

**Report to:** Lead Cabinet Member for Transport and Environment

**Date of meeting:** 27 April 2015

**By:** Director of Communities, Economy and Transport

**Title:** Petition requesting the introduction of traffic calming measures on St Philip's Avenue, Eastbourne.

**Purpose:** To consider the response to a petition requesting the introduction of traffic calming measures on St Philip's Avenue, Eastbourne.

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

- (1) The introduction of traffic calming measures along St Philip's Avenue has been assessed using the scheme prioritisation process for local transport improvements;
  - (2) As a result of this assessment, the scheme is not of sufficient priority to be considered for funding through the capital programme for local transport improvements; and
  - (3) The petitioners may wish to consider working with Eastbourne Borough Council to submit an application for the scheme to be considered for potential match funding as part of the County Council's Community Match initiative.
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## **1 Background**

1.1 At the County Council meeting on 21 October 2014, Councillor Tutt presented a petition to the Chairman stating:

*"We are requesting that some form of traffic calming measures are put in place (not speed bumps). Preferably a 20mph speed limit and a form of allowing only one vehicle at a time through certain parts of the road (St Phillips Avenue). This will hopefully make the road less desirable as a cut through and slow the traffic down to levels where the houses do not vibrate and it is much safer for people to cross the road. It would be preferable if lorries over a certain weight were not allowed to use the road."*

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 or Lead Member and that a spokesperson for the petitioners be invited to address the Committee. The Chairman has referred this petition to the Lead Cabinet Member for Transport and Environment. A covering letter to the submitted petition from the lead petitioner can be found in Appendix A.

1.3 The petition contains 16 self completion surveys completed by residents in properties along the specific section of St Philip's Avenue between Roselands Avenue and Woodgate Drive.

## **2 Supporting Information**

2.1 St. Philip's Avenue forms part of Eastbourne's urban highway network, it is mainly fronted by residential premises but also provides access to a large electricity substation, water treatment works, household waste site and various large scale industrial and retail premises.

2.2 In 2000, a traffic calming scheme involving the construction of carriageway build outs and a mini-roundabout at the junction of St Philip's Avenue with Southbourne Road and Churchdale Road was introduced.

2.3 In November 2008 a petition requesting traffic calming along St Philip's Avenue was considered by the Lead Cabinet Member for Transport and Environment. Approval was given to introduce a priority working system on St Philip's Avenue between Whitley Road and Ringwood Road and a zebra crossing immediately to the north of the junction of St. Philip's Avenue and Ringwood Road. A further consultation exercise was carried out following the decision making meeting which showed that local residents then did not support the introduction of priority working on St Philip's Avenue as they did not want to lose parking spaces along the road. As a result, a raised table was installed southwest of Ringwood Road in addition to the zebra crossing.

2.4 In January 2015 a site meeting was held with the Lead Petitioner to discuss the request for traffic calming measures on St Philip's Avenue. The petitioner clarified that his request was primarily to address issues on the section of St Philip's Avenue between Roselands Avenue and Woodgate Road. The Lead Petitioner was advised that an assessment would be undertaken using the County Council's approved scheme prioritisation process to determine if the scheme is of sufficient priority to be taken forward through the capital programme for local transport improvements. An indicative estimate of the cost of the traffic calming measures that would be required along this stretch of road is £40,000. The Lead Petitioner also stated at the site meeting that the properties along the street experienced vibrations due to HGVs and private vehicles using the road at high speeds.

2.5 A site meeting was also held with the Local Member Councillor David Tutt. Councillor Tutt advised that the Borough Council could support and fund a signed 20mph limit along St Philip's Avenue. He was advised that average speeds would have to be below 24mph for a 20mph limit to be introduced consisting of signs alone. If the speeds were above 24mph physical traffic calming features would be required.

2.6 A seven day speed survey undertaken on St Philip's Avenue 15m north east of Hunloke Avenue showed that the average speeds in both the northbound and southbound directions were 29mph. Although the recorded speeds along St Philip's Avenue comply with recommended speed thresholds for a 30mph speed limit, traffic calming features would be required to enable a 20mph speed limit to be introduced as the average speed is above 24mph.

2.7 The request for traffic calming was assessed using the scheme prioritisation process for local transport improvements to determine whether it could be considered for possible funding through the capital programme for local transport improvements. The request for traffic calming along St Philip's Avenue between Roselands Avenue and Woodgate Road did not achieve the benchmark score to enable it to be taken forward for further consideration. This is because the relatively good safety record around this location means that the scheme is unlikely to achieve any accident savings. The request for traffic calming will be kept on file so that it can be considered again if an external source of funding should come forward.

2.8 In June 2014 the County Council launched the Community Match initiative which aims to help local communities take forward transport improvements that are locally important, but are not of sufficient priority to be fully funded by the County Council. The local community retains ownership of the scheme and is primarily responsible for undertaking local consultation. Any application needs to be supported by the local Borough, Town or Parish Council. There is the potential for match funding of up to 50 percent of the design and construction costs of schemes that are selected for inclusion in the programme. A total of £100,000 has been allocated in the capital programme for local transport improvements to match fund the requests for schemes that are received in 2015-16.

2.9 The petitioners may wish to consider approaching Eastbourne Borough Council to determine if they would support the introduction of traffic calming measures along St Philip's

Avenue between Roselands Avenue and Woodgate Road and consider submitting an application for the scheme to be considered for match funding through the County Council's Community Match Initiative. A key consideration would be whether there was the prospect of match funding being raised locally.

2.10 Concerning the issues that have been raised by the lead petitioner about HGVs using the road, an HGV restriction along St Philip's Avenue would not be feasible as it would not be possible to identify suitable alternative routes for those vehicles needing to access the business and industrial premises including the household waste disposal site.

### **3. Conclusion and reasons for recommendations**

3.1 The introduction of traffic calming measures along the section of St Philip's Avenue between Roselands Avenue and Woodgate Road has been assessed using the approved scheme prioritisation process for local transport improvements. The scheme is not of sufficient priority for possible funding through the capital programme for local transport improvements.

3.2 It is therefore recommended that the Lead Member informs the petitioners that the request for a traffic calming along St Philip's Avenue between Roselands Avenue and Woodgate Road will not be taken forward at this time, but that the request will be kept on file should an external source of funding become available in the future. In addition, the petitioners may wish to consider approaching Eastbourne Borough Council to ascertain if they would be prepared to support an application for the scheme to be match funded through the County Council's Community Match Initiative.

### **RUPERT CLUBB**

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### **LOCAL MEMBERS**

Councillor David Tutt

### **BACKGROUND DOCUMENTS**

None