LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment, Councillor Nick Bennett

MONDAY, 18 JUNE 2018 AT 10.00 AM

CC2 - COUNTY HALL, LEWES

AGENDA

1 Decisions made by the Lead Cabinet Member on 21 May 2018 *(Pages 3 - 6)*

2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.

3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.

4 Notice of Motion - Air Quality and reducing pollution from diesel vehicles *(Pages 7 - 14)*
Report by the Director of Communities, Economy and Transport

5 Alexandra Park and St Helen's Road cycle route review *(Pages 15 - 122)*
Report by the Director of Communities, Economy and Transport

6 Hailsham Polegate Eastbourne Movement and Access Corridor *(Pages 123 - 160)*
Report by the Director of Communities, Economy and Transport

7 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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8 June 2018

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 21 May 2018 at County Hall, Lewes

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Councillor Stephen Shing spoke on items 4 and 5 (see minutes 3 and 4)
Councillor Stogdon spoke on item 5 (see minute 4)

1 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 19 MARCH 2018

1.1 The Lead Member confirmed as a correct record the minutes of the meeting held on 19 March 2018.

2 REPORTS

2.1 Reports referred to in the minutes below are contained in the minute book.

3 TRAFFIC MANAGEMENT IN ALFRISTON HIGH STREET

3.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, with a correction to the date of the trial referred to at paragraph 2.8. He confirmed that he had received further correspondence from three residents of Alfriston and Seaford.

3.2 The following people spoke regarding the report: Dr June Goodfield (on behalf of SAFE); Bill Rendall (on behalf of the petitioners, Conserve Alfriston); Councillor Caroline Adcock (former member of SAFE and Conserve Alfriston, and current Alfriston Parish Councillor), and Councillor Ray Savage (on behalf of Alfriston Parish Council). The Lead Member confirmed that the proposals put forward by Conserve Alfriston would be addressed.

DECISIONS

3.3 The Lead Member RESOLVED to (1) note the conclusions of the design review undertaken on the traffic signal scheme, as presented by East Sussex County Council at their consultation exercise in 2016;

(2) note the review of the alternative measures, as presented by the Conserve Alfriston Group in May 2017; and

(3) agree that the proposals for a trial traffic signal scheme, as set out in the report, should be taken forward alongside a further four week trial of a 20mph speed limit so that the local community can consider the two schemes independently of one another and the results from this exercise shall be presented to Lead Member in Spring 2019 for further consideration.

Reasons

3.4 The results of the initial design review conducted by the Highways team has indicated that the location of the traffic signals near Market Square, as presented in the 2016 consultation exercise, will cause operational problems at the Square. Traffic modelling carried out in November 2017 on the proposal for traffic signals at Weavers Lane and Star Lane indicate that average network journey times would not significantly increase.

3.5 The four week trial using temporary traffic signals will enable any effects that the proposals may have to be observed in a live traffic situation. The additional four week speed limit restriction will allow the community to consider the two measures independently from each other.

3.6 The outcomes of the trial scheme, together with the feedback obtained from residents and businesses will be presented to a Lead Member meeting in Spring 2019 for further consideration as to how the scheme progresses.

4 GRASS CUTTING AND VEGETATION SERVICE MANAGEMENT POLICY CHANGE

4.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with a verbal update on the responses to the consultation with local councils.

DECISIONS

4.2 The Lead Member RESOLVED to (1) note the proposals set out in the report to provide grass cutting and vegetation management services following changes to funding from 2018/19; and

(2) approve the changes to the updated Highway Verge and Vegetation Management Policy and the rescission of chapter 2, Section 1a of the Transport and Asset Management Plan.

Reasons

4.3 The results and changes to the service set out in the report along with other proposed reductions in vegetation management services would provide the budget savings required and enable the County Council to meet its obligations for maintaining the highway.

4.4 The changes require a change to the existing grass cutting policy to reduce the requirement from five urban cuts per season to two cuts per season. The revised policy will provide a clear, consistent and up to date policy with respect to managing highway verges and vegetation services across the county and that meets the revised financial requirements for the service.

