



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Nick Bennett

MONDAY, 18 MARCH 2019 AT 10.00 AM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 11 February 2019 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Capital Programme for Local Transport Improvements 2019/20 (*Pages 5 - 14*)
Report by the Director of Communities, Economy and Transport
- 5 Victoria Drive, Eastbourne upgrade to existing pedestrian crossings (*Pages 15 - 54*)
Report by the Director of Communities, Economy and Transport
- 6 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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8 March 2019

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 11 February 2019 at County Hall, Lewes

Councillors Pat Rodohan, Colin Swansborough and Barry Taylor spoke on item 4 (see minute 40)

Councillors Claire Dowling and Chris Dowling spoke on item 5 (see minute 41)

37 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 JANUARY 2019

37.1 The Lead Member approved as a correct record the minutes of the meeting held on 21 January 2019.

38 DISCLOSURE OF INTERESTS

38.1 Councillor Claire Dowling declared a personal interest in item 5, in that she is the Chair of the Uckfield Town Centre Highway Improvement Scheme Project Board, but did not consider this to be prejudicial.

39 REPORTS

39.1 Reports referred to in the minutes below are contained in the minute book.

40 NOTICE OF MOTION - CONDITION OF PAVEMENTS IN EASTBOURNE

40.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

40.2 The Lead Member RESOLVED to (1) recommend County Council reject the motion submitted by Councillors Rodohan and Swansborough; and

(2) advise all County Councillors that the County Council has a maintenance programme for pavements and that any concerns about the condition of any roads or pavements in their divisions should be reported to their respective Highway Steward.

Reasons

40.3 The County Council adopts an Asset Management approach to the maintenance of roads and pavements as advocated by the Department for Transport. In doing so, maintenance is informed by an Asset Plan that prioritises maintenance on the basis of need and risk across the county.

40.4 The County Council's Asset Plan is informed by Highway Steward routine inspections as well as reports received from Councillors and members of the public. In determining maintenance requirements the County Council publishes intervention criteria that define maintenance triggers.

41 EXPERIMENTAL TRAFFIC REGULATION ORDER - HIGH STREET UCKFIELD

41.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

41.2 The Lead Member RESOLVED to approve the inclusion of 3 on-street time-limited parking spaces, on the eastern side of the High Street south of Bell Lane, into the trial of the new parking controls in the High Street by way of an Experimental Traffic Regulation Order.

Reasons

41.3 The 23 on-street time-limited parking spaces associated with Stage 2 of the High Street improvements have a waiting period of 30 minutes, for which the Lead Member has approved the trial of the new parking controls by way of an Experimental Traffic Regulation Order. The 3 on-street time-limited parking spaces on the eastern side of the High Street south of Bell Lane associated with Stage 1 of the High Street improvements have a waiting period of 60 minutes. If these spaces are not included in the trial it will be confusing to drivers as there will be two different waiting periods in close proximity of one another.

Report to: Lead Member for Transport and Environment

Date of meeting: 18 March 2019

By: Director of Communities, Economy and Transport

Title: Capital Programme for Local Transport Improvements 2019/20

Purpose: To seek approval for the proposed allocation of funds to a specific programme of local transport improvements

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree the programme of local transport improvements for 2019/20 set out in Appendix 1 to this report; and**
 - (2) Agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2019/20 programme.**
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1. Background Information

1.1 The capital programme for local transport improvements sets out a proposed programme of schemes to be developed and delivered in various locations across the county in 2019/20. The programme is funded from a number of sources including a capital allocation from the County Council, development contributions and funding secured from the Government's Local Growth Fund through the South East Local Enterprise Partnership (SE LEP). A copy of the draft programme is included in Appendix 1.

2. Supporting Information

2.1 In May 2011, the County Council approved the Local Transport Plan (LTP) 2011 – 2026 which identified the Council's strategy for transport investment. The strategic approach adopted in the LTP is to invest in infrastructure which delivers sustainable economic growth and improves safety, security and health. This will be achieved by developing schemes which tackle congestion, improve safety for all road users and where practical and appropriate, promote sustainable travel on foot, by bike and by public transport.

2.2 The LTP is complemented by a series of Implementation Plans setting out delivery proposals in line with the priorities set out in the plan of supporting sustainable economic growth and improving safety, health and security for five year time periods over its lifetime. The first of the Implementation Plans covered the period 2011/12 to 2015/16; the second Implementation Plan covers the period 2016/17 to 2020/21 and was approved by the Lead Member for Transport and Environment at his decision making meeting on 14 March 2016. The content of the Capital Programme for local transport improvements is consistent with the second LTP Implementation Plan.

2.3 The programme for 2019/20 has been reviewed to take account of the priorities set out in the Council Plan, LTP and its associated Implementation Plan, as well as ensuring the continuation of schemes commenced in the previous financial year and the availability of external contributions.

2.4 As part of the LTP and its Implementation Plans, and with a single budget for Local Transport and Road Safety schemes, a more robust, evidence based prioritisation process has been developed to assess requests received for all types of schemes. This prioritisation framework was approved by the Lead Member for Economy, Transport and Environment in September 2011. One

of the key elements of this process involves assessing the extent to which scheme requests would meet the objectives of the LTP. Following the outcomes of the prioritisation process, a number of new schemes have been included in the 2019/20 draft programme.

2.5 The amount of County Council funding in the current approved capital programme for Integrated Transport in 2019/20 amounts to £2.163m. This allocation was approved by Cabinet on 22 January 2019. Additional external funding, such as development contributions and Local Growth Fund monies, increase the overall level of funding available to implement local transport improvements in the agreed programme by £10.432m in 2019/20. There are constraints on how this external funding may be used, as it can only be used to fund specific improvements in specific geographical areas. In addition, the terms of some funding streams only enable the construction cost of a scheme to be funded, with the design costs having to be funded from County Council resources. In addition, £121,000 has been allocated towards Community Match schemes with a further £111,000 of investment from community contributions (Appendix 2).

2.6 A number of the schemes in the capital programme are to be funded from the Government's Local Growth Fund. A total of £66.1m of funding has been made available from Rounds 1, 2 and 3 of the Growth Fund for transport schemes in East Sussex to fund transport projects in East Sussex up to 2020/21. This money has been made available following the submission of the Growth Deals by the South East and Coast to Capital Local Enterprise Partnerships. Some of this funding is for delivering major transport infrastructure (eg. Queensway Gateway Road and Newhaven Port Access Road) required to unlock housing and/or employment sites. Funding has also been awarded for the delivery of the following packages of local transport improvements which will support the housing and employment growth in the growth corridors around Eastbourne/South Wealden and Bexhill/Hastings:

- Hastings and Bexhill Movement and Access Package (this comprises previous allocations for the junction improvement and walking/cycling packages).
- Eastbourne and South Wealden walking and cycling package
- Hailsham, Polegate and Eastbourne Sustainable Transport Corridor
- Eastbourne Town Centre access and improvement package

2.7 These packages of local transport improvements will be delivered through the capital programme in a phased approach, with the majority of the funding having been allocated in the years between 2017/18 and 2020/21.

2.8 Historically, the capital programme included a separate allocation for road safety measures to fund the implementation of engineering schemes at specific sites identified as having a high crash record. There is a general consensus that the most dangerous sites have been addressed through road safety engineering works. However, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. This road safety engineering work will be focused on a corridor approach which aims to introduce a package of measures (e.g. improvements to signing and lining) along high risk sections of routes on our A and B roads where crashes have occurred. Provision has been made for the Road Safety Team to undertake a route enhancement approach to a route(s) where road safety issues have been identified but no specific site or causation factor is evident. Precedence will be given to those sites of highest priority that have the potential to positively impact casualty reduction. The funding may be used in conjunction with other funding, if available, to maximise this impact

2.9 The draft capital programme was circulated to all Councillors on 20 February 2019 for comments. The comments received from Councillors were considered at a Cross-Party Member Panel, consisting of Councillors Bennett, Stogdon, Grover, O'Keeffe, Godfrey Daniel and Stephen Shing held on 4 March 2019. The purpose of the Member Panel was to review the draft programme included in Appendix 1 to this report, consider comments received from other councillors and advise on its content prior to the Lead Member decision making meeting on 18 March 2019.

3. Conclusion and Reasons for Recommendation

3.1 The draft capital programme set out in Appendix 1 represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's Local Transport Plan but also contribute to achieving broader corporate objectives. It is therefore recommend that the funding approved by County Council, development contributions and Local Growth Fund monies identified to support the programme of local transport improvements for 2019/20 be allocated to the programme of schemes set out in Appendix 1.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

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Year 4 - 2019/20 Capital Programme of Local Transport Improvements (Integrated Transport and LGF)

Key to Stages Commenced
 F Feasibility
 p Preliminary Design
 D Detailed Design
 C Construction
 PC Post Construction

As at 17 February 2019

Programme continuation from 2018/19

ESRP Ref	Funding Source	Location	Title	Principal Scheme Type	Proposed Programme 2019 - 2020			Total Funding	Stages commenced 2019/20					Comments
					ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund		F	P	D	C	PC	

LOCAL GROWTH FUNDED SCHEMES

Hastings Bexhill Movement and Access Package														
SCH Ref	Funding Source	Location	Title	Principal Scheme Type	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	F	P	D	PC	Comments	
SCH-112	LGF	Battle	Battle Hill pedestrian crossing	PC			£ 25,000	£ 25,000		●	●			
SCH-107	LGF	Bexhill	A269 Ninfield Road corridor: Watermill Lane and Wrestwood Road junction improvements	TM			£ 75,000	£ 75,000		●	●			
SCH-105	LGF	Bexhill	Bexhill Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI			£ 210,000	£ 210,000			●	●		
SCH-108	LGF	Bexhill	Bexhill Traffic Management - traffic signals at Cooden Drive/ Westcourt Drive junction	RD			£ 30,000	£ 30,000		●	●			
NEW	LGF	Bexhill	Sea Road near junction with Endwell Road	PC			£ 20,000	£ 20,000	●	●				
SCH-026	LGF	Bexhill	Bexhill Walking and Cycle Network - Cycle Routes 1 - 9 (East & North Bexhill)	CY			£ 220,000	£ 220,000		●	●			
SCH-104	LGF	Bexhill	Bexhill Walking and Cycle Network: Collington Avenue/Sutherland Avenue junction pedestrian crossing	PC			£ 75,000	£ 75,000			●	●		
SCH-109	LGF	Bexhill	London Road Corridor - Traffic Management and Public Realm package	TM			£ 100,000	£ 100,000			●			
SCH-101	LGF	Hastings	Battle Road Corridor - Old Harrow Road junction Pedestrian Crossing	PC			£ 75,000	£ 75,000		●	●	●		
SCH-100	LGF	Hastings	Bethune Way and Elphinstone Road junction review	TM			£ 55,000	£ 55,000			●	●		
SCH 084	LGF	Hastings	Gillsman Hill- pedestrian crossing and traffic calming	PC/TM			£ 65,000	£ 65,000		●	●			
SCH-097	LGF	Hastings	Hastings Walking and Cycle Network: NCN(Seafrost) Route 2: Improve/rationalise signage and markings	CY			£ 20,000	£ 20,000			●	●		
SCH-111	LGF	Hastings	Hastings Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI			£ 210,000	£ 210,000			●	●		
SCH-119	LGF	Hastings	Hastings Traffic Management: Harrow Lane / Old Harrow Lane / Sedlescombe Road North Junction Improvement	JI			£ 30,000	£ 30,000	●	●				
SCH-099	LGF	Hastings	Hastings Traffic Management - Ring Road and Variable message parking signs	TM			£ 20,000	£ 20,000		●				
SCH-102	LGF	Hastings	Hastings Movement & Access Route Schemes (MARS) – A259 Seafrost Connectivity	RD			£ 265,000	£ 265,000			●	●		
SCH-103	LGF	Hastings	Hastings Movement & Access Route Schemes (MARS) – Rail Station to Seafrost	RD			£ 55,000	£ 55,000		●	●			
SCH-010	LGF / Devpt Cont	Hastings	The Ridge Corridor - Bus Stop Improvements and facilities for Pedestrians	BI/TM		£ 65,000	£ 200,000	£ 265,000			●	●	●	£65k: Various contributions on The Ridge: HS/04/1084; HS/08/0377; HS/09/0179; HS/09/0105
SCH 079	LGF / Devpt Cont	Hastings	The Ridge Corridor -Pedestrian crossing in the vicinity of the Cemetery	PC		£ 75,000	£ 105,000	£ 180,000			●	●		£75.5k: HS/14/0477 - 316 The Ridge
SCH-009	LGF / Devpt Cont	Hastings	Hastings Walking and Cycle Network - Alexandra Park Cycle Route	CY/WA		£ 47,000	£ 1,353,000	£ 1,400,000			●	●		£47k: HS/09/0284 - Asda, Silverhill
SCH-095	LGF	Hastings	Hastings Walking and Cycle Network - Alexandra Park to Conquest Hospital	CY / WA			£ 50,000	£ 50,000	●	●				
SCH-020	LGF	Hastings	Hastings Walking and Cycle Network - Queensway to Silverhill (western) route	CY			£ 550,000	£ 550,000			●	●		
-	LGF	Hastings	Hastings Walking and Cycling Network - 'Wayfinding' project	PC			£ 200,000	£ 200,000	●	●	●	●	To be implemented by Hastings BC	

Programme continuation from 2018/19

ESRP Ref	Funding Source	Location	Title	Principal Scheme Type	Funding Sources			Total Funding	Stages commenced 2019/20					
					ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund		F	P	D	C	PC	
					£ -	£ 187,000	£ 4,008,000	£ 4,195,000						
			19/20 BUDGET			£ 75,000	£ 4,241,000	£ 4,316,000						
			VARIANCE			-£ 112,000	£ 233,000	£ 121,000						

