

Report to	Lead Cabinet Member for Transport and Environment
Date	5 December 2005
Report By	Director of Transport and Environment
Title of Report	Hailsham Local Area Transport Strategy
Purpose of Report	To seek approval for the Local Area Transport Strategy for Hailsham

RECOMMENDATIONS

- 1. To approve the Local Area Transport Strategy (LATS) for Hailsham, subject to the amendments proposed in Appendix A; and**
 - 2. To note that the LATS will automatically become a daughter document to the Local Transport Plan (LTP), and will be used to inform allocations of funding that reflect a prioritised package of local integrated transport schemes and to provide a framework to assess planning proposals to ensure that they complement LTP objectives.**
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1. Financial Appraisal

1.1 The Local Transport Plan (LTP) proposes an investment programme to deliver a series of objectives over a five year period. The final draft Local Area Transport Strategy (LATS) for Hailsham (a copy of which is available in the Members' Room) will be used to help identify schemes and allocations of funding for transport investment under the Integrated Transport element of the Capital Programme. It does not commit the County Council to any further financial outlay, although there may be revenue cost implications arising from the implementation of new schemes. This will be reported in detail when Lead Member's authority is sought to progress those individual schemes.

2. Supporting Information

2.1 The Transport Act 2000, imposes a statutory obligation on all Local Transport Authorities to produce a LTP. A LTP is a five-year action plan for transport; which sets out the County's policy approach to transport provision in East Sussex over the subsequent five-year period. The current LTP covers the period between 2001/02 and 2005/06 inclusive. A provisional second LTP (LTP2) was submitted in July 2005, a final LTP2 will be submitted in March 2006 relating to the subsequent five financial years.

2.2 The LATS is a set of policies and proposals for transport related issues in a particular geographical area. The purpose of the Hailsham LATS is to set out how the transport system in the Hailsham area should be developed in a sustainable way to ensure it meets the needs of residents, businesses and visitors and supports economic stability. The LATS covers all forms of transport including walking, cycling, public transport (bus, coach, train and taxi), private car and freight.

2.3 The development of the LATS has been led by the vision: 'To improve travel choice, safety, and access for all people who live in, work in and visit Hailsham and its neighbouring communities and to ensure economic stability'.

2.4 The LATS provides a framework for investment in such schemes to help assess their contribution to achieving the LTP targets and objectives and will be used to help allocate borrowing approvals as well as funding from other sources.

3. Comments/Appraisal

3.1 A Steering Group comprising the elected Members of Hailsham Town Council, Wealden District Council and East Sussex County Council, plus representatives from Hailsham Youth Council and Sussex Police was established to provide a steer to the officers drafting the LATS. The process aimed to involve all local authorities, as well as the local community and although the Wealden Local Strategic Partnership were not members of the steering group they were consulted on the LATS. Councillor Bentley chaired the Group as the local County Council Member. County Councillor Thomas joined the Steering Group after the electoral ward boundaries were changed in May 2005.

3.2 The Steering Group has in turn, been informed by a Transport Forum comprising representatives from the local business community, local residents, elderly groups, local schools, transport users and other interest groups.

3.3 The views of the Transport Forum helped inform the development of the LATS by highlighting problems, identifying appropriate schemes and measures, and establishing priorities for implementation in the LATS area. Three Transport Forum meetings were held during the course of the development of the LATS and the issues raised at the working groups were subsequently included in the LATS, as appropriate.

3.4 The draft LATS was presented to the Steering Group in late September and to the Transport Forum and Hailsham Town Council in October 2005 for their consideration and comments. The Steering Group, Hailsham Town Council, Hellingly Parish Council and Wealden District Council and Wealden Local Strategic Partnership considered the document during October and November 2005. All these organisations, apart from Hailsham Town Council and Wealden District Council have endorsed the Strategy, subject to agreement on a number of proposed amendments. The amendments proposed by the Councils, including a suggested County Council response, are shown in the Appendix.

4. Conclusion and Reason for Recommendation

4.1 The adoption of the Hailsham LATS will help inform investment choices which improve travel choice and safety and encourage more people to make more of their journeys on foot, by bicycles and on public transport. I therefore recommend that the Hailsham LATS, incorporating the amendments proposed in Appendix A, be approved.

