the 30mph speed limit on Steyning Road to be extended northwards, with a 40mph speed limit on the remainder of the road.</p>
<p>Resident of The Strand, Worthing: Presently this junction is very difficult to negotiate by foot or bicycle and this discourages access to the Downs Link. Any improvement is welcome, but the crossing and speed limit reduction is really helpful.</p>
<p>Resident of The Paddock: Supports the scheme as it is currently dangerous trying to cross the road as a family at this point as there is not enough space to safely wait to cross.</p>

Comments of Support/Recommendations
Resident of The Paddock: Crossing the road with small children at this location is extremely dangerous. Managing a pushchair, a scooter and a bike while holding childrens' hands is very dangerous and a crossing is desperately needed so people can access the river safely. The speed limit on Steyning Road needs to be reduced, there is no need to travel on this road above 30 MPH.