Comments

Eastbourne South Wealden Walking and Cycling package													
SCH	Funding Source	Location	Title	Principal Scheme Type	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	F	P	D	C	PC
SCH-003	LGF	Eastbourne	Eastbourne Walking and Cycle Network - Horsey Way Phase 1B (Cavendish Place to Ringwood Road)	CY			£ 400,000	£ 400,000			●	●	●
SCH-033	LGF	Eastbourne	Eastbourne Walking and Cycle Network: Stone Cross to Langney walking and cycling corridor - Oak Tree Lane pedestrian crossing, Friday Street	PC			£ 230,000	£ 230,000				●	●
SCH-007	LGF	Eastbourne	Eastbourne Walking and Cycle Network - Langney to Sovereign Harbour cycle route	CY			£ 333,000	£ 333,000				●	●
SCH-006	LGF	Eastbourne	Eastbourne Walking and Cycle Network - Town centre to hospital cycle route route	CY			£ 30,000	£ 30,000			●	●	
SCH-028	LGF	Eastbourne	Eastbourne Walking and Cycle Network - Willingdon Drove cycle route	CY			£ 220,000	£ 220,000				●	●
NEW	LGF	Eastbourne	Eastbourne / South Wealden Walking and Cycling Network Phase 2: Eastbourne town centre cycle route	CY			£ 100,000	£ 100,000	●	●	●		
NEW	LGF	Eastbourne	Eastbourne / South Wealden Walking and Cycling Network Phase 2: Eastbourne Wayfinding	WA			£ 81,000	£ 81,000		●	●	●	
NEW	LGF	Eastbourne	Eastbourne / South Wealden Walking and Cycling Network Phase 2: Eastbourne cycle parking	CY			£ 125,000	£ 125,000		●	●	●	
NEW	LGF	Eastbourne / South Wealden	Eastbourne / South Wealden Walking and Cycling Network Phase 2: Stone Cross to Langney walking and cycling corridor	CY/WA			£ 100,000	£ 100,000	●	●	●		
NEW	LGF	Hailsham	Eastbourne / South Wealden Walking and Cycling Network Phase 2: London Road – Battle Road – Hawkswood Road, Hailsham	CY			£ 100,000	£ 100,000	●	●	●		
NEW	LGF	Hailsham	Eastbourne / South Wealden Walking and Cycling Network Phase 2: Hailsham cycle parking	CY			£ 60,000	£ 60,000		●	●	●	
					£ -	£ -	£ 1,779,000	£ 1,779,000					
			19/20 BUDGET			£ 150,000	£ 1,779,000	£ 1,929,000					
			VARIANCE			£ 150,000	£ -	£ 150,000					

Comments

Hailsham Polegate Eastbourne Movement and Access Corridor package													
SCH	Funding Source	Location	Title	Principal Scheme Type	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	F	P	D	C	PC
SCH-002	LGF	Eastbourne & South Wealden	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	TM/B/CY/WA			£ 850,000	£ 850,000				●	●
SCH-063	LGF	Eastbourne	Victoria Drive - Pedestrian Improvements study	PC			£ 110,000	£ 110,000				●	●
SCH-XXX	LGF	Hailsham	Hailsham Battle Road/London Road Corridor - junction improvements	JI			£ 30,000	£ 30,000		●	●		
					£ -	£ -	£ 990,000	£ 990,000					
			19/20 BUDGET			£ 99,000	£ 1,246,000	£ 1,345,000					
			VARIANCE			£ 99,000	£ 256,000	£ 355,000					

Comments

Eastbourne Town Centre Phase 2													
SCH	Funding Source	Location	Title	Principal Scheme Type	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	F	P	D	C	PC
SCH 058	LGF	Eastbourne	Eastbourne Town centre improvement scheme Phase 2a -Terminus Road complete transport model and designs	TM			£ 716,000	£ 716,000				●	●
SCH 058	LGF	Eastbourne	Eastbourne Town centre improvement scheme Phase 2b other design elements	TM			£ 84,000	£ 84,000	●	●			

Comments

Programme continuation from 2018/19

ESRP Ref	Funding Source	Location	Title	Principal Scheme Type	Funding Sources			Total Funding	Stages commenced 2019/20					
					ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund		F	P	D	C	PC	
SCH-123	ESCC	Seaford	Seaford Walking and Cycling Network - Seafront cycle route review	CY	£ 20,000			£ 20,000	●					
SCH-055	ESCC	South Downs	Alfriston Traffic management	TM	£ 30,000			£ 30,000		●				
NEW	ESCC	Wealden	A22 Corridor: Major Road Network proposals	RD	£ 60,000			£ 60,000	●					
SCH-XXX	ESCC	Countywide	Accident remedial study (managed by Road Safety team)	LS	£ 50,000			£ 50,000	●	●	●	●	●	
SCH-XXX	ESCC	Countywide	Cycling and Walking Investment Plan implementation	LS	£ 50,000			£ 50,000	●	●	●	●	●	
					£ 1,268,000		£ -	£ 1,301,000						

Comments

Development Contribution Funded														
ESRP Ref	Funding Source	Location	Title	Principal Scheme Type	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	Stages commenced 2019/20					
SCH-085	Devpt Cont	Crowborough	Crowborough Bus stop improvements	PC/BI		£ 22,000		£ 22,000					●	●
SCH-	Devpt Cont	Crowborough	Crowborough Pedestrian Crossing Improvements	PC		£ 30,000		£ 30,000			●			
SCH 080	Devpt Cont / ESCC	Uckfield	Uckfield Phase 3 Bus Station	BI	£ 275,000	£ 70,000		£ 345,000			●	●	●	
SCH 081	Devpt Cont / ESCC	Uckfield	Uckfield Phase 4 Movement and Access	RS	£ 140,000			£ 140,000		●	●			
SCH-014	Devpt Cont / ESCC	Wealden District	Wadhurst High Street Pedestrian Improvements.	RC/RD	£ 25,000			£ 25,000			●			
SCH-054	Devpt Cont	Wealden District	Chailey - Warrs Hill Footway and Crossing	RC/WA	£ 20,000	£ 50,000		£ 70,000		●	●	●		
					£ 460,000	£ 205,000	£ -	£ 632,000						
PROGRAMME SUB-TOTAL					£ 2,013,000	£ 392,000	£ 7,577,000	£ 10,332,000						

Comments
£13.6k: WD/2012/0552 - Tall Trees, Nevin, Benson House & Tree View; £8.4k: Various developments where s106 held by ESCC/WDC towards transport improvements in Crowborough
£30k - Various developments where s106 contributions held by ESCC and WDC towards local transport improvements in Crowborough
Have assumed no further contributions from WDC for Phase 3; £70k - Various s106s from developments in Uckfield area
Development contributions held for construction phase
Development contributions held for construction phase
LW/2004/1299 & LW/2006/0700: Land at New Heritage, Warrs Hill Lane

Staff Costs													
Staff Recharges - ESCC	ESCC: Integrated Transport	External: Development Contributions	External: Local Growth Fund	Total Funding	Stages commenced 2019/20								
£ 100,000			£ 200,000	£ 300,000									
Programme Management - East Sussex Highways	£ 50,000		£ 100,000	£ 150,000									
					£ 150,000	£ -	£ 300,000	£ 450,000					

Comments
Based on 19/20 budget papers for SEI
Figures provided by ESH

TOTAL	£ 2,163,000	£ 392,000	£ 7,877,000	£ 10,432,000
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19/20 BUDGET	£ 2,163,000	£ 392,000	£ 8,266,000	£ 10,821,000
VARIANCE	£ -		£ 389,000	£ 389,000

Year 4 - 2019/20 Capital Programme of Local Transport Improvements (Community Match)

Key to Stages Commenced
 F Feasibility
 p Preliminary Design
 D Detailed Design
 C Construction
 PC Post Construction

As at 17 February 2019

Proposed Programme 2019 - 2020														
ESRP Ref	Source	Location	Title	Principal Scheme Type	Funding Sources			Total Funding	Stages commenced 2019/20					Comments
					ESCC	External: Parish Contribution			F	P	D	C	PC	
Community Match funding														
SCH 086	ESCC CM	Westfield	CM - Cottage Lane footway, Westfield	PI	£ 23,000	£ 23,000	£ 46,000			•	•	•		
SCH 086	ESCC CM	Hailsham	CM - Catsfield school buildout and speed limit	RS	£ 12,000	£ 12,000	£ 24,000			•	•	•		
SCH-???	ESCC CM	Community Match	CM - Sevenoaks Road, Eastbourne, traffic calming	RS/RC	£ 48,000	£ 48,000	£ 96,000			•	•			
SCH-???	ESCC CM	Community Match	CM - Friston Pond build out	RS	£ 19,000	£ 19,000	£ 38,000			•	•			
SCH-???	ESCC CM	Community Match	CM - Station Road , Robertsbridge, Double Yellow Lines	RS	£ 9,000	£ 9,000	£ 18,000			•	•			
SCH-???	ESCC CM	Community Match	To be determined	??	£ 5,000		£ 5,000	•	•	•				
SCH-???	ESCC CM	Community Match	To be determined	??	£ 5,000		£ 5,000	•	•	•				
					£ 121,000	£ 111,000	£ 232,000							
19/20 BUDGET					£ 388,000	£ 111,000	£ 499,000							
VARIANCE					£ 267,000	£ -	£ 267,000							

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Agenda Item 5

Report to: Lead Member for Transport & Environment

Date of meeting: 18 March 2019

By: Director of Communities, Economy and Transport

Title: Victoria Drive, Eastbourne upgrade to existing pedestrian crossings

Purpose: To consider the results of the local consultation on the proposed upgrades to two pedestrian crossings in Victoria Drive, Eastbourne and to recommend how the scheme will be taken forward.

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Note the comments from the local consultation; and

(2) Approve the proposal to upgrade the pedestrian crossings in Victoria Drive as set out in this report as part of the 2019/20 Capital Programme for Local Transport Improvements.

1. Background Information

1.1. There have been numerous historical requests made to the County Council for a review of the existing pedestrian crossings at the junctions of Victoria Drive / Green Street and Victoria Drive / Eldon Road in Eastbourne. These requests have been considered using the County Council's local transport scheme prioritisation process and scored sufficiently highly for inclusion in the 2017/18 capital programme for local transport improvements with funding initially allocated for the development of proposals.

1.2. Victoria Drive is in Eastbourne and the junctions considered in this report are located approximately two miles from Eastbourne Town Centre. The two junctions are situated in a mainly residential area, serving local shops and schools and are utilised by many pedestrians and a large number of vehicles accessing the Ratton, Willingdon and Old Town areas of Eastbourne. A location plan for the junctions is shown in Appendix 1.

2. Supporting Information

2.1 A study of pedestrian crossing provision at the Victoria Drive / Green Street junction and the junction of Victoria Drive /Eldon Road was carried out by East Sussex Highways (ESH) in 2017. This study considered the most appropriate facilities to aid safe pedestrian movement at these two junctions. To inform the study, surveys were conducted to establish pedestrian flows and observe pedestrian desire lines in order to determine the most appropriate location for the crossing that would benefit most pedestrians. Surveys were also carried out to determine vehicle flows and average vehicle speeds. Consideration was also given to the crash data in the wider extent of Victoria Drive over the last 3 year period.

2.2. Eight pedestrian crossing solutions were identified and reviewed for the junction of Victoria Drive / Green Street, with careful consideration to pedestrian and vehicle movements as well as the requirements of bus operators and local businesses. A report detailing these options is attached in Appendix 2. The report concluded that the current location of the zebra crossing provides a suitable crossing facility at a highly desirable location. Enhancing the visibility of the existing zebra pedestrian crossing will further improve the safety of this facility. Retaining the zebra crossing is proposed as the location of 'controlled' crossings (known as 'Puffin crossings) within 20 metres of a side road is not permitted.

2.3 With regard to the pedestrian crossing at the junction of Eldon Road and Victoria Drive, crash data provides no indication that the existing zebra pedestrian crossing is poorly located or ineffective. In addition the pedestrian surveys indicate the crossing is in the appropriate location. However, the existing zebra crossing is showing early signs of deterioration and would benefit from enhancement, reflecting the similar enhancement of the zebra crossing at Victoria Drive/Green Street.

2.4 These enhancements will consist of re-marking existing road markings at the zebra crossings and on the approaches, introducing new belisha beacons, the application of red coloured high-friction surfacing on both approaches to both zebra crossings and installing new or revitalising existing

advanced signage. These changes will encourage drivers to give greater consideration to the crossings and adjust their speed and expectations as they approach the junction.

2.5 A statutory consultation on the proposals was undertaken in September 2018, with Sussex Police, South East Coast Ambulance Service, East Sussex Fire and Rescue Service, the Freight Transport Association and the Road Haulage Association. No objections or representations were received.

2.6 A local consultation was carried out between 12 October and 5 November 2018. A table summarising the results of the consultation, responses to objections and presented solutions as well as a copy of the consultation letter, plan and a map showing the extent of the consultation, are shown in Appendix 3. Details of the consultation were also sent to the local County Councillor who has confirmed his support for the scheme.

2.7 110 responses were received to the consultation. Out of this, 97 respondents either 'strongly support' or 'support' the proposals, with sixteen respondents indicating that they either 'opposed' or 'strongly opposed' proposals for either or both pedestrian crossing improvements. Many of these respondents provided a short explanation for their objection or preferred alternative solution.

2.8 In most of the objections that were received, alternative solutions were requested including: the introduction of a 20mph speed limit; that the zebra crossings should incorporate pedestrian islands; alterations should be made to the entrance/exit to the Sainsburys Local opposite the junction with Green Street; redirecting traffic flow would be more effective; or that relocating the zebra crossing by the junction of Green Street further north would be more effective. The options report referred to in Appendix 2 considers such solutions and explains the reasons why they have been discounted as part of the design process. Appendix 3 provides further information on the objections/presented solutions and provides a succinct assessment for each of them.

3 Conclusion and Reasons for Recommendations

3.1 The County Council has received requests to improve the existing provision of pedestrian crossing facilities on Victoria Drive near the junctions with Green Street and Eldon Road. These have been considered through the County Council's local transport scheme prioritisation process and the scheme scored sufficiently for funding to be initially allocated in the 2017/18 capital programme for local transport improvements to develop design proposals.