BOB WILKINS

Director of Transport and Environment

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Local Member(s): Councillor Bentley
Councillor Thomas

BACKGROUND DOCUMENTS

East Sussex Local Transport Plan.

Hailsham Local Area Transport Strategy (Final Draft – September 2005).

Comments received on Draft Hailsham Local Area Transport Strategy and suggested response

Section Number	Respondent	Comment	Response	Proposed change to document
3.3	Hailsham Town Council	Paragraph 3.3.3 describes the congestion problems on the A27 at the Beddingham Railway crossing and the alternative westbound route on the A22 through Lower Dicker. It does not mention that the B2124 road to Ringmer is used to travel to Lewes and that there is an accident problem at the junction of the A22 and the B2124. Can this information be added to the paragraph?	The junction of the A22 and the B2124 is outside the boundary of the Hailsham LATS and the County Council Traffic and Safety Group are looking at the accident problem separately. However, information about the use of the alternative B2124 route to Lewes and the accident problem will be added to paragraph 3.3.3.	Amend wording as suggested.
4.2 and 5.2	Hailsham Town Council	Paragraph 4.2.4 and section 5.2 mention pedestrian improvements to the High Street. The proposed improvements need to be pedestrian friendly and should consider either the creating one level surface for the road and pavement or a large pedestrian platform to connect the shopping areas on either side of the High Street. These options should be included in the text for paragraph 4.2.4 and section 5.2.	Agreed	Amend wording as suggested.
5.2	Hailsham Town Council	The walking and accessibility for people with reduced mobility section refers to undertaking a pedestrian audit. This should include twittens, which are unsafe, poorly lit and overgrown. There is also a problem with motorbikes and cyclists using twittens. The responsibility for lighting and maintenance needs to be defined – which local authority is responsible?	The pedestrian audit will encompass the Twittens	Make specific reference to Twittens being included in the safety audit
5.3	Hailsham Town Council	The public and community transport section refers to investigating the provision of a dial-a-ride service. How would a dial-a-ride service work? Can this be explained in the LATS document?	A dial-a-ride service is essentially a demand responsive means of transport that is primarily targeted at people with reduced mobility. People call the service telephone number to arrange a time and place to be picked up and dropped off. The route taken depends on the other requests for the service. It is an alternative to taxis, which do not always provide accessible vehicles for the	Include brief explanation of the scope of a dial ride service in the document

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			disabled. A dial-a-ride service can have certain criteria for its usage, but need not necessarily be exclusively for people with reduced mobility.	
4.4	Hailsham Town Council	Wealden District Council is looking at the possible introduction of a token system for use on buses and taxis, to replace the current bus pass system.	Noted	Add to LATS text in appropriate sections.
4.4	Hailsham Town Council	Need to increase the number of buses and usage of buses. Review services in the rural area.	The County Council has established an Eastbourne Area Quality Bus Partnership (QBP), which also covers Hailsham. Wealden District Council is to sign up as one of the principal partners. Other partners include the bus companies and local business organisations. The QBP aims to improve bus services in the area and it will be the main vehicle through which improvements will be achieved.	Add text that is more explicit about the aims and objectives of the QBP in Hailsham.
4.4	Hailsham Town Council	Suggestion to designate certain car parks for a Park and Ride service in Hailsham. Also suggestion to tie Park and Ride service in with the Dial-a-Ride bus service.	The size of Hailsham means that a park and ride service would not be viable	
5.3	Hailsham Town Council	Medium term measure to implement time limited waiting restrictions in the High Street. Why cannot this be a short-term measure? There has been Wealden DC and East Sussex CC agreement on this proposal for sometime. Short-term parking would provide spaces for shoppers and visitors to the town. Can the timescale be reviewed and brought forward?	The intention is to review the parking restrictions as part of the overall proposals for the High Street. It may be possible to introduce time-limited restrictions in the short-term although parking enforcement of the restrictions will be an issue.	
5.3	Hailsham Town Council	Concerns were raised about the impact on the local economy of the proposed introduction of area wide parking controls under medium and long-term measures.	Proposed area wide parking controls would be subject to public consultation. However, this proposal is in line with LTP policy to review parking provision and manage parking demand to assist measures to reduce congestion and increase modal shift. Add text to say proposals will be “ <i>subject to public consultation</i> ”.	Amend wording as suggested.

