

Report to: Lead Member for Transport & Environment

Date of meeting: 17 June 2019

Report By: Director of Communities, Economy and Transport

Title: Pedestrian Crossing, Friday Street, Eastbourne

Purpose: To consider the results of the local consultation on the proposed pedestrian crossing in Friday Street, Eastbourne and to recommend how the scheme will be taken forward.

RECOMMENDATIONS: The Lead Member is recommended to:

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

(2) Approve the proposal for the pedestrian crossing in Friday Street as set out in this report to be taken forward to construction 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 the provision of a controlled pedestrian crossing facility on Friday Street, Eastbourne. As a result, these requests have been considered using the County Council's scheme prioritisation process for assessing requests for local transport schemes. The scheme scored sufficiently highly for inclusion in the 2016/17 capital programme for local transport improvements with funding initially allocated to undertake a feasibility study to develop a proposal for consultation.

1.2 Friday Street is classified as a 'B' class distributor road, linking Stone Cross with the Langney area and onto central Eastbourne. It is used by many pedestrians from the local residential area to access the nearby Shinewater Primary School, Causeway Secondary School, Shinewater sports centre, the local convenience store in Milfoil Drive and Langney shopping centre. There are a number of uncontrolled pedestrian crossing facilities along its length as well as a controlled pedestrian crossing near its junction with Willingdon Drove.

2. Supporting Information

2.1 A feasibility study was carried out by East Sussex Highways in June 2017 to identify an appropriate location to introduce a controlled pedestrian crossing facility along Friday Street, between the junctions with Dittons Road in Stone Cross and Willingdon Drove in Langney. To inform the study, surveys were carried out to determine vehicle flows and average vehicle speeds. Pedestrian surveys were also 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. Consideration was also given to the crash data in the wider extent of Friday Street over the last three year period.

2.2 The feasibility study identified that the most appropriate location for a controlled crossing facility on Friday Street was between Oak Tree Lane and Shinewater Lane. The proposed location of the crossing was also determined by the current use of the existing informal crossing point by school children and local residents to access the trip attractors identified in section 1.2 above and the residential area on the opposite side of the road. The proposed location is shown in Appendix 1.

2.3 In order to accommodate the controlled crossing at this location, the scheme involves the relocation of the southbound bus stop from north to south of Oak Tree Lane. This is because the current position of the bus stop north of Oak Tree Lane would impact on visibility between approaching southbound traffic and pedestrians on the proposed crossing. Relocating the bus stop also improves the sight visibility for all road users and relocates it away from the required zig-zag road markings on the approaches to the proposed

crossing that must be kept clear of traffic. The northbound bus stop will remain unchanged as it does not interfere with either pedestrian or driver inter-visibility to the proposed crossing.

2.4 A consultation on the proposals was undertaken in February 2019, with Sussex Police, South East Coast Ambulance Service, East Sussex Fire and Rescue Service, the Freight Transport Association, Local Bus Company (Stagecoach) and the Road Haulage Association. One objection was received from Stagecoach regarding the relocation of the southbound bus stop referred to in paragraph 2.3. As part of the design process the local bus company had been consulted regarding the relocation of this bus stop. At the time, Stagecoach raised concerns about the impact on public transport users and alternative locations for this bus stop were discussed and designed for submission to Road Safety Audit. However, the Road Safety Audit cited that the alternative proposals would obstruct forward visibility of the crossing. Therefore it was concluded that relocating the southbound bus stop to its proposed location was the most appropriate location and this has been communicated back to Stagecoach.

2.5 A local consultation was carried out between 15 February and 8 March 2019, by means of a letter-drop and accompanying plan delivered to properties within the vicinity of the proposed crossing. A copy of the consultation letter, plan and a map showing the extent of the consultation, is contained in Appendix 2. Details of the consultation were also sent to the local County and Borough Councillors. Councillor Shuttleworth has confirmed his support for the scheme. A summary of the responses to the local consultation is provided in Appendix 3 and full copies of the correspondence is available in the Cabinet and Members' Room.

2.6 Consultation analysis concluded that of the 38 respondents who replied, 89.5% of respondents supported the scheme. The consultation process included Shinewater Primary School as well as local youth club (HUB). Both confirmed their support for the proposed scheme and have canvassed for such a facility for many years following a fatal accident in the same location involving a pupil from Shinewater Primary School in December 2014. Support for the scheme and the impact on the school following the accident were submitted during the public consultation exercise.

2.7 Two objections were received from residents following the consultation exercise relating to the existing speed limit of 40mph and requesting for this to be reduced to 30mph instead of providing a pedestrian crossing. The existing 40mph speed limit was reviewed as part of the early design process. Traffic surveys were undertaken which found average speeds between 33.2mph and 37.3mph with 85th percentiles at between 38.7mph and 42.7mph. Whilst this request has been considered in consultation with our Road Safety team and Sussex Police, it was concluded that the existing 40mph speed limit was still the most appropriate for the road and a speed limit reduction would adversely affect traffic flow through this busy route.

2.8 In addition, an objection was received in relation to the existing blocked off southern access to Oak Tree Lane being further compounded by the introduction of the controlled crossing facility. Following a review of the objection, it was noted that this access has been blocked for some time and the introduction of the proposed crossing would have no impact on access to Oak Tree Lane via Helvellyn Drive.

3 Conclusion and Reasons for Recommendations

3.1 There are currently limited pedestrian crossing facilities on Friday Street. The County Council has previously received requests for a controlled pedestrian crossing to be introduced and these have been considered through the County Council's scheme prioritisation process for assessing requests for local transport schemes. The requests scored sufficiently for a scheme to be included in the Capital Programme for local transport improvements. Subsequent survey and design work have identified the most appropriate location for a controlled pedestrian crossing to be introduced on Friday Street was between the junctions of Oak Tree Lane and Shinewater Lane. A local consultation exercise undertaken in February 2019 identified significant support for the scheme albeit with a number of objections

3.2 In light of the significant support for the scheme, it is therefore considered that these objections are outweighed by the road safety and accessibility improvements that the proposed crossing will bring to the local community. The Lead Member is recommended to approve the construction of a controlled pedestrian

crossing in Friday Street as set out in this report, as part of the 2019/20 Capital Programme for Local Transport Improvements.

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LOCAL MEMBERS

Councillor Alan Shuttleworth

BACKGROUND DOCUMENTS

None