

Report to: Lead Cabinet Member for Communities and Safety
Date of meeting: 30 May 2019
By: Director of Communities, Economy and Transport
Title: Petition for improvements to the signalised junction at Victoria Drive, Summerdown Road, East Dean Road and Church Street in Eastbourne
Purpose: To consider the request for improvements to be made to the above signalised junction, with particular focus on improvements for pedestrians and cyclists

RECOMMENDATIONS: The Lead Member is recommended to advise the petitioners that:

- (1) Potential improvements for pedestrians and cyclists at this junction, such as providing pedestrian phases at the signals, has been assessed through our approved High Level Sift process; and**
 - (2) The proposal was assessed further as part of the Detailed Assessment stage, however it did not rank highly enough to be included within the 2019/2020 Capital Programme**
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1 Background Information

1.1. At the County Council meeting on 5 February 2019 Councillor Ungar presented a petition to the Chairman from a group of residents and interested parties of the Victoria Drive area of Eastbourne. The group believe that the traffic situation at the signalised junction of Victoria Drive, Summerdown Road, East Dean Road and Church Street requires urgent review with a view to:

- *Improve the signalised junction for vulnerable road users such as pedestrians and cyclists*

1.2. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate petitions are considered by the relevant Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2 Supporting Information

2.1. Victoria Drive, Summerdown Road, East Dean Road and Church Street are covered by a 30mph speed limit as indicated by the system of street lighting in these roads. Properties fronting these roads are a mix of residential and commercial. East Dean Road and Church Street are classified as being part of the A259. Victoria Drive is classified as the C695 with Summerdown Road being unclassified. The junction therefore has a mix of all classes of vehicle using it.

2.2. The current traffic signals do not have a specific pedestrian phase, although there are dropped kerbs at the traffic signals to allow pedestrians and other vulnerable road users to cross.

2.3. Each year the Road Safety Team identifies sites that have the most crashes that result in injury as part of their Local Safety Scheme (LSS) programme. The causes of the crashes are then studied to see how we can reduce the number of casualties on the roads in East Sussex.

2.4. LSS sites are identified where there have been four or more crashes in a three year period. Priority is given to improving sites which have the highest number of crashes with the reduction of fatal and serious casualties taking precedence. A location map of the crashes relative to this junction can be found at Appendix 1.

2.5. This location has been identified and studied as part of the LSS programme previously, with a number of measures considered. As part of the 2017 LSS programme, amendments were made to the existing directional signs on the approaches to the junction to ensure drivers were

fully aware of the road layout. In addition to this all of the road markings in the area were renewed.

2.6. The available crash record for this junction between 1 March 2016 and 28 February 2019 shows that there have been a total of five crashes resulting in personal injury. None of these crashes involved a pedestrian. One involved a cyclist and was attributed to loss of control/brake failure and resulted in minor injury.

2.7. Improvements to the traffic signals at this junction to include dedicated facilities for pedestrians and cyclists would be outside the scope of the funding available for LSS Schemes and would need to be funded through the Capital Programme.

2.8. The County Council has a limited amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. To help us prioritise the numerous requests received for improvements, we developed a process to determine which schemes should be considered for funding through our Capital Programme for Transport Improvements. The request for amendments to be made to the traffic signals to include a pedestrian phase was assessed to determine if it might be a priority for further consideration. The proposal met the benchmark score and was put forward for detailed assessment.

2.9. The detailed appraisal was carried out in late 2018 and was ranked 38 out of 76 appraisals assessed. We have sufficient funds available to consider the first 21 schemes on the detailed appraisal assessment list which forms the Capital Programme for Transport Improvements 2019/20. This programme was approved by the Lead Member for Transport and Environment at his decision-making meeting held on 18 March 2019. As a result of the detailed appraisal, the scheme was not put forward for inclusion into the capital programme for 2019/20. The request will continue to be retained on record for possible inclusion in a future programme. A scheme could also secure entry in the event that external funding becomes available, for example from funding raised by the local community.

3 Conclusion and Reasons for Recommendations

3.1. It is recommended that the Lead Member for Communities and Safety agrees that the inclusion of a pedestrian phase at these traffic signals is not presently a priority for funding from the County Council's budget. However, appropriate improvements could be considered should an alternative source of income become available or if an application through Community Match was successful.

3.2. In order to determine what measures could be suitable at this signalised junction prior to a Community Match application, it is suggested that the residents contact the Borough Council to ascertain whether they would be interested in supporting a scheme to try and influence traffic conditions in this road. They would then need to commission a Feasibility Study at a cost of £500. This will help to identify possible improvements for further discussions and provide the group of residents and Borough Council with an estimate of what they might cost to assist in their budget considerations.

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LOCAL MEMBERS

Councillor Ungar

BACKGROUND DOCUMENTS

None