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5.3	Hailsham Town Council	Concerns about proposal for traffic management in the High Street under the medium term measures. Proposals will need to be subject to public consultation. Can this be added to the text?	Individual measures will be subject to public consultation. This text will be added " <i>subject to public consultation</i> ".	Amend wording as suggested.
4.8	Hailsham Town Council	Hailsham is semi-rural and we should be realistic about number of people cycling.	The County Council has to take account of the targets in the National cycling Strategy	
4.4	Hailsham Town Council	Bus services, both the frequency of services and the number of routes needs improving. More direct routes are required to Eastbourne, especially to the District General Hospital and the town centre.	This matter will be pursued as part of the Eastbourne Quality Bus Partnership	
4.4	Hailsham Town Council	Should investigate a free town bus service for Hailsham to encourage usage. Could ESCC/ Hailsham Town Council subsidise?	The County Council already spends £4m subsidising the operation of bus services across the County. It is unlikely that the County Council would be able to subsidise a free service	
4.13	Hailsham Town Council	Developer contributions should be used to improve Diplocks Way, especially as it is not identified in the draft Wealden Local Plan. Opportunities that arise from the Tesco and Marlow Ropes planning applications should be realised to provide transport improvements, such as a roundabout at the Diplocks Way/South Road junction.	Paragraph 4.13.4 makes specific reference to the use of developer contributions	
5	Hailsham Town Council	List of priorities. It is good to see pedestrians considered as a high priority. Question the higher priority for cyclists than cars. What research has been undertaken to establish potential cycle usage? Can a questionnaire be sent to all residents?	Priorities reflect national targets and the County Council's priorities under the LTP. National research and census results can be used to inform the cycling measures. All proposals will be subject to public consultation.	
General	Residents' Association Arlington Road West, The Glade and Robin Post	Concern was expressed that the LATS will adversely affect the residents' quality of life and have a generally negative effect on the environment for all in the Residents' Association area. The measures in the LATS will cause: increased deposits of	The CC will be seeking to reduce the impact of traffic in the LATS area by encouraging people to use alternatives to the car. Suitable lorry parking facilities are	

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	Lane (north)	rubbish by walkers & cyclists; increased traffic due to development of Diplocks Way as a retail environment and principal entry point to Hailsham; increased HGV traffic due to lorry parking facilities; and generally lead to increased traffic, noise and greater abuse of the area. The Residents' Association recognise that the document is necessary for strategic development, but ask that the various elements that contribute to the above concerns be reviewed and build in safeguards so that implementation of any strand of the strategy protects the residents and the rural area from over-use, excessive adverse impact and unforeseen circumstances, such as the loss of habitat through lack of responsible use.	<p>required to cater for the existing industrial estate needs. It is not the intention to increase HGV traffic and the traffic impact any further development proposals will need to be carefully considered.</p> <p>ESCC promotes responsible walking and cycling, encouraging people to respect the countryside and carefully dispose of their litter.</p> <p>Each measure contained in the LATS will be subject to public consultation and any specific issues will be considered at that time.</p>	
4.7	Hailsham Strategy Area Resident	<p>The Rail section of the strategy looks at operational issues and does not consider strategic options.</p> <p>The LATS should include the examination of a light rail, rapid transport system between Hailsham and Polegate.</p>	<p>The concept of a rapid rail system can be added to the LATS. The priority given to assessing the feasibility of a rapid rail system will need to be established against all the other measures proposed in the LATS. Add concept of rapid rail system to the LATS under section 4.7.</p>	Amend document as suggested
3	Wealden Local Strategic Partnership Co-ordinator	<p>The proposed Tesco development is likely to overshadow the existing High Street and this is even more likely if the two shopping zones are to be dissected by a busy road. Can the road be diverted around the outside of the town centre thus keeping traffic outside the pedestrian/business district? Could a pedestrian zone be created between the two areas to improve the public space and enhance access to public transport and taxis?</p>	<p>The impact of the proposed Tesco development will have an affect on traffic flows and congestion in the town centre. The County Council is under taking a Traffic Management Study to assess the impact of the proposed changes and to inform any decisions about changes to traffic flows, enhanced pedestrian facilities and parking etc. This is described in paragraph 3.5.21.</p>	
4.13 and 5	Hailsham Business Owner	<p>Concerned at the prospect of parking charges and effect on operating his business in the town.</p>	<p>The proposals for the introduction of parking charges would be subject to public consultation.</p>	
4.7	Hailsham Business	<p>As Cuckoo Trail is rarely used in inclement weather could it be better deployed with a</p>	<p>The concept of a rapid rail system can be added to the LATS. The priority given</p>	

