

Report to	Lead Member for Transport and Environment
Date	25 July 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 seek approval for the implementation of a programme of bus priority measures on the A259 Seaside in Eastbourne.

RECOMMENDATION:

To approve the implementation of a programme of bus priority measures along the Seaside Quality Bus Corridor in Eastbourne as set out in Appendix 1.

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 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. The ongoing maintenance costs for the bus priority measures would be met from future highway maintenance 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 7 March 2005.

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

2.3 The report presented to the Lead Member on 27 June contained the views of Eastbourne Borough Council, Eastbourne Buses and Stagecoach. All three organisations stated their support, in principle, for the introduction of bus priority measures on Seaside. The report also set out progress on the additional technical work that had been taken to address the issues raised by the Lead Member on 7 March 2005. As some information was still outstanding, the report recommended that a further report be presented to the Lead Member meeting on 25 July 2005, containing the information to allow the Lead Member to make an informed decision.

3. Comments/Analysis

3.1 Appendix 2 to this report sets out the additional technical work that has been undertaken to address the questions raised by the Lead Member on 7 March 2005 and makes recommendations about which of the proposals should be implemented.

3.2 A petition objecting to the proposed bus lane along Seaside between Gilbert Road was received following the public exhibitions of the proposals held in November 2004. The petition was signed by 371 local residents and was presented by the local member Councillor Beryl Healy at the meeting of the County Council on 7 December 2004. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee and that a spokesperson for the petitioners is invited to address the Committee. The Chairman directed that this petition be referred to the Lead Member for Transport and Environment. The spokesperson for the petitioners addressed this committee at its meeting on 7 March 2005.

3.3 The introduction of decriminalised parking enforcement in Eastbourne will ensure that parking restrictions are effectively enforced across the town. This will help realise the benefits of the Quality Bus Corridors.

4. Conclusions and Reasons for Recommendation

4.1 The four Quality Bus Corridors and the introduction of decriminalised parking form key elements of the Eastbourne Urban area Local Transport Plan with the aim of improving the quality of bus services and encouraging modal shift away from the car. The measures proposed on Seaside in Eastbourne represent the first phase of the development of the Quality Bus Corridors. I therefore recommend the implementation of the programme of bus priority measures along Seaside in Eastbourne as detailed in the Appendix.

BOB WILKINS

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Local Member: Councillor Healy & Councillor Tutt

BACKGROUND PAPERS

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

Lead Cabinet Member for Transport and Environment Report dated 27 June 2005.

Recommendations

To approve the implementation of a programme of bus priority measures along the Seaside Quality Bus Corridor in Eastbourne:

- introduce additional road markings at Seaside roundabout to make it easier for vehicles to enter the roundabout;
- convert two Zebra crossings and one Pelican crossing into Puffin crossings to improve pedestrian safety and improve the reliability of bus services;
- introduce a section of bus lane and associated bus gate on Seaside between Gilbert Road and Whitley Road, whilst retaining the on-street parking on the southern side of Seaside and providing a dedicated cycle track across the recreation ground;
- proceed with the introduction of a signalised crossing on Whitley Road but only in the event that the section of bus lane and associated bus gate are introduced on Seaside;
- not to proceed with the introduction of the bus build out outside Lloyds Bank (near Firlie Road)
- proceed with the relocation of the bus stop from outside the recreation ground to near the Kings Arms Public House;
- undertake a local public consultation exercise on the possible conversion of the Zebra crossing at the junction of Seaside and Southbourne Road into a Puffin Crossing

Results of additional technical work on the proposed bus priority measures on Seaside in Eastbourne and recommendations as to which elements should be implemented.

1. Introduction

1.1 At the meeting on 7 March 2005 the Lead Member for Transport and Environment raised a number of questions about the proposed bus priority measures on Seaside. This Appendix sets out the additional work that has been undertaken to address these questions and makes recommendations about which of the measures should be implemented.