5 PROVISION OF AN ON-STREET ADVISORY DISABLED BAY - OSBORNE CLOSE, HASTINGS

5.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

5.2 The Lead Member RESOLVED to (1) note the concerns raised by the objectors; and

(2) approve the introduction of an advisory disabled bay in Osborne Close, Hastings.

Reasons

5.3 The need for the disabled bay was identified during the application process and supported by the mobility assessment. The proposal will minimise the impact on parking requirements at this location, while still meeting the needs of the applicant.

6 ENFORCEMENT AND ISSUING OF REGULATION 10 PENALTY CHARGE NOTICES BY DEPARTMENT FOR TRANSPORT APPROVED DEVICES FOR THE OFFENCE OF DRIVING ALONG BUS LANES CONTRAVENTIONS

6.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

6.2 The Lead Member RESOLVED to authorise an application to the Department for Transport for the enforcement of bus lane contraventions and the issue of Regulation 10 Penalty Charge Notices under the Traffic Management Act 2004 from May 2019.

Reasons

6.3 The application will enable the effective enforcement of bus lanes in the County.

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Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**18 June 2018**
By:	**Director of Communities, Economy and Transport**
Title:	**Notice of Motion – Air Quality and reducing pollution from diesel vehicles**
Purpose:	**To consider a Notice of Motion from Councillor Grover calling for the County Council to ask Government to develop and deliver a strategy and action plan to phase out the use of diesel by 2025; ensure air pollution standards for new diesels are adhered to and ensure local authorities have the powers and resources necessary to reduce pollution from diesel vehicles.**

RECOMMENDATIONS: **The Lead Member is recommended to recommend that the County Council: (1) notes the Government's actions to:**

1. Develop and deliver a strategy and action plan to phase out the use of diesel by 2040, including measures to help the owners of these vehicles switch to clean vehicles and alternatives to driving

2. Ensure that air pollution standards for new diesel vehicles are adhered to.

3. Ensure local authorities have the powers and resources necessary to reduce pollution from diesel vehicles, including the power to ban diesel vehicles and new powers to control emissions from buses; and

*(2) As there is no known safe limit for some pollutants, t**he Council will** - working with others as necessary, including the Health & Wellbeing Board and the public, particularly those most affected by air pollution - continue to take action to further reduce pollution levels to at least recommended World Health Organisation levels, particularly in locations where there is a concentration of vulnerable people (e.g. around schools)."*

1 Background Information

1.1. The following Notice of Motion has been submitted by Councillor Grover:

"Air pollution from fine particles alone results in 294 premature deaths in East Sussex and causes many more to suffer ill health [1]. Children and people with respiratory problems such as asthma are particularly vulnerable. Road traffic is the biggest problem and diesels are the dirtiest vehicles. The public have been shockingly misled by the car industry cheating on emissions standards.

Therefore, East Sussex County Council calls upon the UK Government to:

1. Develop and deliver a strategy and action plan to phase out the use of diesel by 2025, including measures to help the owners of these vehicles switch to clean vehicles and alternatives to driving

2. Ensure that air pollution standards for new diesel vehicles are adhered to.

3. Ensure local authorities have the powers and resources necessary to reduce pollution from diesel vehicles, including the power to ban diesel vehicles and new powers to control emissions from buses

*As there is no known safe limit for some pollutants, **The Council will** - working with others as necessary, including the Health & Wellbeing Board and the public, particularly those most affected by air pollution - continue to take action to further reduce pollution levels to at least recommended World Health Organisation levels, particularly in locations where there is a concentration of vulnerable people (e.g. around schools)."*

1.2. In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member's recommendation on this Notice of Motion will be reported to the Council at its meeting on 10 July 2018.

2 Supporting Information

2.1 The Notice of Motion identifies three elements, which outline the need for the Government to take forward and address the issues associated with air pollution from vehicle emissions, specifically particulate matter, and the impact on health. The evidence outlining the actions that are currently being taken by the Government, the County Council and the District and Borough Councils to reduce air pollution from vehicle emissions are discussed in more detail below.

2.2 Current evidence suggests that people living in urban areas near congested roads are often exposed to poor air quality. This can particularly impact on people who have pre-existing cardiovascular and respiratory conditions, including reducing life expectancy.

