

# **EASTBOURNE AREA COMMITTEE - 26 JUNE 2002**

## **LIST OF SCHEMES FOR CONSTRUCTION AND/OR DESIGN DURING NEXT 12 MONTHS IN EASTBOURNE**

### **1. A27 POLEGATE BYPASS AND A22 NEW ROUTE OPENING**

Note: The A27 Polegate Bypass and the A22 New Route will be open on the 19 June 2002.

#### **1.1 A22 SIGNAGE STRATEGY**

A £94,000 scheme has recently been completed to provide the requisite new signage, for Eastbourne and the adjacent areas, associated with the opening of the A27 Polegate Bypass and the A22 New Route. However, approximately 60 of the signs will be erected or uncovered in the two weeks prior to the opening of the new roads. This is to minimise driver confusion and to utilise existing posts which are in a good condition and do not warrant replacement. Extensive publicity and warning notices have been displayed in order to appraise drivers of the potential for inadequate signage during this interim two week period.

For traffic heading into Eastbourne on the new A22, town centre traffic will be signed via Cross Levels Way. Traffic heading for the seafront or the Sovereign Harbour area will be signed via Lottbridge Drove. For traffic heading out of Eastbourne, all traffic south of The Avenue will be signed to the new A22. All traffic north of The Avenue will be signed via the existing A22 (to be renumbered A2270). This strategy conforms to the long term plans for relocating the town centre ring-road.

### **2. LOCAL TRANSPORT PLAN SCHEMES**

#### **2.1 STRUCTURAL MAINTENANCE**

The County Council has allocated £409,000 of the LTP structural maintenance allocation to Eastbourne. This is to be utilised for structural maintenance and surface dressing of non-principal roads, of which approximately £150,000 is available for footway maintenance. The Eastbourne Highways Group has evaluated and prioritised the existing list of roads and footways to determine where the funding should be allocated. All of the allocated funding must be spent in the 2002/2003 financial year. By necessity, this means that there may be extensive road and footway works throughout the year but it is hoped to programme the works to cause the minimum of traffic disruption, particularly in the summer months.

#### **2.2 EASTBOURNE URBAN AREA PACKAGE**

The Eastbourne Highways Group is currently preparing preliminary designs for the

following highway schemes:

1. Seaside Road Regeneration scheme

This is a jointly funded scheme by the Borough Council, County Council and English Heritage designed to improve the Seaside Road area. The scheme will incorporate environmental enhancements, pedestrian improvements and possible changes to the existing traffic regime. It is intended that a draft scheme will be the subject of a public exhibition in July 2002. Dependent on the allocation of LTP funding, implementation is programmed for the 2003-2004 financial year.

2. Terminus Road (south end)

This scheme involves the partial pedestrianisation and one-way northbound of the section of Terminus Road between Grand Parade and Seaside Road. Preliminary designs are currently being prepared with the intention of a joint public exhibition with the Seaside Road scheme. Dependent on the allocation of LTP funding, implementation is also intended for the 2003-2004 financial year.

3. Coach facilities at the pier

A feasibility study has been carried out on the area immediately east of the pier to determine an optimum arrangement for a coach dropping-off point that will maximise the space available. The proposed scheme will include provision for taxis, reallocation of space for disabled vehicle parking, and a reduction of the existing conflict between pedestrians and vehicles. The extent and layout of any proposed scheme will depend on whether the listed statue can be relocated to an adjacent area to facilitate coach turning movements. English Heritage has been contacted for views on the proposals.

4. Highway infrastructure associated with the opening of the A22 New Route

In association with changes to the current traffic patterns, when the A22 New Route opens, a number of strategic junctions have been identified where physical changes to the junction geometry may need to be carried out, to improve traffic management. Dependent on ESCC priorities, the necessary funding may be allocated that will permit the works to be carried out in the 2002-2003 financial year.

5. Sovereign Harbour Bus Link

Following consultation with the principal parties (Sovereign Harbour, Prudential, ASDA, Eastbourne Buses, Eastbourne Borough Council and East Sussex County Council), a detailed scheme has been prepared that has been submitted to the parties for approval. Subject to this approval and necessary agreements being in place, LTP funding could be made available. However, as the detailed design has progressed it has become evident that the LTP funds allocated for this scheme will not cover the full cost of implementation. Contributions from other sources will be required to complete this scheme which if implemented will provide infrastructure improvements in Sovereign Harbour and improved bus services.

6. District General Hospital – Public Transport Interchange

A number of meetings have occurred between Eastbourne Buses, Stagecoach, ESCC Passenger Transport Group, Transport 2000, the local highways group, DGH, Sussex Downs College and Park College to progress the scheme. A detailed design for the highway improvements required for the interchange has been prepared and agreed after consultation with all interested parties. Part of the proposal includes a new footpath (with lighting) connecting the interchange with Sussex Downs College across a sports field owned by the ESCC Education Department. Implementation will include a marketing initiative by the bus operators, aimed at encouraging more people to use buses to and from the site. Planning permission will be required for the development, which is located wholly on private land.

