



Councillor Lesley Boniface
By email only

2 June 2025

Dear Councillor Boniface,

Your recent enquiry - 21635609

Thank you for your email of 25 April 2025 in relation to the comments regarding traffic congestion in Newhaven. I am sorry that I have not been able to reply sooner and thank you for your patience.

I note your first point about the McDonalds roundabout lane markings creating congestion and confusion. The lane markings have been checked and considered appropriate on all the approach arms to the roundabout. The same is for the 'Keep Clear' on the A259 eastbound exit and B2109 Drove Road eastbound exit to make sure these sections of the circulatory space are kept clear. There is currently a low incident record at the roundabout with only one slight injury over the last three years. Regrettably, the introduction of dashed lines to improve lane discipline on the roundabout is not a priority within the limited funding we have available for addressing road safety issues.

I also note the concerns raised in your second point about the number of crossings on the A259 Ring Road in the town, and suggesting they are removed where there is an underpass as an alternative. Due to the perceived personal safety issue of using such facilities, especially in the dark and/or winter months, pedestrians do prefer to cross at street level as they feel more visible. Therefore, there is a continued need to provide the existing street level crossings to improve the accessibility of the town centre for pedestrians, wheelers, and cyclists.

Our Highway Steward has inspected the area and has noted some areas where the road markings are partially faded. However, as of now, these locations do not meet the current intervention levels for repair according to our guidelines. Please be assured that the Steward will continue to monitor this area closely during routine inspections. If a safety issue should arise, we will make sure that any necessary repainting is carried out promptly. For further details on our intervention levels and

more information on how we manage the highways service, please refer to our [guide-to-highways](#).

In relation to your fourth point, I note your comments on amending the merge from North Way into South Way on the Ring Road. The existing layout has been in place for a number of years and provides a dedicated lane for traffic to then turn right into Bridge Street with the far side lane then being available, as it separates out into two lanes, for traffic going around the Ring Road. We looked at the layout of the Ring Road when we undertook the upgrades to the traffic signals on the South Way section in 2021. Changing the nearside lane to allow traffic to go straight on as well as to turn into Bridge Street could create a potential conflict between those vehicles who are slowing down and making the turn left, with vehicles travelling behind who are going straight around the Ring Road. Therefore, we have no plans to change the current layout to this junction on the Ring Road.

Regarding your point on asking the Town Clerk to commission a movement and access study, as you are aware the County Council has undertaken a corridor study and developed a transport model for the A259 Major Road Network corridor. The study covered the corridor between the A259/Greenways roundabout (Brighton and Hove) in the west and Bay View Golf Course (Pevensy Bay/Eastbourne) in the east and sought to identify appropriate interventions to address existing and future A259 corridor issues.

The study outcomes were used to develop a Strategic Outline Business Case (SOBC) as a first stage in the process of presenting evidence to Government for the need for investment in improvements to the A259 corridor to alleviate congestion, deliver benefits for public transport and non-motorised users; provide safety benefits, improve end-to-end journeys on the A259 and improve journey time reliability.

The SOBC identified a number of interventions in Newhaven:

- Upgrade / formalisation of crossings around A259 gyratory aiming to better support pedestrian / cycle movements both around and across the gyratory, where equipment requires upgrade.
- Consider the introduction of a westbound cycle lane on the incline through southern part of gyratory aiming to support cyclists and other vehicles.
- Introduction of surfacing / signage on the gyratory aiming to reduce excessive speeding.

The SOBC was submitted to Government in October 2023 and has been reviewed by the Department for Transport (DfT) as well as Active Travel England and National Highways. A decision on the SOBC is pending the outcome of the Government's capital spending review due by the end of June 2025. Therefore, it is unclear what you are expecting your commissioned study to cover over and above the work we have previously undertaken and to which the Town Council has contributed – perhaps a conversation on this specific topic may be helpful to align and collaborate on our collective approach?

Also, I note your comments on work on the Local Cycling and Walking Infrastructure Plan (LCWIP) being shelved. This is certainly not the case. Following the update and adoption of the East Sussex Local Transport Plan 4 (LTP4) covering the period 2024 to 2050, we have recently commissioned consultants to help us update the LCWIP. This will identify a core network of deliverable cycle routes in our main settlements, including Newhaven, that accord with the ambitions of LTP4 and the guidance from

Active Travel England for which we can then seek funding to enable their development and delivery.

Finally in relation to your comments on the bus priority measures in Newhaven, following further review of the scheme design in light of the comments we received through the traffic regulation order (TRO) pre consultation late last year, we have removed the eastbound bus lane from the scheme. The westbound bus lane and the Denton Corner bus interchange improvements are still part of the scheme. These bus priority measures will provide valuable journey time savings for the high frequency bus services using this corridor and these have been discussed and endorsed by the bus company. As part of the reallocation of some of the East Sussex Bus Service Improvement Plan (BSIP) priority funding towards Exceat Bridge, the Department for Transport also specifically requested that the majority of the County Council's BSIP capital allocation be used to deliver the Denton to Drove roundabouts scheme.

The formal advertisement of the TRO for the westbound bus lane between the Drove and Denton roundabouts, with the bus lane provided as part of the Denton Corner interchange and changes to parking restrictions, will be undertaken later this year for a period of 21 days. During this time residents, businesses and other interested parties can provide comments on whether they formally object or support the proposals. Any objections that cannot be resolved will be presented to and considered by the County Council's Planning Committee.

Cumulatively, the introduction of the proposed package of wider A259 MRN measures and BSIP bus priority measures for Newhaven will seek to address the concerns that you have raised about movement and access along the main transport corridor in the town.

I trust this information addresses your concerns and thank you for your interest in this matter.

Yours Sincerely,



James Harris

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