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	Owner	light railway?	to assessing the feasibility of a rapid rail system will need to be established against all the other measures proposed in the LATS. Add concept of rapid rail system to the LATS under section 4.7.	
4.10	Hailsham Business Owner	Suggests that time restricted 20mph speed limits outside schools targeted at school opening and closing times, would be more effective than blanket 20mph speed limits. Could use signs with flashing amber lights and 20mph sign to warn drivers?	The time restricted 20mph speed limits can be investigated when the speed limit measures are being developed. All proposals will have to comply with government legislation with regards to signs and lines.	
3, 4 and 5	Hailsham & District Chamber of Commerce	Paragraphs 3.5.17 to 3.5.20, 4.2.2, 4.11.4, 5.2 & 5.3 make reference to improving access to Diplocks Way and the retail units. The Chamber is concerned that the proposed improvements for Diplocks Way will increase the attractiveness of the 'retail environment' on the industrial estate and have a detrimental impact on the Town Centre businesses. The Chamber does not support this strategy.	The proposals within the LATS will be developed in consultation with the local community and the Chamber of Commerce will be involved in this process. The proposals to enhance Diplocks Way are not intended to have a negative impact on the Town Centre businesses. Insert text stating that <i>measures will be subject to consultation.</i>	Amend wording as suggested.
3, 4 and 5	Hailsham & District Chamber of Commerce	The Chamber is concerned that the euphemism of 'traffic management' in the High Street will lead to draconian measures being implemented to control traffic and parking. The Chamber believes the failure to enforce current restrictions has much to do with the current problems. The Chamber is opposed to any proposals that introduce car parking charges and proposals to pedestrianise the High Street.	The traffic management proposals will look at the needs of pedestrians, cyclists, taxis, buses, general traffic and business deliveries. Any proposals will be subject to public consultation before a decision is made. Insert text stating that <i>measures will be subject to consultation.</i>	Amend wording as suggested.
4.13 and 5	Hailsham & District Chamber of Commerce	The Chamber does not support the proposal to provide more overnight parking facilities for freight vehicles should it go beyond meeting existing local demand (i.e. act as a magnet for en-route traffic or be used as overspill parking for other areas or be a cheaper alternative than other areas).	The feasibility study to investigate the introduction of a freight parking facility will consider these issues. The proposals will be subject to public consultation. Insert text stating that <i>measures will be subject to consultation.</i>	Amend wording as suggested.
4.4, 4.6 and 5	Hailsham representative for the Federation of	Para 4.4 Bus Services. Suggest the introduction of a Dial-a-Ride service to serve the Hailsham residential estates and more rural locations. The introduction of the	The possible introduction of Dial-a-Ride services is covered in paragraphs 4.6.3 and 5.2 of the LATS. A dial-a-ride service is essentially a demand	Include brief explanation of the scope of a dial-a-ride service in the document

