

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.