3.2 Subsequent survey and design work has identified that the most appropriate improvements are to maintain the current location of the existing two zebra crossings in the vicinity but undertake works to improve the visibility at and on the approaches of both crossings.

3.3 From the local consultation exercise, the majority of those who responded were in support of the proposed scheme. A number of objections to the scheme were received; these were broad without a clear overarching concern and Appendix 3 provides responses to the comments and objections received. It is considered that the road safety and accessibility improvements that the enhanced zebra crossings will bring to the local community, and the majority support for the proposals, outweigh the objections that were received.

3.4 The Lead Member is therefore recommended to approve the proposed improvement to the existing zebra crossings at the junctions of Green Street/Victoria Drive and Eldon Road/Victoria Drive as set out in this report, and these will be delivered using Local Growth Fund monies secured through the South East Local Enterprise Partnership as part of the 2019/20 Capital Programme for Local Transport Improvements.

RUPERT CLUBB

Director of Communities, Economy and Transport

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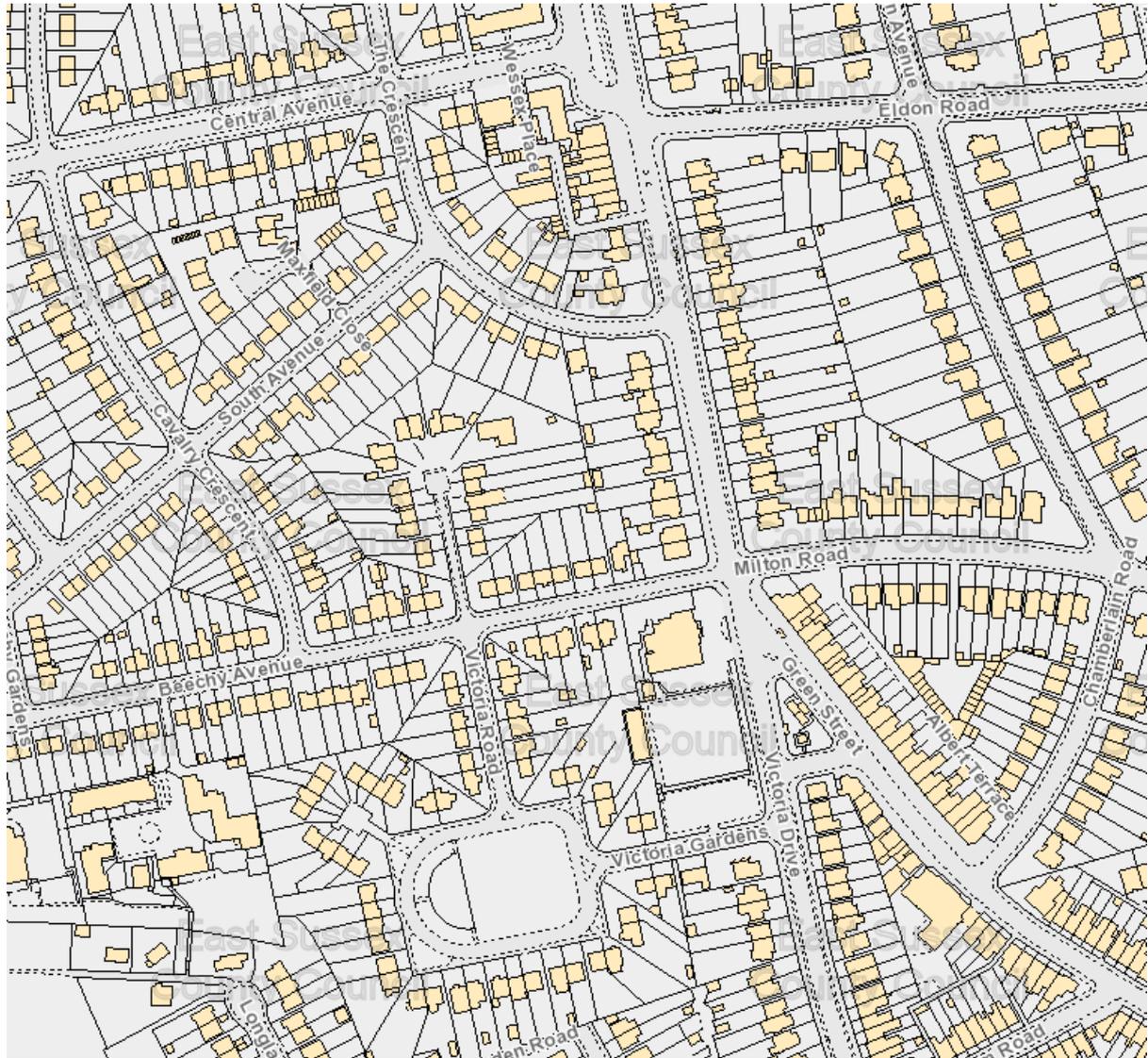
LOCAL MEMBERS

Councillor John Ungar

BACKGROUND DOCUMENTS

None

Appendix 1: Location Plan, Victoria Drive with Milton Road / Green Street junction and Eldon Road Junction, Eastbourne.



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Appendix 2: Review of options regarding the relocation of Zebra Crossing situated at the junction of Victoria Drive/Green Street

Document History

- Review of options regarding the relocation of Zebra Crossing situated at the Junction of Victoria Drive/Green Street, Eastbourne
- Prepared by East Sussex Highways, The Broyle, Ringmer, East Sussex, BN8 5NP

This Document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
1.0	16/08/17	DRAFT For Comment	M.Reid	N.Bodle	C Weedon
1.1	17/08/17	FINAL -	M.Reid	N.Bodle	C.Weedon

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4.0	Pedestrian Crossing Solutions	5
5.0	Conclusion & Recommendations	9

Appendices

Appendix 1 Pictorial Summary of Traffic Flow Data

Appendix 2 : Summary of pedestrian survey data

1.0 Executive Summary

- 1.1 East Sussex Highways (ESH) has been commissioned by East Sussex County Council (ESCC) to review pedestrian crossing provision in Eastbourne at the Victoria Drive / Green Street junction and the junction of Victoria Drive /Eldon Road. This pedestrian crossing study will identify the most appropriate facilities to aid safe pedestrian movement at these two junctions.
- 1.2 A survey of the study area has been undertaken, by ESH staff. The survey combined map data, accident data, numerous site visits, pedestrian counts, vehicle counts and vehicle turning analysis. Additional information was obtained through joint site visits with local bus operator Stagecoach. Site observations included driving and walking through the junctions in question, enabling a better appreciation of how the identified junctions operate in terms of traffic and pedestrian flow and behaviour.
- 1.3 Eight pedestrian crossing solutions were reviewed for the junction of Victoria Drive/Green Street, with careful consideration to pedestrian and vehicle movements as well as the requirements of bus operators and local businesses.
- 1.4 A recommended design is identified, which will enhance pedestrian crossing provision at the junctions of Victoria Drive/Green Street and Victoria Drive/Eldon Road.

2.0 Methodology

- 2.1 The methodology for reviewing pedestrian crossing facilities is based upon the need to gain an in depth understanding of local transport issues and traffic behaviour. In this case ESH have discussed issues with ESCC, reviewed data and spoke to local businesses and then considered potential pedestrian crossing measures to address the identified issues. It is on this basis, that a three-stage approach has been adopted:

- Stage One - Gather information on the character and context of Victoria Drive and the junctions at Eldon Road and Green Street. The speed of traffic, pedestrian movements and existing accident records through desk based research and information supplied by ESCC.
- Stage Two - Identify potential Pedestrian Crossing Solutions. Review the benefits and disadvantages of installing such measures.
- Stage Three – Identify a preferred Pedestrian Crossing Solution.

3.0 Junction analysis & Information gathering

3.1 Victoria Drive is in Eastbourne and falls within the administration area of Eastbourne Borough Council. The junctions examined in this report are located approximately 1.7 miles from Eastbourne Town Centre. The two junctions are situated in a mainly residential area, however they both serve local shops and therefore attract a lot of pedestrians and vehicles.

3.2 Site visits were carried out on the dates listed in the table below:

12.01.17	Designer/Project Manager/ESCC Road Safety
01.02.17	Topographical Survey
13.02.17	Designer/Project Manager/ Stagecoach
27.04.17	Traffic Monitoring
12.05.17	Designer Project Manager
13.06.17	Pedestrian Count undertaken

3.3 Existing Crossing Layouts

Victoria Drive/Green Street

- Tactile paving
- Dropped kerbs
- 2 x Belisha Beacons (worn)
- Zebra crossing stripes- (worn)



Victoria Drive/ Eldon Road

- Tactile paving
- Dropped kerbs
- 3 x Belisha Beacons (worn)
- Zebra crossing stripes- (worn)
- Pedestrian island with lit warning bollard



3.4 Traffic Flow Data: On the 27th April 2017 East Sussex County Council Transport Monitoring Team carried out a traffic flow assessment of junctions Victoria Drive/Green Street & Victoria Drive/Eldon Road over a 12hr period, from 7am-7pm. Appendix 1 provides a pictorial summary of the data collected.

3.5 Traffic Queue Count: A queue count was also undertaken on the 27th April between 07:00-10:00 and 15:00-18:00 of the junction Victoria Drive/Green Street. Queueing traffic was

recorded along Green Street and Victoria Drive in a southern and northern direction. The longest queue identified on Green Street was 8 vehicles at 08:32. Victoria Drive travelling in a northerly direction recorded a peak queue of 26 vehicles at 15:19, enumerators (who carry out the surveys) noted that the pedestrian crossing seemed to be a significant contribution to the cause of the queue that had formed. Travelling in a southerly direction along Victoria Drive a peak queue of 22 vehicles was noted at 09:08.

3.6 Pedestrian Movement: On the 13th June 2017 a pedestrian movement survey was undertaken. The survey monitored pedestrian movement along Beechy Avenue, Victoria Drive, Green Street, Milton Road and to and from Sainsburys by the junction of Green Street and Victoria Drive. Appendix 2 provides a summary of the data recorded. It is apparent that the primary pedestrian movement from Beechy Avenue is to Green Street, utilising the existing pedestrian crossing. Similarly the main pedestrian movement from Sainsburys is across to Green Street, there are also large pedestrian movements from Green Street to both Beechy Avenue and Sainsburys.

3.7 Accident Data: Accident data has been obtained from the Sussex Safer Road Partnership and is based on records provided by Sussex Police. The data is the most recent available and covers the period from 01/07/2013- through to 30/06/2016 in the vicinity of the junctions of Victoria Drive/Green Street and Victoria Drive/Eldon Road. Data was reviewed to identify any trends, clustering or causal factors. Over the two year period six accidents were recorded. All six accidents were categorised as slight, Of the three accidents in the vicinity of Victoria Drive/Green Street, one accident was to the south of the junction, occurring at the junction of Victoria Gardens, another accident occurred in Beechy Avenue and was deemed as a pedestrian error, the third accident occurred on the pedestrian crossing in heavy rain and low visibility conditions.

4.0 Pedestrian Crossing Solutions

4.1 The fundamental and overriding consideration of contemplating a pedestrian facility must be the safety of pedestrians. The justification for any pedestrian crossing must be that it makes crossing the road safer for all non-motorised users. However, the introduction of a pedestrian crossing does not automatically make crossing the road safer. Badly sited, underused or misused crossings can detract from road safety, as can an inappropriate choice of crossing facility. Excessive numbers of crossings along a route may give rise to driver frustration and cause drivers to divert to other streets to avoid the delay, displacing the problem or, even worse, risk increasing noncompliance with the requirements of the crossing. This may result in red light running or failure to give pedestrians priority.

4.2 Any crossing must have adequate space for the pedestrian to wait to cross the road, and space to install the necessary equipment without obstruction of the footways. There must be safe routes to continue the journey along the other side of the road. It is also necessary that all formal crossings have adequate footway widths at the crossing location and on the relevant routes in its vicinity.

4.3 Types of pedestrian crossings:

- a.) Zebra Crossing: Broadly speaking, Zebra crossings are considered inappropriate on high speed roads or roads with high volumes of traffic. They can also be inappropriate where heavy flows of pedestrians such as children leaving school would cause unacceptable delays

to drivers. However, in town centres where the desire might be to discourage through traffic, Zebras are preferred especially as they are less visually intrusive than signal controlled crossings. Zebra crossings cause less delay to pedestrians than signal controlled crossings and are therefore considered to be more pedestrian friendly. Zebra crossings can be located on flat topped road humps (speed tables) to form a humped Zebra. This can make it easier for pedestrians to cross especially those with pushchairs or wheelchair users. Traffic speeds are reduced and drivers are more likely to give way to pedestrians. Humped Zebras can only be located where traffic speeds are already relatively low or can be reduced by other traffic calming features. Again, they are suited to town centres or existing traffic calmed areas.

- b.) Puffin crossings: are the most modern type of signal controlled crossing and have been developed to overcome some of the shortcomings of the Pelican. Puffins have a near-side steady red/green man signal which can more easily be seen by pedestrians with sight difficulties. As the pedestrian signals are located on the near side and not visible to a pedestrian on the crossing, there is no confusion or anxiety caused by a flashing green man signal. On crossing, detectors can “see” pedestrians on the crossing and delay the green light to traffic until they have crossed safely. The same detectors will shorten crossing times if the crossing has been completed. The flashing amber signal to drivers is also replaced with the standard traffic light sequence. Kerb side detectors can be included. These devices detect if a pedestrian has moved away after pushing the demand button under which circumstances the demand is cancelled. This avoids the frustration caused to drivers stopped at a crossing by a red light when there are no pedestrians crossing. Currently new Puffins are installed without kerb side detectors but are built so that detectors could be fitted at a later date. Puffins can be located on flat top humps if appropriate.
- c.) Toucan Crossing: them. However, a Toucan is similar to a puffin although can be shared by pedestrians and cyclists. To signify this the pedestrian/cycle signal has a green/red bicycle light signal as well as the usual red and green man light signal. Toucans should only be provided where there is a clear need for cyclists to cross, such as when a cycle route or track has to cross a busy road.
- d.) A pedestrian refuge: is an island in the middle of a carriageway that allows pedestrians to cross the road in stages. Pedestrian refuges can only be used on roads that have sufficient width to meet the minimum lane width and pedestrian refuge requirements. They also act as a road narrowing measure as a proportion of the carriageway is being taken up by the refuge. A refuge benefits pedestrians by allowing them to cross each lane individually rather than together. This speeds up crossing times as pedestrians can cross half the road when there is a gap in one lane of traffic only as opposed to waiting until there was a gap in both lanes simultaneously.

