

Report to	Lead Member for Transport and Environment
Date	27 June 2005
Report By	Director of Transport and Environment
Title of Report	Introduction of a Quality Bus Corridor on Seaside in Eastbourne
Purpose of Report	To report on progress in developing bus priority measures on the Seaside Quality Bus Corridor in Eastbourne.

RECOMMENDATION:

To reaffirm the County Council's commitment to the introduction of a Quality Bus Corridor along Seaside in Eastbourne; and to request a further report to the Lead Member meeting on 25 July 2005 bringing forward firm proposals.

1. Financial Appraisal

1.1 The total cost of construction for these measures is estimated to be £400,000 which includes a bus lane element. The estimate is based on the preliminary designs. More accurate costs will be available once the detailed design has been completed in 2005/6. A sum of £80,000 has been provisionally allocated from the 2005/6 capital programme. The remaining costs would come from the integrated transport element of the capital programme for 2006/7. The design life of these measures is 20 years. Future maintenance costs would be made from revenue budgets.

2. Supporting Information

2.1 The introduction of measures to improve bus services on key bus routes in Eastbourne, referred to as Quality Bus Corridors, is a key element of the Eastbourne Urban Area Local Transport Plan (EUALTP). The EUALTP includes measures to improve sustainable modes of travel, particularly by bus, walking and cycling, to encourage modal shift away from the car. Key elements of the EUALTP include the introduction of a Quality Bus Partnership and the introduction of decriminalised parking. The background to the development of the EUALTP and the Quality Bus Corridor proposals was set out in a report to the Lead Member for Transport and Environment on the 7 March 2005.

2.2 At the meeting on the 7 March 2005, the Lead Member for Transport and Environment decided to defer the decision on which measures should be constructed as part of the introduction of a Quality Bus Corridor on Seaside, as he considered that further work was required in the light of objections received to enable an informed decision to be made.

2.3 The Lead Member requested that the Director of Transport and Environment report back to the Lead Member meeting on the 27 June with a more detailed report including: (a) the views of Eastbourne Borough Council, Eastbourne Buses and Stagecoach; (b) information on the traffic pressures at the roundabout by the Tesco's Superstore and its implications for the bus priority measures.

3. Comments/Analysis

3.1 The letters received in response to the consultation about the Quality Bus Corridor proposals on Seaside from Eastbourne Borough Council, Eastbourne Buses and Stagecoach are presented in Appendix 1A, 1B, and 1C respectively. Eastbourne Buses are in favour of

the proposed measures and Stagecoach, although not directly affected by the proposals, support the principle of bus priority in Eastbourne.

3.2 On 1 June 2005, Eastbourne Borough Council's Cabinet resolved: (a) to support in principle the bus priority measures proposed for Seaside as outlined in the report (Phase 1) of the Director of Economy, Tourism & Environment subject to further detail and communication with local residents; and (b) to request the County Council to consult on the Phase 4 works proposed for Lottbridge Drove Roundabout to St Anthony's Roundabout as soon as possible and, subject to the outcome of consultation, to implement these works consecutively to Phase 1. A number of issues were raised by Eastbourne Borough Councillors at the Cabinet meeting and these are set out in the Appendix to the letter from Eastbourne Borough Council in Appendix 1A.

3.3 Details of the additional work that is in progress to address the issues raised by the Lead Member at the meeting on the 7 March 2005, is set out in Appendix 2. Whilst good progress on this work has been made there is some additional information still outstanding. Additional data has been collected and the analysis of this is being progressed. The results of this additional analysis will be reported formally to Lead Member at the meeting on 25 July 2005.

4. Conclusions and Reasons for Recommendation

4.1 The Lead Member for Transport and Environment requested additional information about the measures proposed along the A259 Seaside Quality Bus Corridor in Eastbourne, in order to make an informed decision. Whilst good progress on this work has been made there is some additional information still outstanding.

4.2 I therefore recommend that the Lead Member reaffirms the County Council's commitment to the introduction of a Quality Bus Corridor along Seaside in Eastbourne and requests that a further report to the Lead Member meeting on 25 July 2005 bringing forward firm proposals.

BOB WILKINS
Director of Transport and Environment

Contact Officer: Bryn Saunders Tel. No. 01273 482264

Local Member: Councillor Healy

BACKGROUND PAPERS

Lead Cabinet Member for Transport and Environment Report dated 7 March 2005.