1.2 The questions posed by the Lead Member on 7 March 2005 were:

- a) What are the views of Eastbourne Borough Council, Eastbourne Buses and Stagecoach as signatories to the Eastbourne Bus Quality Partnership about the proposed bus priority measures?
- b) To what extent are the delays to traffic travelling eastwards along Seaside caused by queues extending back from Seaside roundabout?

1.3 In addition to the above questions, further technical work has been undertaken on the design of the section of bus lane between Gilbert Road and Whitley Road to determine whether the design can be modified to address the issues raised during the public consultation exercise.

2. Proposals for Phase 1 of the Quality Bus Corridor on the A259 Seaside

2.1 The proposals for Phase 1 of the Quality Bus Corridor along A259 Seaside extend from the town centre to Seaside Roundabout. A number of possible improvements were initially identified, but only the proposals between Firle Road and Seaside Roundabout were thought suitable for development to preliminary design stage and these were displayed at public exhibitions in November 2004.

2.2 The proposals for the section of Seaside between Firle Road and Seaside roundabout exhibited in November 2004 were as follows:

- Introduction of a bus build-out outside Lloyds Bank (near Firle Road) to make it easier for buses to access the bus stop and passengers to board the buses.
- Introduction of an eastbound bus lane along A259 Seaside between Gilbert Road and Whitley Road to allow buses to bypass congestion at the junction.
- Moving the bus stop currently located alongside the Seaside Recreation Ground to near the Kings Arms public house to improve the bus stop visibility and passengers' access to buses.
- Introduction of a signal controlled pedestrian crossing at the end of Whitley Road (junction with Seaside) to provide a safe crossing facility.
- Conversion of the existing Zebra crossing outside the Tsan Fish Bar (No. 263 Seaside) to a signal controlled Puffin Crossing to improve pedestrian safety and bus reliability.
- Conversion of the existing Zebra crossing outside Sea K Kitchen takeaway (No. 344 Seaside) to a signal controlled Puffin Crossing to improve pedestrian safety and bus reliability.
- Combine and relocate the two existing bus stops next to The Alexandra Arms public house and outside 421 Seaside into one bus stop outside Coventry Court to improve bus reliability.

- Conversion of the existing Pelican crossing outside 491 Seaside to a signal controlled staggered Puffin Crossing to improve pedestrian safety and bus reliability.

2.3 A plan showing the location of each of these measures on Seaside is attached. The report submitted to Lead Member for Transport and Environment on 7 March 2005 set out the level of support for each of the proposed measures based on an analysis of the questionnaires completed by those who attended the exhibitions.

3. Views of Eastbourne Borough Council, Eastbourne Buses and Stagecoach about the proposals

3.1 The views of Eastbourne Borough Council, Eastbourne Buses and Stagecoach were reported to the Lead Member meeting on 27 June 2005. In summary Eastbourne Buses expressed strong support for the proposed measures and Stagecoach, although not directly affected by the proposals, supported the principle of bus priority in Eastbourne. 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.

3.2 A number of issues were raised by Eastbourne Borough Councillors at their Cabinet meeting on 1 June 2005. These were as follows:

- Concern about the impact of the proposed relocation of the bus stop form outside the Seaside Recreation Ground – suggest move towards Black Horse Public House as better location.
- Concern about the proposed new bus stop outside Coventry Court due to need for ambulances and other attend vehicles need to visit Coventry Court.
- Need for a crossing point to the East of Whitley Road on Seaside to facilitate direct crossing route to shops on opposite side of Seaside.
- Seaside Road/Lottbridge Drove Roundabout was the main cause of concern to all. Preference to address issues here as a priority, if necessary instead of the bus priority measures in Seaside.
- Traffic signal control should be installed on Seaside/Lottbridge Drove Roundabout now.
- Concern expressed over potential for rat run through Gilbert Road/Avondale Road if the eastbound bus lane were introduced alongside Seaside recreation ground;
- Concern over the potential loss of parking and one way system in Barden Road if the bus lane proposal were introduced.