4.4 Below are listed 8 design options to improve the pedestrian crossing facilities at the Junction of Victoria Drive/Green Street, Eastbourne. A summary of the design and the identified advantages and disadvantages of each design option is provided. It is worth noting that for each option a zebra crossing is proposed. This decision has been made for several reasons. It is not permitted to place a Puffin Crossing within 20m of a side road and it is also a requirement that different crossing facilities are not permitted within close proximity to each other. So if the crossing facility near to Green Street was changed to a Puffin Crossing there would be a requirement to change the crossing facility by Eldon Road to a Puffin as

well, increasing expenses considerably. Please note that the designs presented below are an early preliminary design. None of them have been audited under Road Safety criteria. If a decision is made to progress one of these options, the design process will include a Road Safety Audit.

- 4.5 Option 1: Relocate crossing between entrance and exit of Sainsbury's/ Relocate bus stop utilising a build out into Green Street. Design drawing Located in Appendix 3

This option will necessitate changing the kerb line of Green Street and moving the bus stop currently situated in Green Street. The bus stop will have to be moved further south. A 'Bus Border' will be installed to host the bus stop. This will result in the loss of 1 parking space. When a bus is pulled into the stop, traffic travelling in a southerly direction along Green Street will have to navigate around the bus, coming into conflict with traffic travelling north up Green Street. A review of traffic movement data indicated that during peak periods, up to 6 vehicles a minute travel south bound on Victoria Drive and turn left onto Green Street and that 2 vehicles a minute travel north up Green Street. Therefore vehicle conflict will occur and traffic queues are likely to form. Bus frequency is 1 bus every 10 minutes with an approximate stop period of 1 minute. Stagecoach has indicated that this existing southbound bus stop is used as a 'stop over' for buses ahead of timetable. Discussions with Stagecoach have intimated that this 'stop over' facility may be able to be transferred to the southbound bus stop adjacent to Eldon Road.

Conclusion: During peak periods, when a bus is pulled in at the stop a queue of traffic is likely to form behind the bus. There is a danger that this queue may extend beyond the junction with Victoria Drive and through the relocated zebra crossing as well as affecting the flow of southbound traffic along Victoria Drive. Also, the existing illuminated bus shelter and its associated RTPI sign will require re-locating. For this reason this option is not recommended.

- 4.6 Option 2: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop utilising a build out into Green Street/ convert northern extent of Green Street to North bound traffic only. Design drawing Located in Appendix 3

This option is as per Option 1 but removes conflict of south bound and north bound traffic occurring when a bus has pulled up to the new stop. However vehicle tracking of buses has shown that parking spaces on Victoria Drive will have to be removed to enable buses to turn right out of Willingdon Road and it is likely that parking spaces in Willingdon Road will also have to be removed. Further design work would need to be carried out to identify how many spaces would be lost and the impact this design would have on traffic flow.

Conclusion: Introducing a one way system at the northern extent of Green Street will mean loss of on street parking which will be unpopular with local businesses. Directing north bound traffic on Green Street into Willingdon Road is likely to prove to be unpopular with the residents and businesses situated along Willingdon Road. Further design work would need to be undertaken to identify the full cost of implementing a one way system in this area. This option will introduce significant changes to the local network, a number of which will be viewed as negative. A strong case would be required to introduce such dramatic changes especially given the relatively good accident record. For these reason this option is not recommended.

- 4.7 Option 3: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop / insert parking spaces within Green Street footway to help maintain on street parking. Design drawing Located in Appendix 3

This option will necessitate changing the kerb line of Green Street and moving the bus stop currently situated in Green Street. The bus stop will have to be moved further south. Discussions with Stagecoach have indicated that the required bus stop length is approximately 31 metres this will mean the loss of 6 parking bays. However it may be possible to insert 3 parking bays into the footway with the proposed bus stop situated adjacent to these parking bays. Albeit unconventional, this has the benefit of limiting the loss of parking spaces to approximately 3 and will maintain the flow of two way traffic even when a bus is pulled into the bus stop. However it will dramatically reduce the footway width in this area to approximately 4.4 metres. Further work will be required to explore the impact on utilities currently situated in the footway to determine the feasibility of this option and likely cost. Further discussions with bus operators will be required to finalise the length required for the bus stop. It is considered that the 31 metre bus stop parking area may be able to be reduced in length after further discussion with the bus operator. It is also worth noting that as mentioned in section 4.4 a Road Safety Audit has not been carried out on this 'unconventional' proposal which may highlight other issues which may affect the feasibility of this design.

Conclusion: The full cost of this option will not be known until further discussions with utility companies are undertaken. Whilst traffic flow will be maintained, a pinch point will be created in the footway, and 3 parking spaces are likely to be lost. This option may prove to be controversial with local businesses, as it will affect the attractiveness of shop frontages and may impact on footfall. For the reasons listed above this option is not recommended.

- 4.8 Option 4: Relocate the zebra crossing north of the junction Beechy Avenue/ Victoria Drive. Design drawing Located in Appendix 3

A review of the site has indicated that there is an opportunity to relocate the current zebra crossing north of the junction with Beechy Avenue. This would require the relocation of the existing bus stop in this area, moving it slightly north. By doing so the new zebra crossing could be located a safe distance from the junction of Beechy Avenue. However Pedestrian movement surveys have indicated that 73% of pedestrians exiting Beechy Avenue head towards Green Street or south down Victoria Drive.

Conclusion: Moving the zebra crossing north of the junction with Beechy Avenue may improve pedestrian safety, if pedestrians were happy to move away from their desire line and cross Victoria Avenue and Milton Road to access the shops on Green Street. It is felt that this is unlikely and the majority of pedestrians would turn right out of Beechy Avenue onto Victoria Drive, following their natural desire line. For this reason this option is not recommended.

- 4.9 Option 5: Introduce a pedestrian island within the existing Zebra Crossing Design drawing Located in Appendix 3

The provision of a pedestrian island within the existing zebra crossing would further enhance the safety of pedestrians utilising this crossing point. In addition to providing a 'refuge' in the centre of the road, research has indicated that pedestrian islands can encourage drivers to slow down. Following a discussion with Sainsbury's and a review of the length of some of their delivery vehicles, it became apparent that large delivery vehicles exiting Sainsbury's car park would not be able to turn north onto Victoria Drive without hitting the proposed pedestrian island. Also, larger vehicles would not be able to turn right out of Beechy Avenue and left out of Milton Road.

Conclusion: Due to the size of Sainsbury's delivery vehicles and the impact of turning movements out of the adjacent side roads, a pedestrian island cannot be located at the existing zebra crossing.

4.10 Option 6: Reverse the entrance and exit to Sainsbury's Design drawing Located in Appendix 3

To ensure that vehicles exiting Sainsbury's have clear visibility it is likely that at least one tree will have to be removed and the existing Double Yellow Lines will have to be extended further south, resulting in the loss of on street parking. National guidelines recommend a visibility splay of a minimum of 70 metres when exiting a side road. Without reducing on street parking visibility for cars exiting Sainsburys would only be 32metres.

It is also believed that an RSA audit might highlight safety concerns, as this arrangement will increase likelihood of traffic conflict between vehicles exiting Green Street and exiting Sainsbury's. East Sussex Highways also believe that drivers travelling south along Victoria Drive wishing to enter Sainsbury's will have their attention diverted from the zebra crossing as they look to turn right into Sainsbury's entrance.

Conclusion: It is recommended that ESCC review this option internally with the Road Safety Team before requesting ESH allocate resources to progres the design of this option. Additionally confirmation from Sainsbury's would need to be sought to determine if they would support the reversal of their accesses.

4.11 Option 7: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop currently in Green Street to Victoria Drive. Design drawing Located in Appendix 3

Based on Option 2 above, this option utilises the existing southbound bus stop in Victoria Drive adjacent to the public conveniences. Whilst overcoming the need for a 'bus border', and therefore maintaining the existing parking arrangement, southbound buses which currently turn left into Green Street would utilise the above bus stop, and associated brick bus shelter, before turning into Willingdon Road. To enable two way traffic flow when a bus is parked at the stop, existing on street parking would have to be removed. It should also be noted visibility for vehicles turning right out of Willingdon Road may be an issue due again to the increased frequency of stationary buses.

Conclusion: Due to the loss of existing parking in Victoria Drive and concerns over visibility for vehicles exiting Willingdon Road on to Victoria Drive this option is not recommended.

4.12 Option 8: Enhancement of the existing zebra crossing facility Design drawing Located in Appendix 3

The existing zebra crossing at the junction of Victoria Drive/Green Street is showing signs of wear, road markings are fading and the belisha beacons are an old model. Enhancement would consist of re-marking the existing road markings, possibly changing the type of belisha beacon, the application of red coloured high-friction surfacing on both approaches and better advanced signing. These changes will encourage drivers to give greater consideration to the crossing and adjust their speed and expectations as they approach the junction.

Conclusion: This option would not impact on current provision of on street parking in the area. Nor will it impact on the operation of the bus stop situated at the junction. The current position of the zebra crossing best facilitates pedestrian movement along identified desire lines. Vehicle movement through the junction will also not be impacted upon. This option will improve the safety of pedestrians utilising the zebra crossing, but will have no negative impact on the current workings of the junction. This option is recommended.

4.13 Option 9: Conversion to a ramped zebra crossing Design drawing Located in Appendix 3

The conversion of the existing zebra crossing at the junction of Victoria Drive/Green Street to a ramped zebra crossing would further enhance the conspicuity of the zebra crossing encouraging drivers to slow down. Design standards require a minimum plateau length on the ramp to be 6m on a bus route. It is also recommended that vertical features are preceded by another feature, hence the provision of gateways on both approaches. The need to provide a minimum plateau length impacts on Sainsbury's OUT only access requiring some re-alignment and agreement with Sainsbury's will be required. Further dialogue will be required with the bus operators who have previously objected to the placement of raised tables on bus routes.

To ensure the longevity of the ramps and improve conspicuity it is recommended that the ramps' construction utilises granite setts. The utilisation of granite setts will increase the construction duration, which may also incorporate a road closure and cause significant delays on the road network.

Conclusion: Due to the volume of traffic, the high frequency of buses, the likely objection from bus operators, the impact on a busy road network in order to achieve ramp longevity, and the need to reach agreement with Sainsbury's on re-aligning their OUT only access, installation of a ramped zebra crossing is not recommended at this location.

4.14 Recommended changes to zebra crossing at Victoria Drive/Eldon Road

A review of the accident data at the location of Victoria Drive/Eldon Road provides no indication that the existing zebra crossing facility is poorly located or insufficient. However the existing zebra crossing is showing early signs of deterioration and would benefit from enhancement. It is proposed that any enhancement work would reflect the enhancement of the zebra crossing at Victoria Drive/Green Street. It is now recognised good practice that pedestrian crossings in close proximity are of a similar style and appearance.

5.0 Conclusion and recommendations

5.1 The initial brief for this report was to investigate the suitability of the pedestrian crossings situated at the junctions of Victoria Drive/Green Street & Victoria Drive Eldon Road and explore alternative pedestrian crossing provision solutions.

- 5.2 Through carrying out a number of surveys, analysing vehicle and pedestrian movement and accident records, eight pedestrian crossing solutions for the junction of Victoria Drive/Green Street were explored.
- 5.3 The current position of the zebra crossing situated at the junction of Victoria Drive/Green Street is well utilised. Whilst it's current position is close to the junction of Beechy Avenue and Milton Road and the exit of Sainsburys, it provides a valuable crossing facility for pedestrians wishing to access the businesses situated on Green Street and the bus stop. Moving the zebra crossing further north up Victoria Drive will mean it is not in the pedestrian desire line and will result in pedestrians attempting to cross Victoria Drive at a non-designated crossing point.
- 5.4 Many of the options explored look to relocate the zebra crossing, moving it slightly south and placing it between the entrance and exit of Sainsburys. By doing this the zebra crossing is moved further away from the cross roads of Beechy Avenue/Milton Road/Victoria Drive. However, all options explored have significant impact including loss of parking, significant changes to the road network and could cause delays to traffic movement.
- 5.5 Giving careful consideration to the options explored, it is apparent that the current location for the zebra crossing at Victoria Drive/Green Street minimises the impact of the crossing facility on the road network whilst providing a suitable crossing facility at a highly desirable location. Enhancing the visibility of the Zebra Crossing will further improve the safety of this pedestrian crossing facility whilst allowing the current highway network to support on street parking and significant bus movements, in addition to acting as an important thoroughfare.