Letter received from Eastbourne Borough Council in response to consultation on Quality Bus Corridor proposals on Seaside

Your Ref:

Our Ref: MP/hc

Mr M Valleley
Assistant Section Manager
Transport Strategy
East Sussex County Council
County Hall
St Annes Crescent
Lewes
East Sussex BN7 1UE

Sent by Email and post

CC: Norman Kinnish, Director of Economy, Tourism & Environment (by email)

CC: Graham Lake, Senior Traffic Engineer (by email)

7 June 2005

Dear Mark

Bus Priority Measures - Seaside

Further to our recent conversations concerning the above I am pleased to advise that on the 1st June Cabinet resolved

- (a) to support in principle the bus priority measures proposed for Seaside as outlined in the report (Phase 1) of the Director of Economy, Tourism & Environment subject to further detail and communication with local residents; and
- (b) to request the County Council to consult on the Phase 4 works proposed for Lottbridge Drove Roundabout to St Anthony's Roundabout as soon as possible and, subject to the outcome of consultation, to implement these works consecutively to Phase 1.

Formal minutes are awaited and these should be available towards the end of this week.

At Cabinet a number of matters were raised particularly by Councillor Mrs Beryl Healy and Councillor David Tutt which Cabinet were minded to ensure would be taken into consideration in the development of the Phase

1 work through further consultation with local residents. I have included a list of these items in the Appendix.

Clearly, I must leave the nature of the further consultation to you. Please ensure in the meantime, however, that the need for this is brought to the attention of Councillor Matthew Lock.

For completeness I have enclosed a copy of the Cabinet Report.

Should you require any further information, please let me know.

Yours sincerely

Mark Probyn

Assistant Director – Amenities & Contract Management

Enc.

Appendix

Matters raised by Councillor Mrs Beryl Healy

1. Concern over relocation of bus stop – suggest move towards Black Horse Public House as better location.
2. Concern over bus stop outside of Coventry Court due to need for ambulances and other attend vehicles need to visit Coventry Court.
3. Residents require crossing point to the East of Whitley Road on Seaside to facilitate direct crossing route to shops on opposite side of Seaside.
4. Seaside Road/Lottbridge Drove Roundabout was the main cause of concern to all. Preference to address issues here as a priority, if necessary prior to bus priority measures in Seaside.
5. Should install traffic signal control on Seaside/Lottbridge Drove Roundabout now.
6. Pleased that parking is to be retained opposite Whitley Recreation but residents have concern for how long they will be retained for.
7. Concern expressed over potential for rat run through Gilbert Road/Avondale Road
8. Expressed concern over loss of parking and one way system in Barden Road – talked of 'no go area'.

9. Was pleased to note/hear that further consultation is to take place.

Matters raised by Councillor David Tutt

1. Concern expressed over potential for rat run through Gilbert Road/Avondale Road – should consider traffic calming measures.
2. Residents require crossing point to the East of Whitley Road on Seaside to facilitate direct crossing route to shops on opposite side of Seaside.
3. Seaside Road/Lottbridge Drove Roundabout was the main cause of concern to all. Preference to address issues here as a priority, if necessary prior to bus priority measures in Seaside.
4. Should install traffic signal control on Seaside/Lottbridge Drove Roundabout now.

Letter received from Eastbourne Buses in response to consultation on Quality Bus Corridor proposals on Seaside

Eastbourne Buses Limited Birch Road
Eastbourne
East Sussex
BN23 6PD

Mark Valleley
Assistant Section Manager Transport Strategy County Hall
St Anne's Crescent Lewes
BN7 1UE

Our Ref: MD/
Your Ref:
This matter is being dealt with by: Steve Barnett

April 27, 2005

Dear Mark

SEASIDE QUALITY BUS CORRIDOR

Thank you for your letter of 23 March and the opportunity to comment on the proposals.

I am very pleased to see the local authorities come forward with such a positive initiative. We as a Company over the last three years have invested heavily in the introduction of low floor buses as a precursor to the introduction of the Quality Bus Partnership. Whilst this document has remained unsigned we have tried to work with the authority as if the agreement had been formalised.

The measures proposed are an excellent indication of the authorities' intent in this area and will significantly improve reliability and begin to offer an attractive alternative to the use of the car. Once the further stages have been added we should be able to review our running times and increase frequencies thus further enhancing our *"offer"*.

I look forward, with other operators in the area, to the completion of the project. As a locally and municipally owned Company we are in a position to re-invest the savings in new timetables and in the longer term vehicles rather than them being absorbed into the profits of one of the large groups.