Similar concerns were expressed by members of the public during the public consultation exercise. The extent to which these concerns can be addressed is outlined in this Appendix.

4. Additional Data Collection

4.1 A series of additional pedestrian and vehicle counts and bus and car based journey time surveys were undertaken along Seaside between the Town Centre and Seaside Roundabout in April 2005. 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 was used to identify the delays incurred by eastbound traffic on Seaside at Seaside Roundabout.

4.2 The results of the journey time surveys indicate that there is considerable variation in the journey times in both directions along Seaside in the AM and PM peak periods. For

example, the average eastbound journey time along Seaside between the town centre and St Anthony's Avenue in the PM peak (17.00 to 18.00) was 6 and a half minutes but the longest recorded time was 8¾ minutes. The variability in the journey time along Seaside has a detrimental impact on the reliability of bus services. One of the main objectives of the bus priority measures on Seaside is to improve the reliability of bus journey times. The findings of research on bus priority undertaken for the Department for Transport indicate that extensive bus priority measures can reduce the variability of travel time for buses by up to 16%.

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

5.1 During the public consultation exercise proposals were exhibited to convert three of the existing pedestrian crossing points into signal controlled Puffin crossings. The rationale for this was to reduce the delays to general traffic and buses by reducing the number of stops and to improve the safety of pedestrians. A majority of those who responded to the consultation questionnaire supported these measures.

5.2 The public exhibition did not include proposals to convert the existing Zebra crossing at the junction of Seaside and Southbourne Road. This was because it was not possible to achieve the required stopping distance before a signalised crossing for vehicles exiting the side roads at this location. This proposal has been re-examined. If Finmere Road was made one way southbound with a left turn only restriction and the stagger of the crossing was reversed, then this would allow the required stopping distance for a Puffin crossing to be achieved. A copy of a drawing showing the proposed layout for this crossing will be available at the Committee meeting on 25 July 2005.

5.3 As this proposal was not part of the public consultation exercise held in November 2004, it would need to be the subject of local consultation before a decision could be made on whether it should be implemented.

5.4 If the results of the public consultation reveal support for the conversion of the Zebra crossing to a Puffin crossing then the proposal to combine and relocate the two existing bus stops next to the Alexandra Arms pub and outside No 421 Seaside into one new bus stop outside Coventry Court would be dropped. This proposal was designed to reduce the number of stops that buses would have to make in this area. The conversion of the Zebra crossing at the junction of Southbourne Road into a Puffin crossing would have the same impact on bus journey times as combining these two stops. Concern was expressed in the response from Eastbourne Borough Council about the possible introduction of the new bus stop outside Coventry Court and its potential impact on vehicular access, particularly for ambulances, to Coventry Court. **It is recommended that a local public consultation is undertaken in Autumn 2005 on the possible conversion of the Zebra crossing at the junction of Seaside and Southbourne Road into a Puffin crossing.**

6. Examination of the delays to traffic at Seaside Roundabout

6.1 One of the issues raised by members of the public during the public consultation on the proposals and by Eastbourne Borough Council was the delays to vehicles travelling eastwards along Seaside as a result of queuing back from Seaside roundabout, particularly during the PM peak. It was felt that this problem needed to be addressed first, if conditions for buses were to be improved.

6.2 The potential to introduce measures to reduce delays to buses travelling eastwards at Seaside roundabout was not considered as part of the initial investigations due to the planned introduction of modifications to the exit and entrance arrangements at Tesco's. However, this work is now complete.