The timescale for the scheme is dependent on the allocation of LTP funding, and the resolution of land and planning issues. A further consideration at this time is the possible relocation of the helipad, which may have implications on the design for the interchange scheme.

### **3. LOCAL SAFETY SCHEMES**

#### **3.1 WILLINGDON DROVE / MILFOIL DRIVE**

The junction of Willingdon Drove and Milfoil Drive has been identified in the County Council's Road Safety Strategy as a site with a poor crash record. Owen William's consultants have undertaken an accident study of the site and have recommended that the priority junction be replaced with a mini-roundabout. Such an arrangement would complement the mini-roundabout at the nearby junction with Larkspur Drive providing a further traffic calming feature on Willingdon Drove as well as providing a safer junction. Detailed design and consultation will be carried out in August/September 2002, with construction due to commence in December 2002.

#### **3.2 MEMORIAL ROUNDABOUT**

The Road Safety Strategy has identified the Memorial Roundabout as a site with a poor crash record. Preliminary design and consultation has been carried out and the intention is that the scheme will commence construction in September 2002.

#### **3.3 CRASH ANALYSIS SITES**

Preliminary investigation work has been carried out by ESCC's consultant on a number of sites in Eastbourne, which have been identified as having a significant accident record. As a result of the investigatory work, the following sites have been identified for physical remedial measures to be carried out in this financial year and for 2003-2004:

##### 2002-2003

- a) Lottbridge Drove / Cross Levels Way
- b) Langney Rise / Sevenoaks Road

- c) Langney roundabout

2003-2004

- a) Seaside roundabout
- b) Grange Road / Blackwater Road
- c) Victoria Drive / Milton Street
- d) Carlisle Road / Grange Road

## **4. TRAFFIC CALMING**

### **4.1 ST. PHILIP'S AVENUE – PHASE 2**

The preliminary design of Phase 2 of the traffic calming proposals will be subject to consultation later this year. The proposals essentially entail a revision of the existing parking arrangements in conjunction with physical build-outs to provide chicanes to produce a traffic calming effect. Subject to the results of the consultation, funds are available to implement the proposals during the current financial year. Once the effects of these Stage 2 measures have been assessed, other measures, such as an additional mini-roundabout at the junction of St Philip's Avenue with Harding Avenue/Roselands Avenue would be investigated if necessary.

### **4.2 PRIORY ROAD TRAFFIC CALMING ASSESSMENT**

Priory Road was identified as a priority location for traffic calming based on ESCC criteria. Parkmans Consultants have produced some initial proposals and additional surveys have now been arranged to enable them to be assessed. Appropriate local consultations will take place and any works agreed will then be taken forward for detailed design and construction in 2003-2004 subject to a satisfactory LTP settlement.

In addition to any measures identified above, a traffic island is to be constructed in Priory Road at the entrance to the Langney Sports club. This is to provide a safe crossing point for pedestrian visitors to the club. The new island will be in conjunction with additional waiting restrictions designed to reduce the congestion caused by parked vehicles during major events held at the club. The funding for the island and waiting restrictions is wholly supplied by the club as part of a Planning agreement associated with extending the club facilities.

## **5. PEDESTRIAN CROSSINGS**

### **5.1 VICTORIA DRIVE – PROVISION OF NEW CROSSING**

A Puffin type light controlled crossing is to be installed in Victoria Drive outside the entrance to Ocklynge School. The local highways team at the Borough Council have designed the scheme with construction due to commence on 15 July 2002 to coincide with

the school summer holidays.

## **6. PARKING STRATEGY IN EASTBOURNE**

### **6.1 DECRIMINALISED PARKING**

The Borough Council, working with the County Council, is currently collating a database of all the existing Traffic Regulation Orders in Eastbourne. This is the essential initial phase of the work towards the introduction of decriminalised parking enforcement (DPE). This work is anticipated to be completed by the end of this financial year.

In the immediate future, it is intended to set up working groups for residential zones adjacent to the town centre to evaluate the possible parking regimes for these areas. The working groups for the zones will comprise Members, Borough and County highway officers, resident representatives, and local business representation where applicable. The town centre zone will have a similar working group but with additional representation including transport groups, Police, and a wider business involvement. Once a preliminary draft scheme has been identified, approval will be sought through the relevant committees of both Eastbourne Borough Council and East Sussex County Council to undertake wider public consultation incorporating full letter drops and exhibitions.

In accordance with the Eastbourne Urban Area Local Transport Plan, the current implementation date for DPE is late 2004.