Appendix 1 (of Options Report) Pictorial Summary of Traffic Flow Data

V0039 Victoria Drive/Green St, Eastbourne (main junction) - TMC

Thu Apr 27, 2017

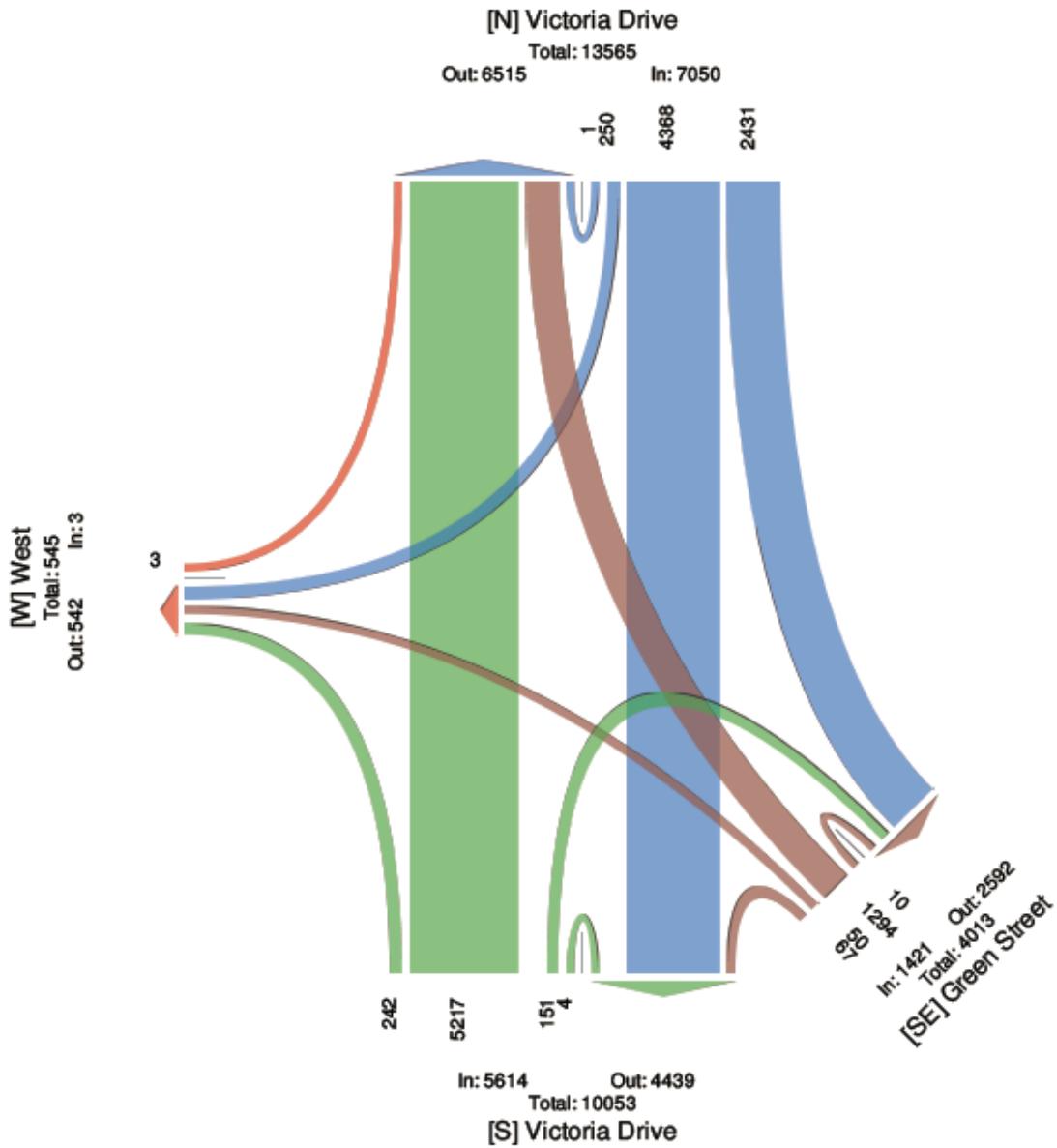
Full Length (7AM-7PM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 404337, Location: 50.777985, 0.255813, Site Code: V0039

Provided by: Transport Monitoring Team,
East Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB



V0040 Victoria Drive/Green St, Eastbourne (lower junction) - TMC

Thu Apr 27, 2017

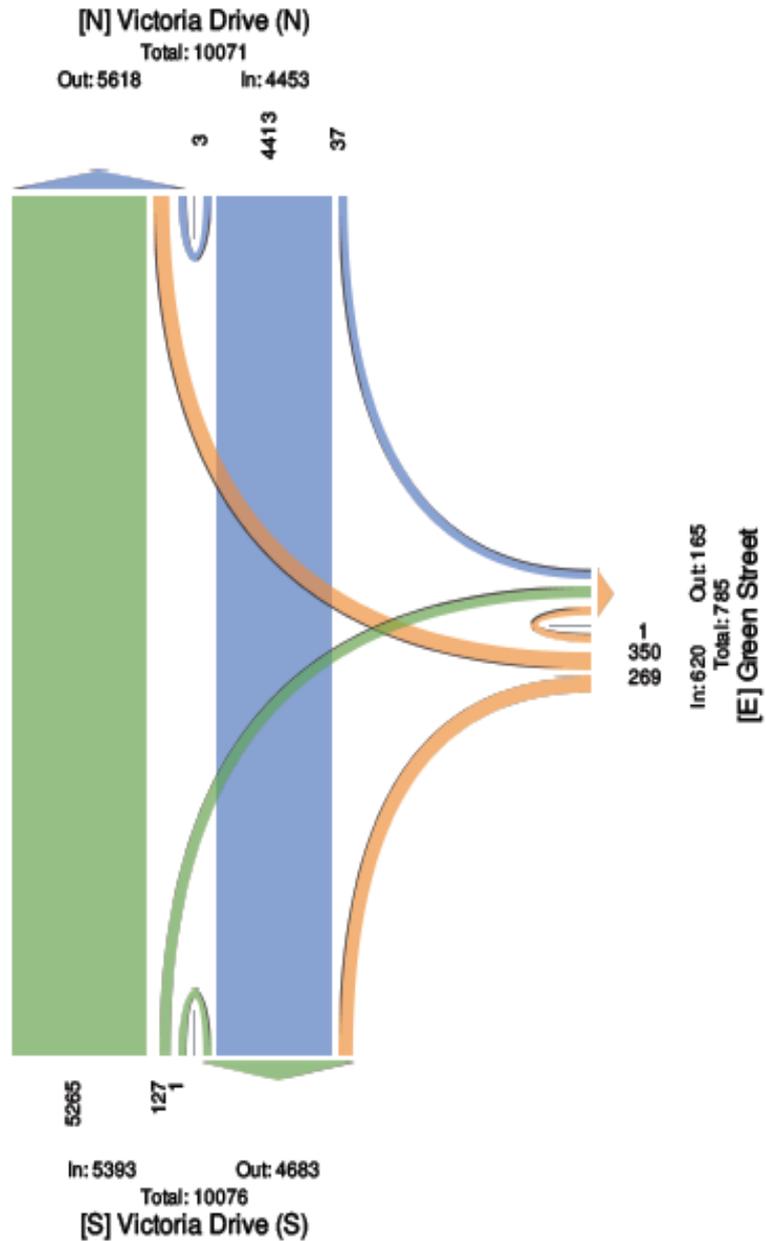
Full Length (7AM-7PM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 404340, Location: 50.777344, 0.25599, Site Code: V0040

Provided by: Transport Monitoring Team,
East Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB

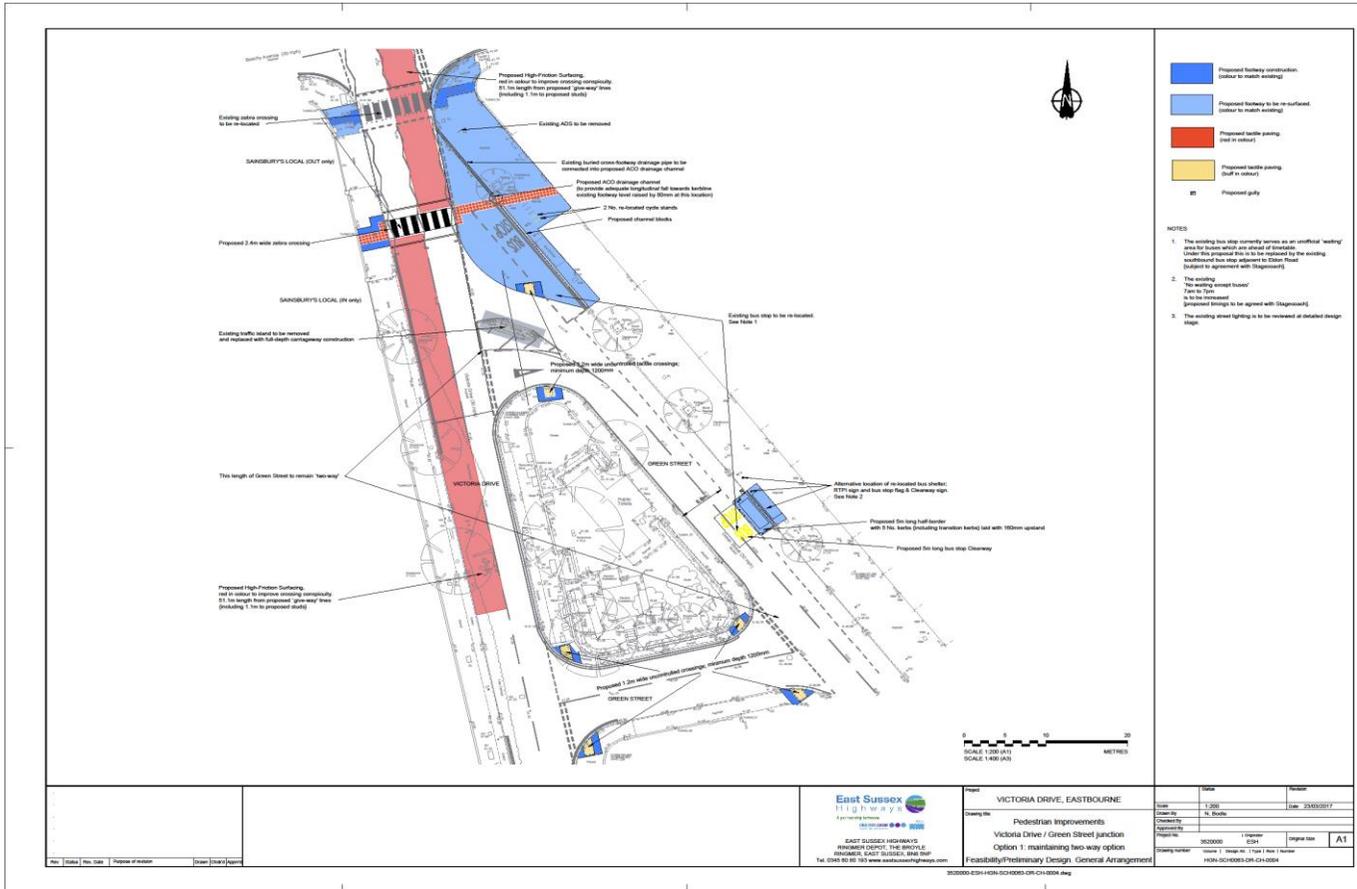


Appendix 2 : (of Options Report) Summary of pedestrian survey data

M5884 Pedestrian Count											
Date: Tuesday 13th June 2017			Weather: Warm/Sunny			Victoria Drive, Eastbourne					
From Beechy Avenue to:-											
	Victoria Dr (North)		Milton Rd		Green St		Victoria Dr (South)		Sainsburys		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	18	12	21	17	186	102	17	12	33	16	
	30		38		288		29		49		
From Victoria Drive (North) to:-											
	Milton Rd		Green St		Victoria Dr (South)		Sainsburys		Beechy Ave		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	33	22	216	90	43	49	46	15	41	37	
	55		306		92		61		78		
From Victoria Drive (South) to:-											
	Sainsburys		Beechy Ave		Victoria Dr (North)		Milton Rd		Green St		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	82	41	6	0	75	91	6	16	31	12	
	123		6		166		22		43		
From Sainsburys to:-											
	Beechy Ave		Victoria Dr (North)		Milton Rd		Green St		Victoria Dr (South)		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	65	10	56	8	25	25	114	13	89	30	
	75		64		50		127		119		
From Milton Road to:-											
	Green St		Victoria Dr (South)		Sainsburys		Beechy Ave		Victoria Dr (North)		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	142	37	21	20	22	8	23	8	23	21	
	179		41		30		31		44		
From Green Street to:-											
	Victoria Dr (South)		Sainsburys		Beechy Ave		Victoria Dr (North)		Milton Rd		
Time	Adult	Child	Adult	Child	Adult	Child	Adult	Child	Adult	Child	
TOTAL	24	12	115	15	131	45	209	76	139	31	

Appendix 3: (Of Options Report) Drawings of options reviewed

Option 1: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop utilising a build out into Green Street.