6.3 Surveys of the lengths of the queues extending westwards back along Seaside from the roundabout were undertaken in January 2004 and repeated in April 2005. At no time during these surveys did the queue extend back down Seaside to the Pelican crossing adjacent to Fort Road some 100 metres back from the junction. The average queue length recorded during the PM peak period was 12 vehicles with a maximum recorded queue length of 16 vehicles. The conclusion that can be drawn from these observations is that whilst there are queuing delays at Seaside roundabout for eastbound traffic, the impact of this queuing delay is limited to the approach to the junction and does not impact on traffic further back along Seaside. Site observations undertaken during the journey time surveys indicate that it is primarily other factors such as the operation of the existing Zebra crossings, the impact of traffic emerging from side roads and vehicles manoeuvring in and out of on-street parking spaces that impede the flow of traffic along Seaside.

6.4 Whilst the results of the queuing surveys suggest that the impact of the queuing delays for eastbound traffic on Seaside are limited to the junction, these delays increase the travel time for general traffic and buses. Work has been undertaken to see what measures could be taken to reduce these queues. Options that were evaluated included the reopening of the dedicated left turn lane, modifying the layout of the Seaside approach to provide more capacity, introducing a section of bus lane on the approach to the Seaside roundabout converting the roundabout to a signalised junction and the introduction of new circulatory markings to make it easier for traffic to enter the roundabout.

6.5 The dedicated left turn lane was closed nine years ago for safety reasons. Traffic using this lane had difficulties merging with other traffic at the end of this lane resulting in collisions. Currently there is insufficient space on the Lottbridge Drove exit to enable this problem to be rectified. It is not therefore proposed to reopen this lane at this time.

6.6 The possibility of increasing the width of the Seaside arm of the junction was investigated to see if this would reduce the queue lengths. However the potential benefits of this were difficult to predict as the delays suffered by traffic using the Seaside roundabout are the reflection of a general lack of capacity at a number of key junctions in the area. A more extensive analysis of the Seaside Roundabout, Birch Roundabout and other key junctions in the area would be required, using the traffic model that is currently being developed for Eastbourne, to identify what steps would be required to improve capacity.

6.7 The possible introduction of a short section of bus lane on the approach to the roundabout was another measure that was investigated in an attempt to give greater priority to buses approaching the junction. However this would increase the length of the queues on the approach to the junction with the possibility that buses would get caught in the queue on the approach to the bus lane. To overcome this, the bus lane would need to be extended beyond Fort Road to ensure buses were not caught in a queue. The impact of this potential measure needs to be investigated in more detail as part of a more extensive review of the road network in the vicinity of the Seaside roundabout. This may identify other measures which could be implemented to reduce the queue on the Seaside approach which could remove the need for the bus lane on the approach.

6.8 Another measure which was investigated was the conversion of the Seaside roundabout to a signalised junction. This could increase the capacity of the junction especially if certain turning movements were banned. Again the conclusion was that this would need to be investigated as part of an area wide review of the road network in the vicinity of the Seaside roundabout using the Eastbourne Traffic Model. Until this additional work is complete, it would not be prudent for the County Council to proceed with the design of and introduction of Phase 4 of the works from Seaside roundabout to along St Anthony's Avenue and Langney Rise to Langney Shopping Centre.

6.9 A remedial measure which could be implemented at the roundabout is to introduce some additional road markings to reduce the circulating width of the roundabout. This

measure has been successfully introduced at other roundabouts in Eastbourne and has been previously proposed for Seaside roundabout as an accident reduction measure. The current circulatory width of the roundabout means there can be three lanes of circulating traffic making it difficult for drivers to enter the roundabout from any of the approach arms. Additional hatching could be introduced to reduce the circulatory width of the roundabout. It would be easier for drivers waiting to enter the roundabout to anticipate the intended pathway of vehicles already circulating or about to enter it on the upstream arm. The capacity of the junction is unlikely to be affected, as the traffic that was passing around the roundabout in three fast moving circulatory lanes would now be circulating in two slower moving ones. A drawing showing the layout of this scheme will be available at the Committee meeting on the 25 July 2005. This scheme could be introduced at an estimated cost of £10,000. The introduction of this measure is strongly supported by Eastbourne Buses as it would make it easier for buses to enter the roundabout. **It is recommended that additional hatching markings be introduced at Seaside Roundabout to reduce the circulatory width and that an area wide study using the Eastbourne traffic model is commissioned to identify what measures could be introduced improve priority for buses at the Seaside roundabout and other neighbouring junctions.**

7. The benefits to buses of the conversion of four existing crossing points along Seaside to signal controlled Puffin crossings.

