

Committee	Lead Cabinet Member for Transport and Environment
Date	5 December 2005
Report By	Director of Transport and Environment
Title of Report	Petition for a pedestrian crossing across Seaside to the east of Whitley Road in Eastbourne
Purpose of Report	To consider a petition calling for a pedestrian crossing across Seaside to the east of Whitley Road in Eastbourne.

RECOMMENDATION

To advise the petitioners that the County Council is unable to meet their request for a pedestrian crossing across Seaside to the east of Whitley Road, although safety improvements will be made to this junction as part of the implementation of the quality bus corridor scheme anticipated in the next financial year.

1. Financial Appraisal

1.1 There are no additional financial implications in respect of the recommendations detailed in this report.

2. Supporting Information

2.1 At the County Council meeting on 11 October 2005 Councillor David Tutt presented a petition to the Chairman requesting a pedestrian crossing across the A259 Seaside to the east of Whitley Road in the vicinity of St Aidan's Court, in Eastbourne.

2.2 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 or Lead Member and that a spokesperson for the petitioners be invited to address the Committee. The Chairman has referred this petition to the Lead Cabinet Member for Transport and Environment.

3. Comments / Appraisal

3.1 The A259 Seaside/ A2021 Whitley Road/ Beamsley Road junction is a busy signalised junction on an important bus corridor. Traffic and especially buses face delays at the junction at peak periods and the junction is already over capacity in the afternoon peak. The existing junction layout is shown in Figure 1.

3.2 The junction was identified as a site with a poor crash record that justified investigation some time ago. When work was undertaken to design changes to the junction in connection with the Seaside Quality Bus Corridor (QBC) scheme the opportunity was taken to subsume investigation of the safety issues within that design process. On 25 July 2005 the Lead Member provisionally approved the Seaside QBC scheme including a bus lane on Seaside and associated modifications to the Whitley Road junction, with a view to implementation in 2006/07.

3.3 As shown in Figure 1 the existing junction includes a signalised pedestrian crossing on the western arm of A259 Seaside. It also includes a pedestrian island in the centre of Beamsley Road, which allows pedestrians to cross the road in two stages. The changes

associated with the Seaside QBC scheme will add a signalised pedestrian crossing across Whitley Road (as shown in Figure 2).

3.4 The Seaside QBC study investigated various options for improving pedestrian crossing facilities at the junction and concluded that it would not be practicable to introduce a signalised pedestrian crossing across Seaside to the east of Whitley Road because it would require an “all red” signal stage that would significantly reduce the capacity of the junction, increase delays to all traffic and negate the benefits of the bus lane. It was considered that greater congestion at the junction could create other safety problems by increasing the risk of rat running and jumping of traffic lights.

3.5 A crossing of Seaside, to the east of Whitley Road, would ideally have a central pedestrian island and this would require pavement narrowing on both sides of Seaside and further changes to the junction to allow large vehicles to turn left out of Whitley Road. This could introduce safety hazards as a result of having to stagger the alignment of the junction causing conflict between westbound vehicles heading into town and those turning right into Whitley Road.

3.6 A pedestrian crossing without a pedestrian island would be less than optimum in terms of safety for pedestrians and would still require an “all red” traffic signal stage for pedestrians to cross, with the negative impacts on safety and the operation of the junction.

4. Conclusion and Reason for Recommendation

4.1 I consider that the changes being brought forward in the context of the Seaside QBC scheme will significantly improve the facilities for pedestrians, allowing them to cross three of the four arms of this junction. Although the addition of a crossing on the fourth arm would further improve pedestrian amenity, it would increase congestion and could create additional safety problems, and therefore, on balance, could not be justified at this time.

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Local Member(s): Councillors Tutt and Healy

BACKGROUND DOCUMENTS

Lead Cabinet Member for Transport and Environment Report - 25 July 2005.