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	Small Businesses (FSB) Not official FSB comments.	service would need to be well planned and information targeted to the areas served in advance of its introduction.	responsive means of transport that is primarily targeted at people with reduced mobility. The route taken depends on the other requests for the service. A dial-a-ride service can have certain criteria for its usage, but need not necessarily be exclusively for people with reduced mobility.	
4.4	Hailsham representative for the Federation of Small Businesses (FSB) Not official FSB comments.	Para 4.4 Bus Services. The bus stop located on the eastern side of Battle Road near the junction with the A271 Hawkswood Road has a layby and is currently classed as a request stop. Some bus drivers have a tendency to disregard this stop whether or not passengers are waiting. This has been reported but there is little improvement and passengers waiting particularly during twilight hours and darkness have been left.	Improvements to bus stop facilities and bus services are one of the main areas to be tackled through the LATS. This issue will be added to the list of problems, contained in the LATS, to be considered.	Include issue in paragraph 4.4
4.4	Hailsham representative for the Federation of Small Businesses (FSB) Not official FSB comments.	Para 4.4 Bus Services. There are no bus services along Battle Road in either direction.	This issue will be added to the list of problems, contained in the LATS, to be considered.	Include issue in paragraph 4.4
4.4	Hailsham representative for the Federation of Small Businesses (FSB) Not official FSB comments.	Para 4.4 Bus Services. The dovetailing of services 51, 51a, 52, 54, 98 and the Town Bus should be timed to allow adequate dispersal times at Polegate for rail connections. In addition the northbound bus stop should be relocated nearer the railway station in Polegate.	Agreed.	The issues will be added to paragraph 4.4.
3, 4 and 5	Hailsham representative for the	Hailsham High Street problems cannot be treated in isolation and solutions require consideration of a total review of the	Agreed. This is programmed as one for the first action points in the plan.	

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	Federation of Small Businesses (FSB) Not official FSB comments.	gyratory system. This was recognised at least two years ago and with the potential arrival of Tesco and the ongoing problems identified with Diplocks and South Road, this requires urgent action.		
3.5	LATS Transport Forum	Paragraph 3.5.21 Hailsham Town Centre. It was recognised that any proposals for the High Street should be considered as part of a wider study to look at the town centre as a whole. Plans for the High Street should consider loading and unloading for businesses, especially as some businesses do not have access at the rear. Need to consult on suggestions to partially pedestrianise the High Street or to restrict deliveries to certain times. The Road Haulage Association should be involved in the discussions.	Agreed. The proposals will subject to public consultation that will involve all interested parties.	
3, 4 and 5	LATS Transport Forum	Diplocks way is now a retail and industrial estate. Concerns were raised that measures to improve pavements and the road surface in Diplocks Way could have a negative affect for businesses in the High Street.	The proposals within the LATS will be developed in consultation with the local community. The proposals to enhance Diplocks Way are not intended to have a negative impact on the Town Centre businesses. Insert text stating that <i>measures will be subject to consultation.</i>	Amend wording as suggested.
4.13 and 5	LATS Transport Forum	Lorry parking problems are causing problems for the local economy. The lorry parking proposals should be restricted to serve only existing local requirements and should not be expanded to cater for any external demand.	The feasibility study to investigate the introduction of a freight parking facility will consider these issues. The proposals will be subject to public consultation. Insert text stating that <i>measures will be subject to consultation.</i>	Amend wording as suggested.
4.13 and 5	LATS Transport Forum	Parking enforcement is a problem in the town and in the High Street in particular. Proposals for time-restricted parking would require enforcement to work.	Parking enforcement is recognised to be a problem in the strategy area. The options for better parking enforcement need to be reviewed as part of the LATS. Proposals for parking enforcement will subject to public consultation and the agreement of the Police.	

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4.8 and 5	LATS Transport Forum	There are poor cycling facilities in Hailsham. Many roads are blocked by parking and have poor road surfaces such as Diplocks Way. Can a cycleway be introduced to go around the town centre?	The LATS will be looking to improve cycling facilities in Hailsham and the measures are covered in section 4.8 and 5. The investigation of a cycleway around the town centre will be added to the LATS.	Add proposal as suggested.
3.5.13	LATS Transport Forum	There are a number of problems along A259 South Road. There are congestion and safety problems at the South Road/Diplocks Way/Ersham Road junction. There are also problems associated with the entrance and exits to the BP Garage on South Road and Diplocks Way respectively. The proposal to construct junction improvements on the triangular piece of land could be controversial due to the loss of green space.	The problems with this junction have been included in the LATS Any proposals for this junction will be subject to public consultation.	
4.2	LATS Transport Forum	Pedestrian Crossing facilities are required on South Road in the vicinity of Costcutters.	This proposal is included in the LATS in section 4.2 and section 5 under the programme of measures.	
4.7	LATS Transport Forum	The draft Wealden Local Plan proposes increased housing in the strategy area and this will put pressure on the transport system. Can a light railway system between Hailsham and Polegate be investigated to serve new development sites? The Polegate train station needs redeveloping and light railway connections, parking and bus stops should be included in the proposals to provide a transport interchange.	The concept of a rapid rail system can be added to the LATS. The priority given to assessing the feasibility of a rapid rail system will need to be established against all the other measures proposed in the LATS. Add concept of rapid rail system to the LATS under section 4.7.	
4.4	LATS Transport Forum	Space for luggage on buses is a problem. Buses could be used as part of the journey to the airport if there was sufficient luggage space. Suggest that buses use trailers to carry luggage as they do on the continent.	This suggestion can be added to the LATS for consideration and discussion with the bus operators.	
3.5	LATS Transport Forum	Tesco supermarket proposals should not sever the town from Cuckoo Trail.	The Tesco planning application should include provision for connections to the Cuckoo Trail as part of the legal agreements. The LATS will aim to build on existing cycling facilities and improve	