7.1 The County Council is in the process of developing a real time information system that includes new information signs at a number of bus stops in Eastbourne. Buses will be fitted with transponders which will allow the position of the buses relative to the stops with the real time information signs to be predicted and the arrival time of each service to be shown on the signs. It is proposed to use this same technology to reduce the delays to buses resulting from the operation of the signal controlled pedestrian crossings by ensuring they are met by a green signal when they approach each Puffin crossing. This would have the impact of achieving a reduction in the journey time for buses travelling through these crossings and would also improve journey time the reliability. The conversion of these Zebra crossings to Puffins was supported during the public exhibitions. **It is recommended that the existing Zebra crossings outside the Tsan fish Bar (No. 263 Seaside) and the Sea K Kitchen Takeaway (No. 344 Seaside) are converted into signalised Puffin crossings and that the existing Pelican crossing outside 491 Seaside is converted into a Puffin crossing.**

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

8.1 Since the Lead Member meeting on 7 March 2005, further work has been 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. Copies of drawings showing the proposed layout of each option will be available at the Lead Member meeting on 25 July 2005. A series of sketch plans are attached which show the main features of each of the proposed options. A total of five options have been investigated as follows:

- Option 1 – This is the original proposal for a 115 metre section of bus lane and associated bus gate (separate traffic lights for buses) on the western arm of the Seaside/Whitley Road junction. The bus lane would be 4.0 metres wide to allow cyclists to use it. Figure 1 is a sketch plan showing the main features of this option. A new signal controlled pedestrian crossing would be introduced across the Whitley Road arm of the junction. 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. This option would require the felling of two trees and some narrowing of footpaths on both sides of Seaside although a 2 metre wide footpath would be retained on both sides of the road. The estimated cost of this option is £170,000

- Option 2 – Under this option buses would be permitted to use the existing left turn lane and the eastern arm of the junction would be widened to accommodate a short section of bus lane and a merging point for the buses and normal traffic. The main features of this option are summarised in Figure 2. It would not be possible to provide the new signal controlled pedestrian crossing across Whitley Road with this option because this would add another signal phase into the junction and without the bus lane and associated bus gate to provide priority to buses would increase delays to buses. This option would require the narrowing of the footway on the eastern arm of the junction although a 2 metre wide footway would be retained. The estimated cost of this option is £68,000
- Option 3 would involve the provision of a 3.0m wide 115 metre long section of bus lane and associated bus gate on the western arm of the Seaside Whitley Road Junction. This would allow the existing on-street parking on the southern side of Seaside to be retained. The main features of this option are summarised in Figure 3. A shared cycle/pedestrian surface would be created along the footway next to the Seaside Recreation Ground to accommodate cyclists. As with option 1, this option would require the felling of two trees and some narrowing of footpaths on both sides of Seaside although a 2 metre wide footpath would be retained on both sides of the road. A signal controlled pedestrian crossing would be introduced on the Whitley Road arm of the junction. The estimated cost of this option is £133,000.
- Option 4 would involve widening the whole section of carriageway on the western arm of junction, with the felling of six trees and earth filling, to accommodate a 4.25m bus lane (for buses and cyclists) and associated bus gate. The main features of this option are summarised in Figure 4. The existing parking on the southern side of A259 Seaside would be retained. As a result of the carriageway widening a new footway would have to be constructed in the recreation ground. A signal controlled pedestrian crossing would be introduced on the Whitley Road arm of the junction. The estimated cost of this option is £167,000.
- Option 5 – This option is essentially the same as option 3 but, rather than creating a shared pedestrian and cycle track along the existing footway, a dedicated cycle track would be introduced parallel to the existing footpath within the Seaside recreation ground. The main features of this option are summarised in Figure 5. The estimated cost of this option is £146,000.

