

Ore valley, Hastings

Old London Road/Priory Road junction signalisation

Having examined the drawings and traffic flow details made available to me it appears the scheme has been designed purely to cater for the vehicular traffic through the junction. It is disappointing that the cycle audit was not involved earlier in the process preferably at the Design Brief stage but perhaps more importantly at the Preliminary Design stage.

The heavy flows of traffic on Priory Road and Old London Road make the route a barrier to residents in the area. It is almost certain that this causes problems of access to and from schools and local shops. The proposed signalised junction improvements should be the ideal opportunity to redress this issue for the communities either side of the major route by designing a junction that will permit safe crossing by vulnerable road users ie cyclists and pedestrians. Since over 70% of casualties to cyclists occur at junctions it is vital that care is taken to ensure cycles can negotiate the proposed junction safely. The schools are predominantly to the north of the junction. The established safe cycle route (National Cycle Route 2) through Hastings is to the south of the area and offers good access to seafront and major shopping for area.

The short narrow traffic lanes proposed for Priory Road will prove very difficult for cyclists as they can not be overtaken even by a car without the car using both lanes. The lane width will also prove a problem when buses and HGV's are using the inside lane as they will be forced to straddle to white line forcing any vehicles using the outside lane into the oncoming traffic. The width of carriageway required for a bus/HGV to overtake a cycle at 20mph with minimum recommended clearance is 4.6m and at 30mph this increases to 5.1m.

I believe there is a need to provide a Toucan crossing from Frederick Road to Mount Road. This will allow cyclists to enjoy the controlled crossing which is only currently proposed for cyclists. It is recognised that flows in excess of 800 vph make for very difficult for cyclists to cross safely without a controlled crossing.

Whilst the gradient of Old London Road from the south makes cycling difficult a 2m wide with flow cycle lane coupled with an ASL on the approach to the traffic signals would make for a much safer route. The loss of the left turn lane would result in a much wider 4m lane capable of accommodating all traffic.

Similarly it is recommended that the approach along on Frederick Road should be reduced to one lane to enable an ASL and a cycle lane lead in.

Small variations in signal inter-green timings may be required when ASLs are added (1-2 seconds maximum) and this would need to be checked.

To ensure that cyclists exiting Frederick Road can gain easy access to Mount Road there is a need for a 'Keep Clear' marking (to Diag. 1026) on London Road across its junction with Manor Road.

Whilst not directly related to cycling there is also the opportunity to improve the width of the footways, which are less than 1m wide in places, to aid pedestrian movement through the area. This is especially important for wheelchair users and parents with very young children. The proposed introduction of pedestrian guardrails reduces the available width even further and should be deleted.