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			connections to the Cuckoo Trail.	
4.12.3	Hellingly Parish Council	Divert HGV and heavy traffic off the A271 to Bexhill via A22 and Polegate bypass	Agreed. This proposal is included in the LATS under section 4.12.3 and as part of a freight signage package in section 5.	No Change
4.4	Hellingly Parish Council	Investigate minibus service from Hailsham centre to New Road, Hellingly Hospital and Hellingly village 4 times a day including two at school times	This proposal can be added to the LATS so that the viability of such a service can be assessed.	Add proposal as suggested.
General	Hellingly Parish Council	Relocate Hellingly School to meet present and future demand from North Hailsham to Welbury Farm or to land west of old Mill east of Cuckoo Trail on A271 or to east of Battle Road at junction with A271.	This proposal would have to be considered by the Education and Planning Authorities. It would be premature to consider this as part of the LATS.	No Change.
4.11	Hellingly Parish Council	Introduce peak hours traffic lights on Boship Roundabout to aid traffic flow	This proposal can be added to the LATS under section 4.11 and considered as part of a wider study of traffic management in the LATS area.	Amend document as suggested.
4.11	Hellingly Parish Council	Introduce 60mph speed limit on A22 northbound through Woodside	This proposal can be added to the LATS under section 4.11 for consideration. The proposal will be forwarded to the Traffic and Safety Group to add to the County Council's priority list of speed limit requests.	Amend document as suggested.
4.7	Hellingly Parish Council	Support Lewes-Uckfield Rail link in order to make dramatic improvements to local rail services	The County Council supports the Lewes-Uckfield line in principle. Add text to LATS clarifying the County Council's position.	Amend document as suggested.
4.11	Hellingly Parish Council	Support upgrade of A27 Polegate to Lewes road to include Folkington link. This will relieve pressure on Golden Cross, Ringmer, Lewes roads and part of A22.	The County Council supports the upgrade of the A27 Polegate to Lewes Trunk Road in principle. Trunk Roads are the responsibility of the Highways Agency and all trunk road improvements are subject to government approval. Add text to LATS clarifying the County Council's position.	Amend document as suggested.
General	Hellingly Parish Council	Support major housing development in Polegate which has some good transport links now, but would need better ones in	The County Council supports the proposed development in Polegate subject to appropriate transport	Amend document as suggested.