8.2 The introduction of the bus lane and bus gate would bring about some reduction in the journey time to buses. For options 1, 3, 4, and 5 bus detector loops would be put in the road to ensure that a bus approaching the junction would receive a separate green signal when it reached the stop line. Detector loops would not be installed for option 2. Although buses would receive some time saving as a result of being able to use the left turn lane where there is typically a shorter queue, buses would gain less advantage in Option 2 than in the other options.

8.3 The introduction of the bus lane and bus gate would also improve the reliability of the bus services by preventing them from being delayed at the junction when all of the traffic fails to clear the stop line in one single cycle of the traffic lights. Vehicles were observed failing to clear the stop line after one green light (one signal cycle) on a number of occasions during the journey time surveys undertaken in April 2005.

8.4 In terms of provision for cyclists, Options 1, 2 and 4 would accommodate cyclists in the existing carriageway. However, options 3 and 5 involve the provision of a parallel cycle facility. This is because in Options 3 and 5 the bus lane would not be wide enough to allow buses to safely pass cyclists and it would not be permissible to allow cyclists to use the bus lane. In Option 3 a shared pedestrian and cycle track would be introduced along the existing footpath. Counts of the number of pedestrians and cyclists undertaken in the PM peak indicate that conflict between pedestrians and cyclists on this shared surface should not be a problem according to national guidance. Nevertheless the possibility for conflict between

these two groups of users cannot be ruled out. It was for this reason that the introduction of this shared facility was not supported by Eastbourne Borough Council. Option 5 involves the introduction of a dedicated cycle track parallel to the existing footpath which would mean that pedestrians and cyclists would not come into conflict but would involve using a narrow strip of the park for the cycle track. This was the preferred option of Eastbourne Borough Council.

8.5 Both Options 3 and 5 would require cyclists to dismount at the junction of Whitley Road and Seaside to cross the road and continue their journey along Seaside. This is not optimal and design work is continuing to see if a cycle advance area could be created at the junction which could be connected to the cycle track. Eastbourne Borough Council has an aspiration for the creation of a dedicated cycle route for cyclists along roads parallel to Seaside. There is therefore the possibility that the cycle facility shown on Option 5 could link to this facility which would mean that cyclists could bypass the junction of Seaside and Whitley Road.

8.6 Options 1, 3, 4 and 5 include provision of a new signal controlled pedestrian crossing across Whitley Road at the junction of Seaside and Whitley Road. Although the pedestrian crossing would improve safety and facilities for pedestrians, it would also add another signal phase to the traffic lights at the junction and increase the overall cycle time (the total time for the lights change on all arms of the junction). This would increase the length of time taken for traffic to pass through the junction and, without the bus lane and bus gate to provide priority for buses, would increase delays to buses. It is for this reason that the signal controlled crossing would not be introduced under Option 2, which does not include the introduction of a bus lane and bus gate on the western arm of the junction. It would not be possible to introduce an additional controlled crossing point on Seaside to the east of Whitley Road. This measure was requested in the response received from Eastbourne Borough Council. This would introduce another phase into the traffic lights and would increase delays to buses even with the introduction of the bus lane and bus gate. In the existing situation pedestrians are provided with a controlled crossing point across Seaside to the west of Whitley Road. This would be retained as part of the proposals.

8.7 A potential for an increase in rat running on adjacent streets as a result of the introduction of the bus lane was an issue raised during the public consultation and in Eastbourne Borough Council's response. The introduction of a bus lane adjacent to the Seaside Recreation ground is likely to increase the queue lengths for general eastbound traffic on Seaside. Rat running on the roads adjacent to Seaside is already an issue. If a decision was taken to introduce a section bus lane then traffic counts would be undertaken on a number of adjacent side roads before and after its introduction. Consideration would then be given to the need for the introduction of traffic calming measures if it were found that there had been a significant increase in the amount of traffic using the adjacent side roads.