2.3 The action to manage and improve air quality is largely underpinned by European Union (EU) legislation. The 2008 ambient air quality directive (2008/50/EC) sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2). This directive replaced all the previous EU air quality legislation, and was made law in England through the Air Quality Standards Regulations in 2010. The commitment to meet these legally binding targets will not be affected by the UK's departure from the EU.

2.4 In addition, the UK is a signatory to four multilateral environmental agreements (MEAs), which are used to manage and monitor worldwide air pollution.

A) Develop and deliver a strategy and action plan to phase out the use of diesel by 2025

2.5 There are a number of government policy documents, which include a number of actions which will be taken to phase out the sale of diesel vehicles by 2040, reflecting that an appropriate period of time is required for the significant cultural, industry and infrastructure changes needed to achieve this. These include:-

UK Air Quality Plan 2017

2.6 The Department for Environment, Food & Rural Affairs (DEFRA), and the Department for Transport (DfT) published the UK Air Quality Plan for nitrogen dioxide NO2 in 2017. The plan sets out how the UK will look to reduce roadside nitrogen dioxide concentration and how the government plans to meet the legal requirements, as set out in the Air Quality Standard Regulations 2010 (England, Scotland, Northern Ireland & Wales).

Clean Growth Strategy 2017

2.7 The Government's Clean Growth Strategy outlines policies and actions associated with the opportunities to grow a sustainable economy. It further re-inforces the Government target for almost every car and van needing to be zero emission by 2050, and an end to the sale of all new conventional petrol and diesel cars and vans by 2040.

A Green Future: Our 25 Year Plan to Improve the Environment 2018

2.8 The Government's strategy 'A Green Future' Our 25 Year Plan to Improve the Environment', identifies the need to increase resource efficiency and reduce pollution and waste'. This also re-inforces the governments proposed ban on the sale of new diesel or petrol vehicles by 2040, and the need to provide alternative modes of travel.

Draft Clean Air Strategy – published May 2018

2.9 The Government launched its consultation on a draft Clean Air Strategy in May 2018, which outlines the Government's ambitions relating to reducing air pollution with a focus on the most major pollutants.

East Sussex Local Transport Plan 2011 - 2026

2.10 From a local perspective, the phasing out of diesel vehicles will support the objectives of the ESCC Local Transport Plan 2011 – 2026, and the accompanying Implementation Plan 2016 – 2021. Through the Local Transport Plan Capital Programme we will continue to deliver a range of local transport infrastructure improvements that provide local people with a wide range of sustainable travel choices, along with developing an approach to delivering Electric Vehicle Charging Infrastructure.

Additional details on these policies are outlined in Appendix A.

2.11 As outlined above the Government is committed to the end to the sale of diesel vehicles by 2040, and there are numerous measures in place to achieve this at both a national and local level. The ability to do this by 2025 would be challenging, with significant changes required culturally and within the car industry. In addition to there being major financial costs in delivering the infrastructure for an expected increase in the number of electric/hybrid vehicles, and incentivising

the purchase of these vehicles. Therefore, the Government's time horizon of 2040 is more realistic.

B) Ensure that air pollution standards for new diesel vehicles are adhered to.

2.12 The pollution standards for new vehicles are regulated by the European Union and are referred to as 'emission standards'. The aim of Euro emissions standards is to reduce the levels of harmful exhaust emissions, primarily, Nitrogen oxides (NOx), Carbon monoxide (CO), Hydrocarbons (HC) and Particulate matter (PM).

2.13 These have been imposed on the manufacturing industry developing new vehicles since 1992, with the first standard referred to as Euro 1, and the current standard referred to as Euro 6.

2.14 The standards are used by government and local authorities to influence vehicle tax, introduce charging regimes to enter cities and towns or fines on older vehicles, especially diesel vehicles. Therefore, there is an approach in place by Government to ensure that air pollution standards for new diesel vehicles are adhered to.

C) Ensure local authorities have the powers and resources necessary to reduce pollution from diesel vehicles, including the power to ban diesel vehicles and new powers to control emissions from buses

2.15 The monitoring of air pollution at a local level is determined by the Environment Act 1995, which requires local authorities to monitor air pollution against national targets. Where areas exceed the national pollutant levels, local authorities must declare these areas as Air Quality Management Areas (AQMAs), and develop a 'Local Air Quality Action Plan', with identified measures over a prescribed timescale.