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		the future	requirements being met. Add text to LATS clarifying the County Council's position.	
4.7	Hellingly Parish Council	For the distant Future a Monorail from Hellingly to Polegate over the Cuckoo Line - quiet clean & fast	The concept of a rapid rail system can be added to the LATS. The priority given to assessing the feasibility of a rapid rail system will need to be established against all the other measures proposed in the LATS. Add concept of rapid rail system to the LATS under section 4.7.	Amend document as suggested
4.3	Hailsham and Hellingly Labour Party	People with reduced mobility can find tactile paving, as provided at pedestrian crossings, very hazardous to walk on. On wide crossings it would be helpful if there could be a portion of the pavements on each side that is smooth.	This suggestion can be added to the LATS. The design process for pedestrian crossings will consider this proposal.	Amend text as suggested
4.11.4	Hailsham and Hellingly Labour Party	4.11.4 Banning traffic turning right into Western Road from the railway would make it more difficult for pedestrians to cross South Road at the bollards just round the corner. In that case, traffic hold-ups at the junction assists pedestrians.	Add this comment to the Roads and Traffic issues in the LATS. Any changes to this junction would consider safety of pedestrians and their ability to cross the road. Any changes would also be subject to public consultation.	Amend text as suggested
General	Hailsham and Hellingly Labour Party	We should like to see some recognition of Hailsham and Hellingly as a tourist destination and provision of information and services with tourists in mind.	Noted. This is an overarching objective that will need to be discussed with the Tourist Board and Wealden District Council.	
4.6.1 and Annex - Table A4	Cuckmere Community Bus	The Cuckmere Community Bus has made recent improvements to its service. In addition to the days listed, the bus service now also operates on Mondays as follows: <u>Route:</u> Berwick – Chalvington – Ripe – Deanland Park – Upper Dicker - Horsebridge – Hailsham – Lion House Park <u>Service Details:</u> Mondays only. Service stops in Hailsham High Street on three occasions at 10.49, 11.03 and 12.29	Update LATS accordingly	Amend text as suggested
Annex - Table A4	Cuckmere Community Bus	The Cuckmere Community Bus has made recent improvements to its service. The Wednesday service now operates as follows: <u>Route:</u> Berwick – Chalvington - Ripe –	Update LATS accordingly	Amend text as suggested

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		<p>Upper Dicker –Horsebridge – Hailsham – Lion House Park – Selmeston – Alciston – Alfriston - Arlington- Milton Hide- Hailsham -Berwick</p> <p><u>Service Details:</u> Wednesdays only. Service stops in Hailsham High St on five occasions at 09.27, 9.39, 10.42, 10.59, 11.28</p>		
Annex - Table A4	Cuckmere Community Bus	<p>The Cuckmere Community Bus has made recent improvements to its service. The Friday service now operates as follows:</p> <p><u>Route:</u> Berwick – Chalvington - Ripe – Deanland Park –Upper Dicker – Horsebridge – Hailsham – Lion House Park - Berwick</p> <p><u>Service Details:</u> Friday afternoons only. Stops in Hailsham High St on three occasions at 14.19, 14.29 and 15.59</p>	Update LATS accordingly	Amend text as suggested
4.8.3	ESCC Cuckoo Trail Ranger	<p>Suggests the text for the Cuckoo Trail issues should be changed to read:</p> <p>Cuckoo Trail forms a spine through town from which more radial routes can be established. Many areas of the town and tourist attractions, such as Michelham Priory (a link exists but it has muddy section on Hempstead Lane), should have improved cycle links from the Cuckoo Trail, although various pinch points could cause problems;</p>	Agreed	Amend text as suggested
4.8.3	ESCC Cuckoo Trail Ranger	<p>Suggests the text for the Cuckoo Trail issues should be changed to read:</p> <p>The missing section of the Cuckoo Trail beside Station Road should be completed (the present link is very unsafe);</p>	Partially Agreed. Change text to read: The missing section of the Cuckoo Trail between Station Road and the town centre should be completed (the present link beside Station Road is very unsafe);	Amend text as suggested
4.8.3	ESCC Cuckoo Trail Ranger	<p>Not sure that improving lighting to ensure the Cuckoo Trail is used throughout the year (not just the summer) will not resolve issues like litter, broken glass or anti-social behaviour.</p>	Agreed. Add this point to the text.	Amend text as suggested
4.8.3	ESCC Cuckoo	The LATS includes the suggestion to	Agreed. Add this point to the text.	Amend text as suggested

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	Trail Ranger	segregate walkers and cyclists on the Cuckoo Trail and using a white line to separate them. There is a need to avoid conflict between walkers and cyclists and more cyclist education and signage is required. However, a white line is not Council policy as cyclists then speed along 'their' side of the line.		
4.8.3	ESCC Cuckoo Trail Ranger	The LATS mentions the need for access from the Cuckoo Trail to places where people can stop and get a drink etc. These do exist and perhaps better signing is required?	Agreed. Add this point to the text.	Amend text as suggested
4.9.3	ESCC Cuckoo Trail Ranger	The LATS includes the issue of providing a secure link from the Cuckoo Trail to Hailsham Community College with an entrance being closed at 9am. The College would have to take responsibility for security etc	Agreed. Add this point to the text.	Amend text as suggested