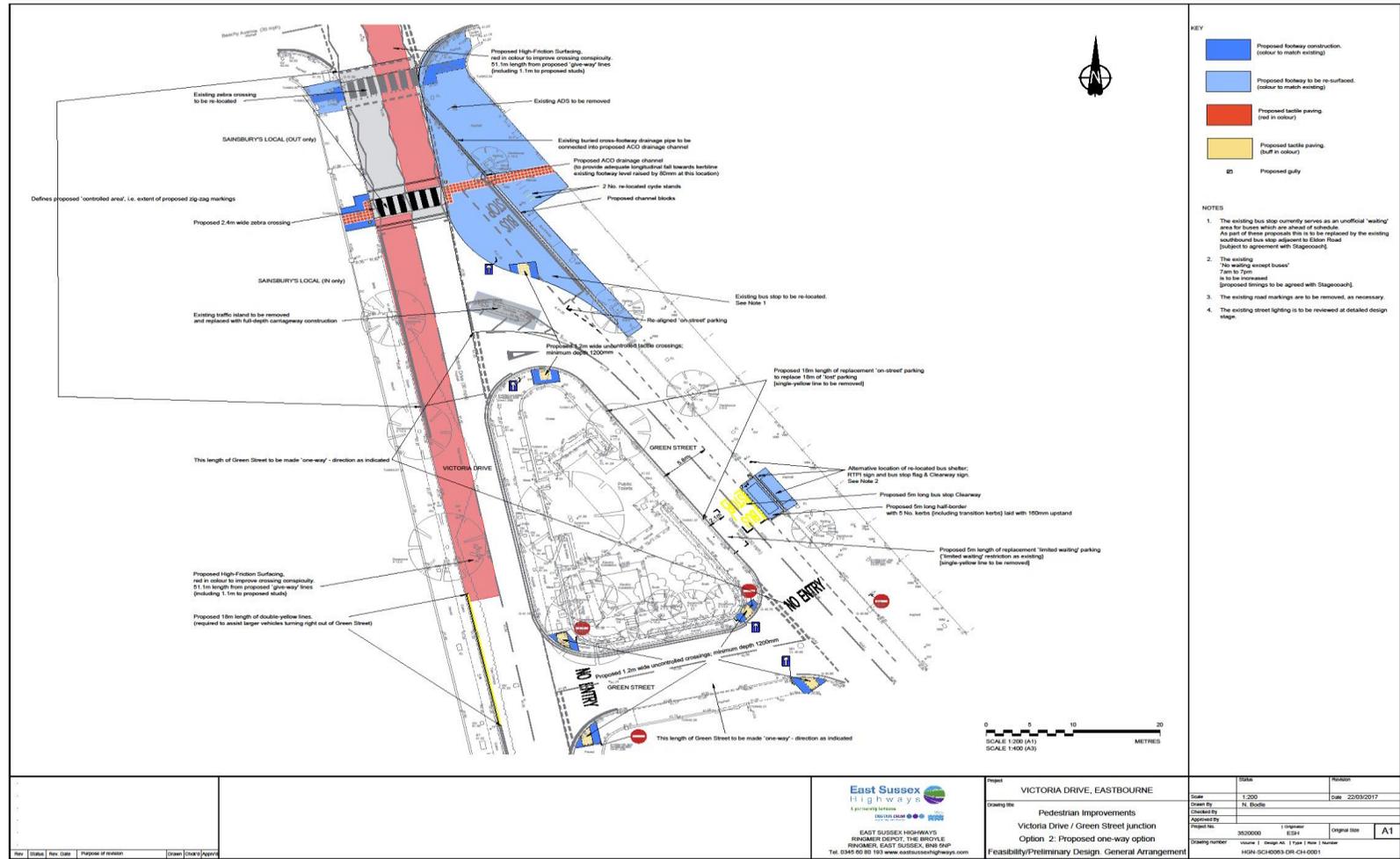
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Project: VICTORIA DRIVE, EASTBOURNE
 Drawing No: Pedestrian Improvements
 Victoria Drive / Green Street junction
 Option 1: maintaining two-way option
 Feasibility/Preliminary Design, General Arrangement

Date:	1/3/20	Revision:	
Drawn by:	M. Smith	Scale:	3000/2017
Checked by:		Project:	302000
Author:	ESH	Original size:	A1
Drawing Number:	302000 - 0004 - 01 - 001 - 004	Issue:	1/04/2018

302000-ESH-HIGH-304005-DP-CH-0004.dwg

Option 2: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop utilising a build out into Green Street/ convert northern extent of Green Street to North bound traffic only.



- KEY**
- Proposed footway construction (colour to match existing)
 - Proposed footway to be re-surfaced (colour to match existing)
 - Proposed tactile paving (red in colour)
 - Proposed tactile paving (buff in colour)
 - Proposed gully
- NOTES**
1. The existing bus stop currently serves as an unofficial 'waiting' area for buses which are ahead of vehicles. As part of these proposals this is to be retained by the existing northbound bus stop adjacent to Green Road (subject to agreement with Stagecoach).
 2. The existing 'No waiting except buses' zone to 'Z1' is to be increased (proposed kerbs to be agreed with Stagecoach).
 3. The existing road markings are to be removed, as necessary.
 4. The existing street lighting is to be reviewed at detailed design stage.

Rev	Status	Rev. Date	Purpose of revision	Drawn	Checked	Approved

East Sussex Highways
A partnership between

DEPARTMENT OF TRANSPORT
SUSSEX COUNTY COUNCIL

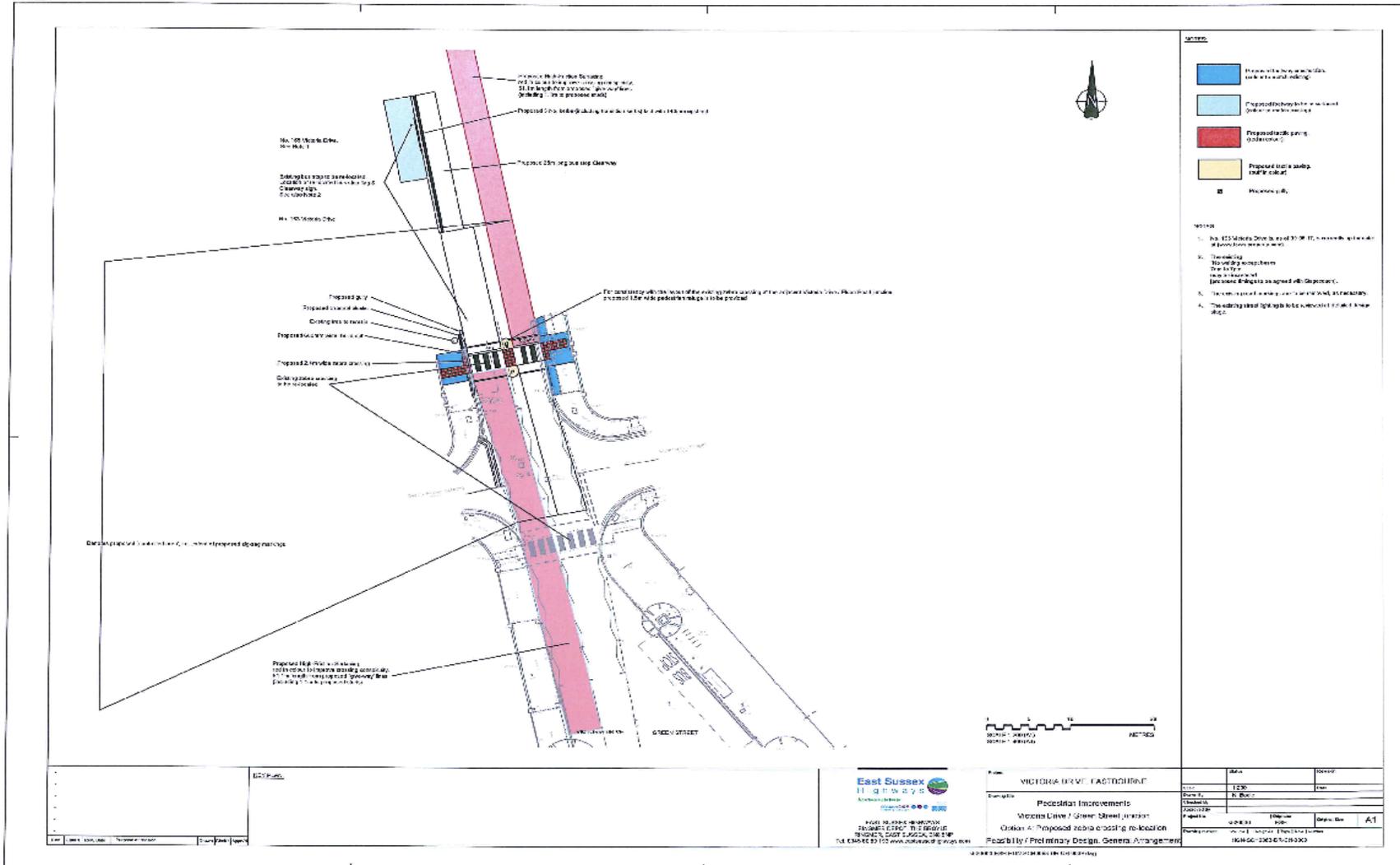
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BRICOLE
RINGMER, EAST SUSSEX, BN4 6HP
Tel: 0345 80 80 163 www.eastsussexhighways.com

Project VICTORIA DRIVE, EASTBOURNE

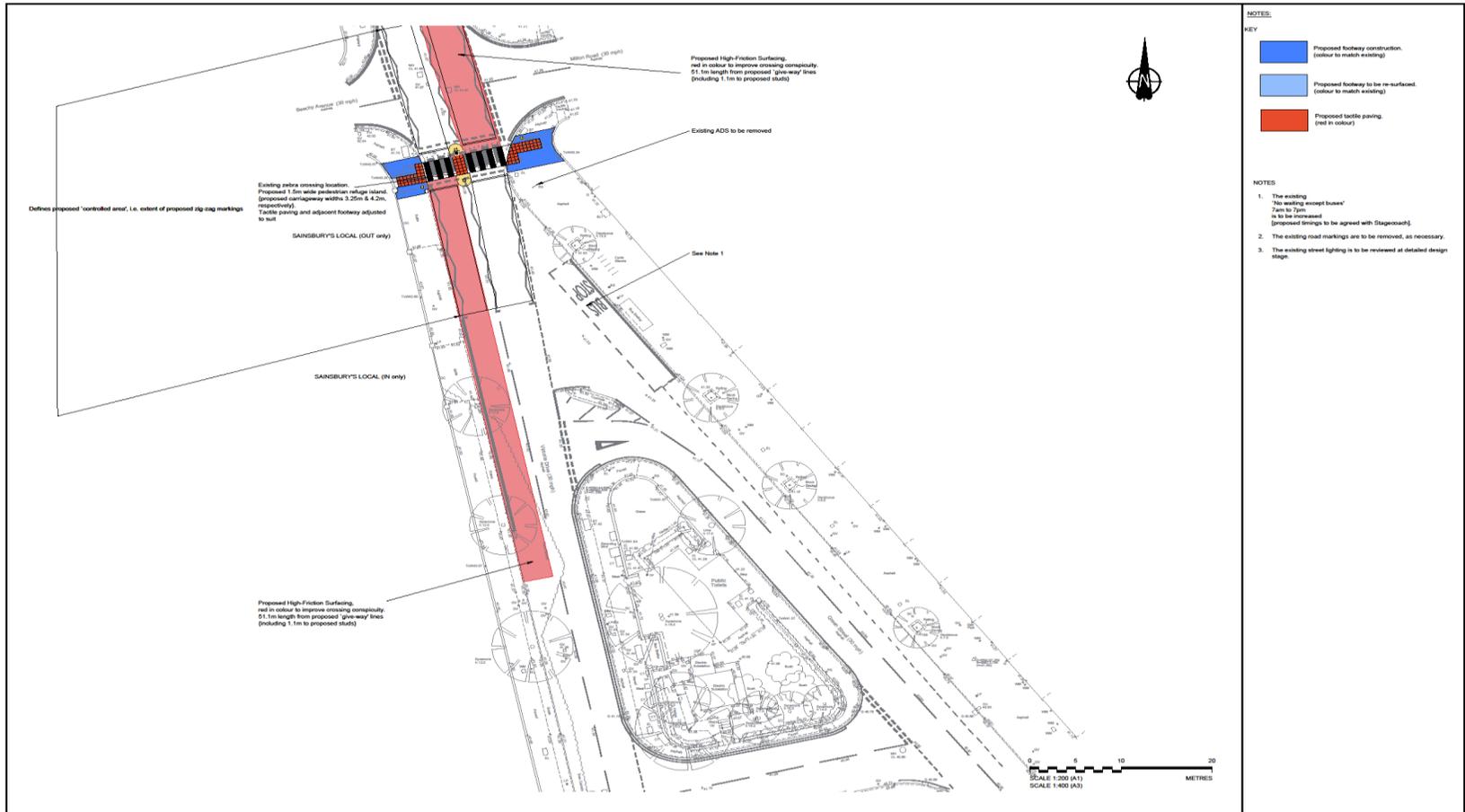
Category title Pedestrian Improvements
Victoria Drive / Green Street junction
Option 2: Proposed one-way option
Feasibility/Preliminary Design: General Arrangement

Scale	Date	Revision
1:200	25/03/2017	
Drawn By	SI, Biddle	
Checked By		
Approved By		
Project No.	3530000	1 / number of sheets
Sheet number	02/01	original title
		A1
Drawing number	Volume 1 - Design A1 - 1 page 1 of 1	
		HSH-SCH-0053-DR-CH-0001

Option 4: Relocate the zebra crossing north of the junction Beechy Avenue/ Victoria Drive.