8.8 In conclusion, the introduction of a short section of bus lane on Seaside on the approach to Seaside Whitley Road junction would provide priority for buses in the PM peak hour and would improve the reliability of bus journey times on Seaside. The re-examination of the bus lane proposals has revealed that it would be possible to address a number of the concerns expressed during the public consultation exercise in November 2004. A majority of respondents were opposed to the bus lane proposals exhibited in November 2004. However, reducing the width of the bus lane would allow parking to be retained on the southern side of Seaside and would not result in moving traffic coming significantly closer to the properties on the southern side of the road. The felling of two trees would still be required and the limited narrowing of short sections of footway on both sides of the road would be required although a footway width of 2 metres would be retained. Reducing the width of the bus lane as presented in Options 3 and 5 would mean that provision for cyclists would have to be made either on the footway or on a dedicated cycle track parallel to it. A controlled crossing point could be introduced on Whitley road as part of the introduction of the bus lane and bus gate. This would not be possible without the introduction of the bus lane and bus gate. **It is recommended that the County Council introduce a section of bus lane and bus gate**

on Seaside between Gilbert Road and Whitley Road as detailed in Option 5 with a dedicated cycle track adjacent to the footpath across the recreation ground.

9. Introduction of a bus build-out outside Lloyds Bank (near Firle Road)

9.1 As set out in the report to the Lead Member on 7 March 2005, the proposal to create a bus build-out outside Lloyds Bank was opposed by the majority of respondents to the consultation questionnaire with 49% (68 of 140 respondents) stating their opposition. A more detailed analysis of the responses did not demonstrate this proposal was supported by a majority of those respondents who use buses. A number of those who attended the exhibition voiced their general opposition to the bus build-outs that have already been introduced along Seaside. They were opposed to them because the limited width of the road means it is not possible for traffic to pass a bus which is waiting at one of the bus stops where there is a build out. It would appear that this opposition to the existing build-outs has influenced the response to this proposal.

9.2 One of the main reasons for the introduction of the bus build-outs on Seaside was as a result of the lack of enforcement of the bus stop regulations by the police. It may be possible to ensure that the bus stop regulations are more effectively enforced if decriminalised parking is introduced in Eastbourne. **It is recommended that, for the present, the bus build out outside Lloyds Bank is not implemented.**

10. Relocation of the bus stop from outside the Seaside Recreation Ground to near the Kings Arms pub

10.1 The report to Lead Member on 7 March set out the operational difficulties for both buses and passengers of the location of this bus stop. Relocation of the bus stop would overcome the visibility and access problems; with a minimal impact on buses punctuality (quicker passenger boarding times could be offset by slightly longer waiting times for the bus to pull off into the stream of traffic). Since the public exhibition in November 2004 the position of the proposed bus shelter at the relocated stop has been reviewed so that it is located outside the public house rather than the adjacent residential properties. Concern about this issue was raised in the response received from Eastbourne Borough Council. **Given the overall benefits to passengers of relocating the bus stop and the fact that the proposal received only marginal opposition it is recommended that the bus stop is relocated.**

11. Introduction of a pedestrian crossing at the junction of the Whitley Road and Seaside

11.1 The proposal to introduce a signal control crossing on Whitley Road received majority support, with 59% of respondents (83 of the 140 respondents) in favour of the proposed measure. Although the pedestrian crossing would improve safety and facilities for pedestrians, it would also add another signal phase to the traffic lights at the junction and increase the overall cycle time (the total time for the lights change on all arms of the junction). This would increase the length of time taken for traffic to pass through the junction and without the bus lane and bus gate to provide priority for buses, would increase delays to buses. **It is recommended that the pedestrian crossing on Whitley Road is not introduced in the absence of the bus lane and bus gate. However, if the bus lane and bus gate proposals were to proceed then the pedestrian crossing should be introduced.**