Yours sincerely

Steve Barnett
Managing Director

c.c. Councillor Warner, Chairman, Eastbourne Buses

Letter received from Stagecoach in response to consultation on Quality Bus Corridor proposals on Seaside

Stagecoach SOUTH

stagecoachbus.com

Bus Station
Southgate, Chichester
West Sussex PO1980G
T 01243536161
F 01243528743

Mr M Valleley
Assistant Section Manager Transport Strategy
East Sussex County Council County Hall
St Anne's Crescent LEWES
East Sussex
BN7 1 UE

ELNH/jr
26 April 2005

Dear Mr Valleley

CONSULTATION ON THE INTRODUCTION OF BUS PRIORITY MEASURES ON A259 SEASIDE QUALITY BUS CORRIDOR, EASTBOURNE

Thank you for your letter of 23 March regarding the A259 Seaside Quality Bus Partnership in Eastbourne,

Services operated by Stagecoach in the South Downs within Eastbourne are unaffected by the proposals, and indeed those services operated by my colleagues at Stagecoach in Hastings are also currently unaffected, as they travel along the seafront rather than Seaside in Eastbourne.

With this in mind our views are somewhat on the periphery, but I think we were concerned from a general point of view that a number of the bus friendly measures proposed were to be dropped due to public opposition. We would obviously support any measure that can make the bus a more attractive form of transport, and we remain committed to working with the County Council to introduce measures that give priority to buses and allow us to improve the service that we provide,

If I can be of any further assistance please do not hesitate to contact me.

Yours sincerely

Edward Hodgson
Commercial Manager

Appendix 2

Details of additional technical work being carried out on the Seaside Quality Bus Corridor proposals

1. Introduction

- 1.1 Following the Lead Member meeting on the 7 March 2005, a programme of additional work was initiated to address the issues raised by the Lead Member.

2. Additional data collection

- 1.1 A series of additional pedestrian and vehicle counts and bus and car based journey time surveys have been undertaken along Seaside between the Town Centre and Seaside Roundabout. The purpose of these surveys was to determine the delays to general traffic, buses and pedestrians and ascertain the benefits that would result from the introduction of the proposed bus priority measures. In addition, this data will be used to identify the delays incurred by eastbound traffic on Seaside at Seaside Roundabout. The data that was collected is still being analysed and the results will be set out in a report to Lead Member on the 25 July 2005.

3. Examination of delays at Seaside roundabout

- 3.1 Additional technical work has been undertaken to identify the action that would be required to increase the capacity of Seaside Roundabout. Particular attention has been given to giving greater priority to buses travelling eastwards. The results of this evaluation will be reported to the Lead Member on the 25 July 2005.

4. Examination of alternative options for an eastbound bus lane at the junction of Seaside and Whitley Road

- 4.1 Further work is being undertaken to examine alternative options to provide priority to eastbound buses at the junction of Seaside and Whitey Road. These options have been investigated in an attempt to address the concerns raised during the public consultation exercise in November 2004. The original proposal was for a 115 metre section of bus lane on the western arm which would be 4.0 metres wide to allow its use by cyclists. However, the introduction of this proposal would result in the loss of on-street parking outside a number of the properties on Seaside and the introduction of one way working in two of the side roads. The additional options which are currently being investigated include the following:

- Not to provide the bus lane but to allow buses to use the existing left turn lane and widen the eastern arm of the junction to accommodate a merging point for the buses and the normal traffic.
- The provision of a 3.0m wide section of bus lane on the western arm, (which would have to exclude cyclists), the retention of the existing on-street parking on the southern side of Seaside and the introduction of a parallel cycle track along the footway or through the Seaside Recreation Ground.
- Widening the whole section of carriageway on the western arm of junction, with the removal of a number of trees and earth filling, to accommodate a 4.0m bus lane (for buses and cyclists) and the retention of the parking on the southern side of A259 Seaside.

The results of the technical evaluation and a safety audit of these alternative options will be presented in the report to the Lead Member on the 25 July 2005.

5. Conversion of existing Zebra crossing at the junction of Seaside and Southbourne Road into a pelican crossing.

- 5.1 As part of the introduction of the Quality Bus Corridor, it is proposed to convert a number of the Zebra Crossings along Seaside to Puffins Crossings to improve pedestrian safety and reduce delays to general traffic, including buses. However, the proposals exhibited in November 2004 did not include the conversion of the existing zebra crossing at the junction of Seaside and Southbourne Road into a puffin crossing. This was because it was not possible to achieve the required stopping distance for vehicles exiting the side roads at this location. This proposal is in the process of being re-examined. If Finmere Road was made one way northbound and the stagger of the crossing was reversed, then this would allow the required stopping distance for a Puffin crossing to be achieved.
- 5.2 This proposal was not part of the public consultation exercise held in November 2004 and would need to be the subject of local consultation before a decision could be made on whether it should be implemented. If the results of the feasibility study and safety audit suggest that this proposal is viable, a localised public consultation on this proposal would be held in Autumn 2005.