Option 5: Introduce a pedestrian island within the existing Zebra Crossing

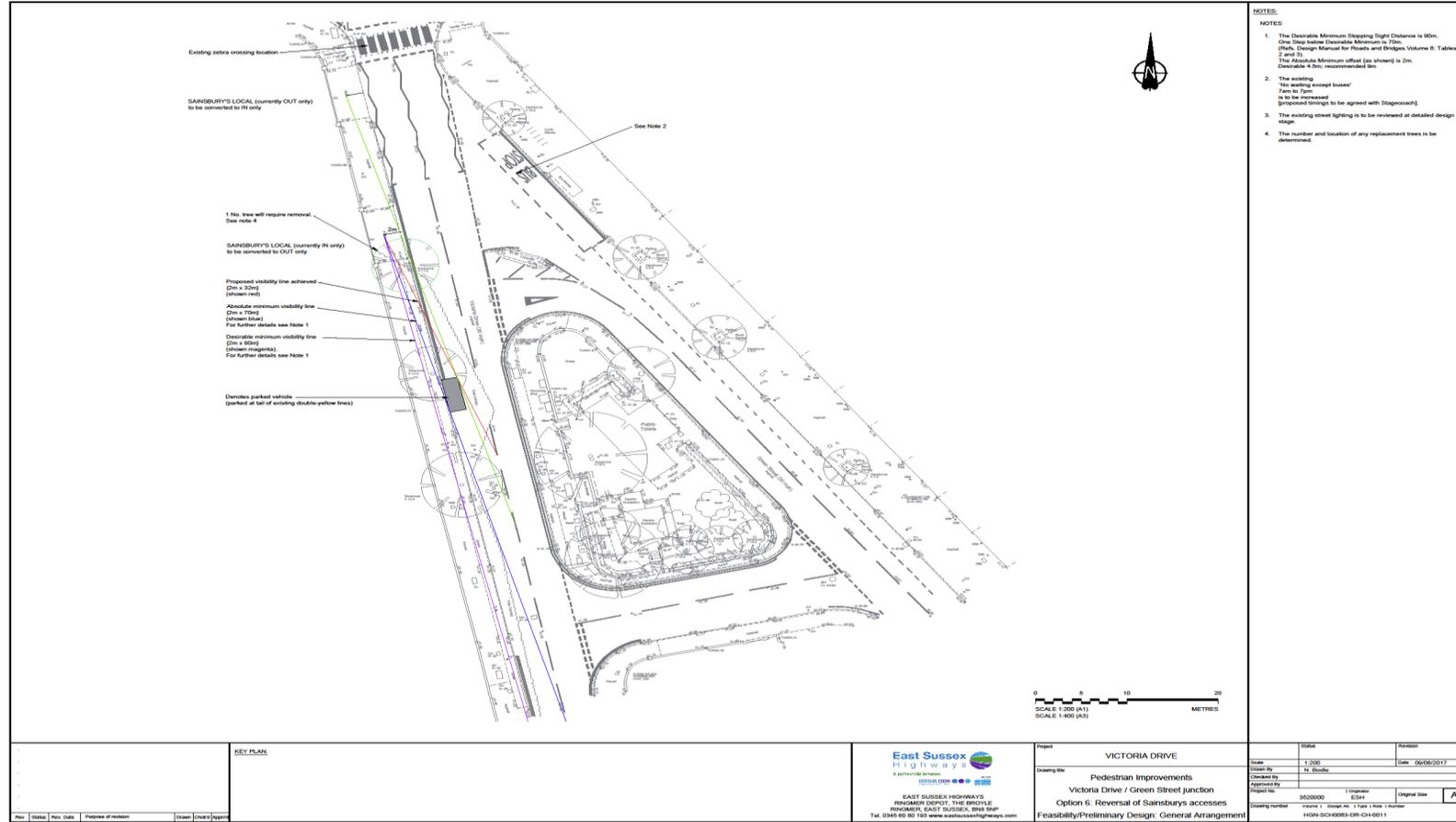


- NOTES:**
- KEY**
- Proposed footway construction (colour to match existing)
 - Proposed footway to be re-surfaced (colour to match existing)
 - Proposed tactile paving (red in colour)
- NOTES**
1. The existing 'No waiting except buses' zone to 7.5m is to be increased (proposed timings to be agreed with Stagecoach)
 2. The existing road markings are to be removed, as necessary.
 3. The existing street lighting is to be reviewed at detailed design stage.

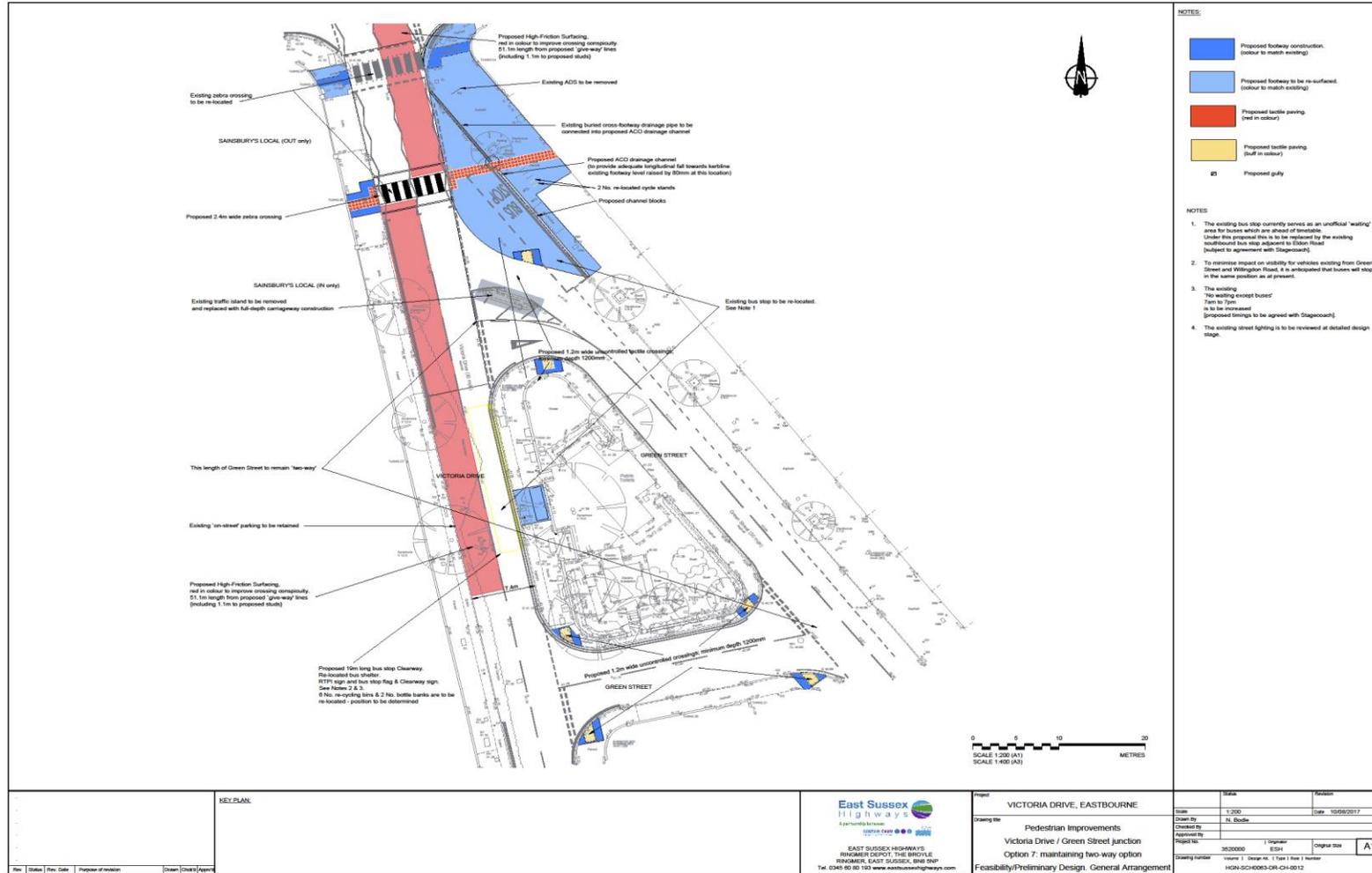
<p>KEY PLAN</p>	 <p>EAST SUSSEX HIGHWAYS RINGMER DEPOT, THE BROYLE RINGMER, EAST SUSSEX, BN9 0NP Tel: 0345 60 80 193 www.eastsussexhighways.com</p>	<p>Project: VICTORIA DRIVE, EASTBOURNE</p> <p>Client: Pedestrian Improvements Victoria Drive / Green Street junction Option 5: Proposed pedestrian refuge</p> <p>Feasibility/Preliminary Design: General Arrangement</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Scale:</td> <td>Revision:</td> </tr> <tr> <td>Scale: 1:200</td> <td>Date: 04/08/2017</td> </tr> <tr> <td>Drawn By: M. Brodie</td> <td></td> </tr> <tr> <td>Checked By:</td> <td></td> </tr> <tr> <td>Approved By:</td> <td></td> </tr> <tr> <td>Project No: 1620000</td> <td>1 Design: ESH</td> </tr> <tr> <td>Original Size: A1</td> <td></td> </tr> <tr> <td>Drawing number: Volume 1 - Design A1, 1 Type 1, Block 1, Number</td> <td></td> </tr> <tr> <td colspan="2">HGN-SCH0053-DR-CH-0010</td> </tr> </table>	Scale:	Revision:	Scale: 1:200	Date: 04/08/2017	Drawn By: M. Brodie		Checked By:		Approved By:		Project No: 1620000	1 Design: ESH	Original Size: A1		Drawing number: Volume 1 - Design A1, 1 Type 1, Block 1, Number		HGN-SCH0053-DR-CH-0010	
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Option 6: Reverse the entrance and exit to Sainsbury's

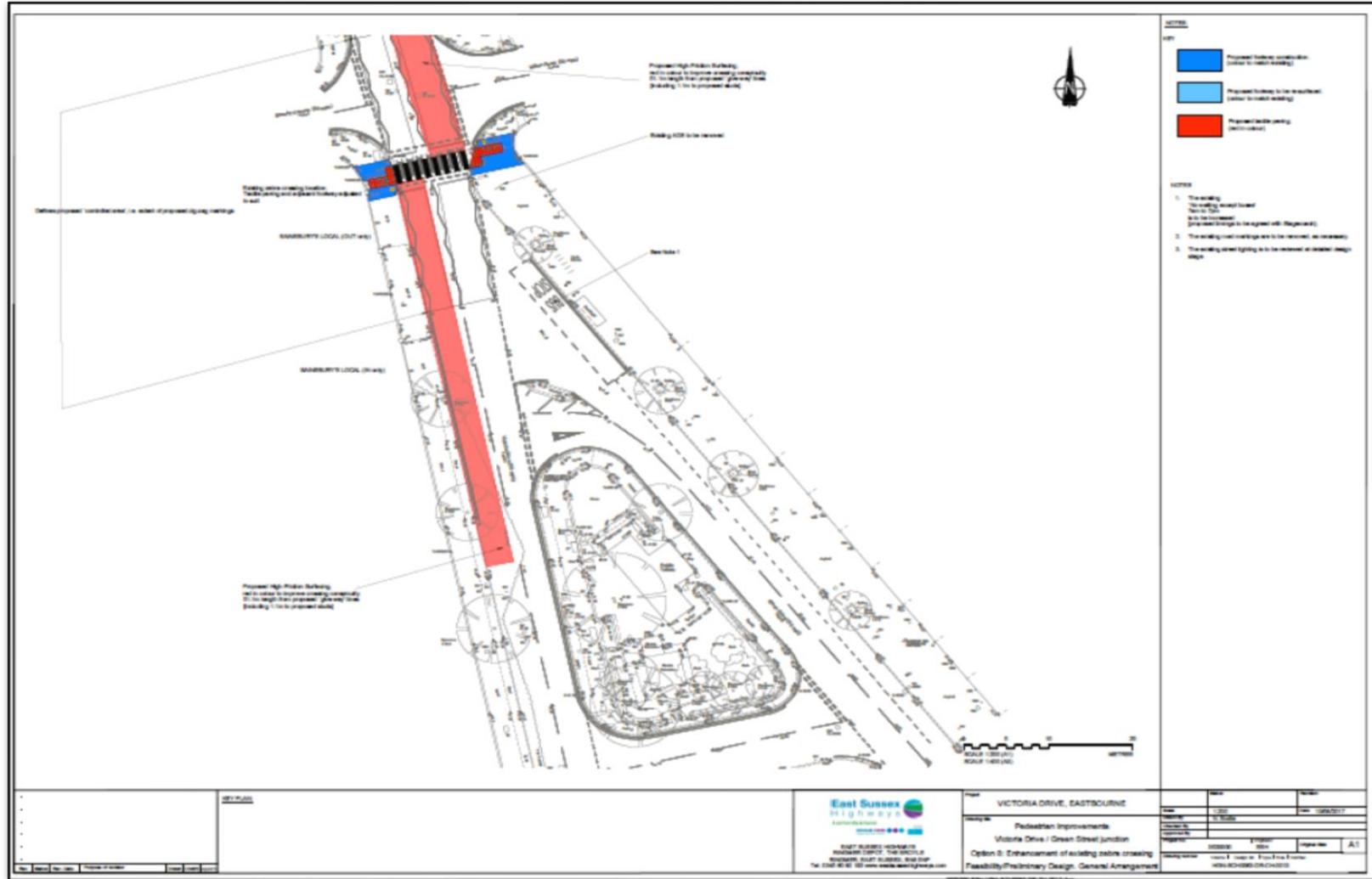


Option 7: Relocate zebra crossing between entrance and exit of Sainsbury's/ Relocate bus stop currently in Green Street to Victoria Drive.

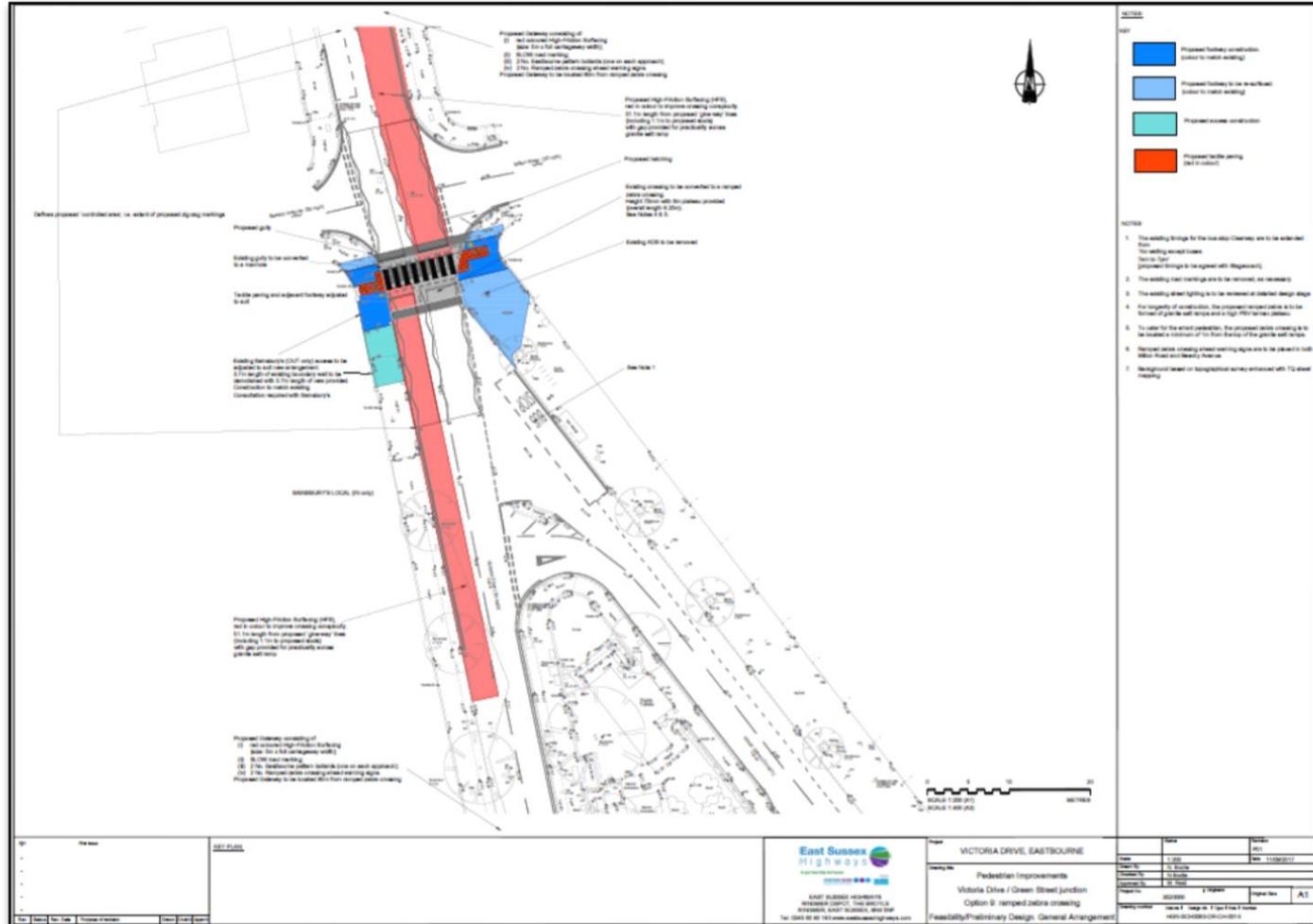


36200000-ESH-HIGHWAY-SCHEMATIC-DR-CH-0012.dwg

Option 8: Enhancement of the existing zebra crossing facility



Option 9: Enhancement of the existing zebra crossing facility



VICTORIA DRIVE, EASTBOURNE
 Pedestrian Improvements
 Victoria Drive / Green Street junction
 Option 9: kerbed zebra crossing
 Feasibility/Preliminary Design - General Arrangement

Scale	1:100
Date	15/03/2024
Drawn by	J. Smith
Checked by	M. Jones
Project No.	2023/000
Sheet No.	A1

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Appendix 3: Summary of consultation results / Consultation Documentation: Consultation Letter/ Questionnaire / Consultation Drawings

Table 1: Summary of responses received regarding crossing at Green Street/Victoria Drive

Q3) To what extent do you support the proposal to revitalise the existing zebra crossing at the junction of Green Street/Victoria Drive ?		
Category	No.of respondents	% of respondents
Strongly Agree	71	64.55%
Agree	20	18.18%
Disagree	9	8.18%
Strongly Disagree	6	5.45%
No Opinion	4	3.64%
	110	100%

Table 2: Summary of responses received regarding crossing at Eldon Road /Victoria Drive

Q4) To what extent do you support the proposal to revitalise the existing zebra crossing at the junction of Eldon Road/Victoria Drive ?		
Category	No.of respondents	% of respondents
Strongly Support	71	64.55%
Support	27	24.55%
Oppose	4	3.64%
Strongly Oppose	6	5.45%
No Opinion	2	1.82%
	110	100%

Summary of objections received during consultation.

Comment: Seven respondents indicated that the introduction of a 20 MPH speed limit would be a better way of improving pedestrian safety.

Response: A speed survey was not commissioned specifically for the development of this scheme. However a seven day speed survey was carried out in 2012 assessing vehicle speed along Victoria Drive north and south bound near the junction with Milton Road. Another seven day speed survey took place on 2016 assessing vehicle speed along Victoria Drive north and south bound near the junction with Farlaine Road. Both these surveys over a 12 hour period from 7:00-19:00 showed an 85th percentile speed of 29.7MPH at both locations. The 85th Percentile can be defined as the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point. These surveys show that vehicles do not travel at excessive speed along Victoria Drive.

The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. Research into signed-only 20 mph speed limits has shown that they generally lead to only small reductions in traffic speeds and are therefore most appropriate for areas where vehicle speeds are already low around a mean speed of 24mph or below. It is possible to introduce 20 mph speed restrictions in roads where the mean traffic speed is greater than 24mph, but to ensure lower vehicle speed, road furniture such as speed humps, footway build outs or road narrowing measures are deployed. Victoria Drive is a primary thoroughfare, providing access to a number of schools, shops and housing estates, it is also a busy bus route. Vehicle movement surveys carried out to aid the development of this scheme reflect this (see Appendix 1). It is believed that the introduction of a 20mph speed restriction would require extensive changes to the carriageway along Victoria Drive which could have a negative impact on the efficient flow of traffic and the current recorded speeds are not excessive enough to warrant such measures.

Comment: Both crossings require a central island.

Response: The pedestrian crossing at Eldon Road currently incorporates a pedestrian island. We do not plan to remove this. The possibility of putting in place a pedestrian island at the Zebra crossing by Green Street was examined. Please see Appendix 1 Option 5. It is apparent that large delivery vehicles exiting Sainsbury's car park would not be able to turn north onto Victoria Drive without hitting the proposed pedestrian island. Also, larger vehicles would not be able to turn right out of Beechy Avenue and left out of Milton Road.

Comment: Four respondents indicated that they perceived that existing arrangements for pedestrians at the two junctions were sufficient and, in some cases, commented that money could be spent alternative highway maintenance issues.

Response: This scheme is financed from external funding allocation 'Local Growth Fund'. This is ring-fenced for schemes such as this and can't be used on general maintenance issues such as potholes. However as part of this scheme, localised improvements to the surfacing around the junctions will be made. In the vicinity of the crossing there have also been a number of accidents. The recommended enhancements will only have a positive effect upon the visibility of the crossing.

Comment: Relocate the pedestrian crossing by Green Street, north of Beechy Avenue.

Response: This issue was considered in the options report, please see Appendix 1 option 4. Pedestrian movement surveys that were carried out indicated that 73% of pedestrians exiting Beechy Avenue head towards Green Street or south down Victoria Drive. It was concluded that a large number of pedestrians would not want to move away from their natural desire line and would thus try to attempt to cross Victoria Drive south of Beechy Avenue regardless of the fact that the Zebra Crossing was no longer at this location.

Comment: Reroute traffic coming up Green Street left immediately after the Corro Café and use the toilet block area as a roundabout.

Response: Option 2 in the Options report (Appendix 1), explores the possibility of diverting traffic left immediately after the Corro Café and concluded that several parking spaces in Willingdon Road and Victoria drive would have to be removed to facilitate such an option. It was also felt that diverting traffic along Willingdon Road may influence traffic flow, but further traffic analysis would

be required to conclusively confirm if this was the case. No consideration has been given to utilising the land between Green Street and Victoria Drive as a roundabout. To make such a dramatic change to the road network would require substantial financial resources, which cannot be justified based on current data.

Comment: Traffic exiting Sainsbury car park quickly came into conflict with pedestrians on Zebra Crossing by the junction of Green Street/Victoria Drive.

Response: Reversing the entrance/exit of Sainsbury's was considered. See appendix 1 option 6. It was noted that such actions would have a significant impact on on-street parking, require the removal of several large established trees and would likely result in an increased chance of conflict between intersecting vehicles.

Comment: At the Eldon Road crossing the water pools at the existing dropped kerb.

Response: Our topographical survey shows that there is a long fall along this stretch of the carriageway and nearby gully's, however water is pooling. Several solutions have been explored but would require reconstructing a significant part of the carriageway. To improve this situation it is proposed that the two existing gullies in close proximity to the crossing are cleared of detritus and consideration will be given to reviewing the kerb upstand if possible, but ensuring this isn't detrimental to accessibility to pedestrians

Comment: The existing pedestrian crossing on Victoria Drive is too close to the Junction with Eldon Road. This results in vehicles waiting on the zig-zags associated with the crossing when trying to turn right into Eldon Road.

Response: National guidelines indicate that a zebra crossing can be within 10 m of junction. (reference Local Transport Note2/95.) The existing zebra crossing is located approximately 15m from Eldon Road.

Comment: Buses turning left from Eldon Road into Victoria Drive when there is traffic waiting to turn right into Eldon Road have to cut the corner.

Response: The geometry of this junction is quite common in urban locations. Increasing the area for turning cannot be achieved without acquisition of non-highway land. Accident data does not reflect the need for any changes to this junction.

Comment: The traffic warning signs intended as part of the proposed design for the Eldon Road crossing improvement will be lost in the 'clutter' of existing signage on the left-hand side verge.

Response: This was considered in the design process and it was felt that the warning signs would be best placed on the right-hand verge to maximise visibility of the signs.

Comment: An alternative design has been put forward to address the issues raised by the previous three comments listed above. The proposed design would be a traffic signal-controlled crossing.

Response: A traffic signal design was considered during the option appraisal process. However, it was decided that such an option would incur significant costs, which when considered against low accident rates in the area and the assessment of speed data which indicated the site does not

experience excessive speeds, it was felt such a solution would be disproportionate and not responsible utilisation of funds.

Copy of public consultation material:

To the Proprietor

Date: 12/10/18

Eastbourne - Victoria Drive zebra crossing enhancements

Dear Resident,

East Sussex Highways, have been commissioned to review pedestrian crossing facilities at the junctions of Victoria Drive/Green Street and Victoria Drive/Eldon Road.

Green Street/Victoria Drive- Zebra Crossing

Following site visits, pedestrian and vehicle surveys and a review of crash data and vehicle turning analysis, several options were considered for improving pedestrian access at this junction.

Initial design consideration was given to the introduction of a controlled 'push button' pedestrian crossing facility. However, such a facility cannot be introduced within 20 metres of a side road and ensure adequate visibility for pedestrians crossing and vehicles when turning at junctions. A review of possible locations indicated that a crossing could not be placed in between the exit and entrance of Sainsbury's, off Victoria Drive. Introducing a push button pedestrian crossing at this location has a range of impacts. Specifically, the bus stop in Green Street would have to be relocated, several on street parking bays which would need to be removed to allow appropriate visibility of the crossing to both pedestrians and approaching vehicles and the introduction of the crossing at this location would create increased congestion at these Green Street and Milton Road junctions.

Consideration was also given to introducing a pedestrian 'push button' crossing facility north of the junction of Beechy Avenue/Victoria Drive. However pedestrian movement surveys indicated that 73% of pedestrians exiting Beechy Avenue head towards Green Street or south to Victoria Drive. It is believed that the majority of pedestrians from Beechy Avenue would not be willing to cross Victoria Avenue and

Milton Road to access the shops on Green Street. This location would also require the removal of existing on street parking and the north bound bus stop.

In light of the difficulties to introducing a push-button pedestrian crossing at this location, the preferred option will be to refresh the existing road markings and flashing lights known as 'Belisha Beacons'. Red coloured 'anti-skid' road surfacing will also be applied on the approach to the junction and additional advanced road signage will be put in place. These changes will encourage drivers to give greater consideration to the crossing and adjust their speed and expectations as they approach the junction.

Victoria Drive /Eldon Road

The existing zebra crossing facility at this location is showing early signs of deterioration and would benefit from enhancement. It is good practice that pedestrian crossings in close proximity are of a similar style and appearance; therefore, it is proposed that the enhancement work at this crossing would reflect the enhancement of the zebra crossing at Victoria Drive/Green Street.

Commenting on the proposals

If you have any comments regarding these proposals, please visit

<https://consultation.eastsussex.gov.uk/economy-transport-environment/victoria-drive-zebra-crossing> and complete the online form by the 5th November 2018.

Alternatively fill in the enclosed form by the 5th November 2018 and return it utilising the enclosed envelope and addressing it East Sussex Highways. (That's all you need to write on the envelope).

Should you have any queries relating to the scheme, please do not hesitate to contact us on.

Tel: 0345 60 80 193

Email: customer@eastsussexhighways.com

Yours faithfully



Matthew Reid | Project Manager

Department | East Sussex Highways

Freepost East Sussex Highways

Subject: Victoria Drive zebra crossing enhancements

Your views about our proposals

An online version of this questionnaire is available on the East Sussex County Council website along with plans showing the proposals:

<https://consultation.eastsussex.gov.uk/economy-transport-environment/victoria-drive-zebra-crossing>

Or alternatively please fill in this form and return your completed questionnaire in the envelope provided using the 'Freepost East Sussex Highways' address. (All you need to put on the envelope is Freepost East Sussex Highways)

Please ensure your response is sent **before 5th November 2018**

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

Data Protection

East Sussex Highways respects your privacy and is committed to protecting your personal information when you use our services. East Sussex Highways is part of East Sussex County Council. For more information about your rights or how we use your information, to request copies of the information we hold about you, to request that information is deleted or to make a complaint, please see further information on data protection on the East Sussex County Council website here:

www.eastsussex.gov.uk/yourcouncil/about/keydocuments/foi/dataprotection/

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You... A Resident A business Other

If business or other please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

SECTION 2 – About the proposals

Q3. To what extent do you support the proposal to revitalise the existing zebra crossing at the junction of Green Street/Victoria Drive?

- | | | |
|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree | <input type="checkbox"/> No opinion |
| <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Disagree | <input type="checkbox"/> Don't know |

Q4. To what extent do you support the proposal to revitalise the existing zebra crossing at the junction of Eldon Road/Victoria Drive?

- | | | |
|---|----------------------------------|-------------------------------------|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Support | <input type="checkbox"/> No opinion |
| <input type="checkbox"/> Strongly oppose | <input type="checkbox"/> Oppose | <input type="checkbox"/> Don't know |

Q5. If you do not support the proposals please tell us why.

Q6. Please provide a contact email address if you would like us to respond to your comments

Thank you for taking part, your views are important to us.