2.16 In East Sussex there are two AQMA's, one in Lewes and one in Newhaven. The County Council has worked proactively with Lewes and Eastbourne Councils to identify and deliver transport infrastructure and initiatives to reduce air pollution in the two AQMAs in the county.

2.17 The County Council is also a key partner of Sussex Air, which is collaboration between local authorities across Sussex to manage air pollution. A key service which Sussex Air promotes is Sussex Air Alert, which sends free messages to vulnerable people informing them about air pollution levels in their areas.

2.18 There are already existing powers in place enabling local authorities to have the powers to ban diesel vehicles or to control bus emissions. In 2017 DEFRA and the DfT published a joint framework on how specified regions within the Country, are required to develop 'Clean Air Zones'. ***(Further detail is outlined in Appendix A.)***

2.19 In September 2017, the County Council and Wealden District Council submitted an expression of interest for £32m from the Housing Infrastructure Fund to support housing delivery in the Wealden area. Part of the funding being sought was for monies to mitigate the impacts of nitrogen deposition on Ashdown Forest, which could include the introduction on an Emission Zone or Clean Air Zone. In March 2018, it was confirmed that the Expression of Interest had been successful, and that a full bid and business case would need to be developed over the next 9 months for submission, at the latest, by March 2019.

2.20 There are currently no areas in East Sussex which are reported as exceeding the statutory PM_{10} thresholds, and no area has been reported as exceeding these levels since 2006. Details of the PM levels measured and modelled in East Sussex can be found in the most recent reports on local air quality, by District and Borough, available on the Sussex Air website.

2.21 Although levels of PM in East Sussex currently meet statutory thresholds, the County Council recognises that there are health effects at levels of air pollution below EU and UK thresholds. The County Council is taking a number of steps to reduce air pollution and the exposure of those people living and working in East Sussex who are most at risk from the effects of poor air quality. ***(The details of the statutory air quality thresholds for particulate matter that the UK must comply with, and the measures that the County Council are taking are outlined in Appendix A.)***

3 Conclusion and Reasons for Recommendations

3.1 The Government is driving a strategy for improving air quality, alongside sustainable growth through a number of different strategies and approaches as set out in section 2 of the report. Whilst the majority of this is underpinned by European legislation, there is a commitment that this will remain following the UK's departure from the EU.

3.2 The principles of the three elements of the Notice of Motion are supported with the exception of the ban on diesel vehicles by 2025, which would be challenging to deliver due to the cultural, industry and infrastructure issues described in paragraph 2.11. Therefore the Government's time horizon for banning the sale of diesel vehicles by 2040 is more realistic. The County Council is actively contributing to these three elements by exploring the opportunities to develop measures which support cleaner, cheaper and easier travel, through the use of smart technology, the delivery of the improved travel choices which encourage public transport, walking and cycling and the development of a framework for the delivery of electric vehicle charging infrastructure.

3.3 Therefore it is recommended that the County Council commits to continuing to embrace Government policy to tackle local air pollution to support healthier communities as the Government already has existing strategies in place to tackle the three elements set out in the Notice of Motion.

RUPERT CLUBB
Director of Communities, Economy and Transport

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LOCAL MEMBERS
All

BACKGROUND DOCUMENTS
None

Appendix A

Lead Member for Transport and Environment - 18 June 2018

Notice of Motion – Air Quality and reducing pollution from diesel vehicles

1. National & Local Policy & Measures to deliver a strategy and action plan to phase out the use of diesel by 2040

UK Air Quality Plan 2017

1.1 The Department for Environment, Food & Rural Affairs (DEFRA), and the Department for Transport (DfT) published the UK Air Quality Plan for nitrogen dioxide NO2 in 2017.

1.2 The key elements of this strategy include the following:-

- Setting up a £255m implementation fund;
- Establishing a Clean Air Fund, which will allow local authorities to bid for additional money to support the implementation of measures to improve air quality;
- Assigning £100 million for retrofitting and new low emission buses; and
- **End the sale of all new conventional petrol and diesel cars and vans by 2040.**

Clean Growth Strategy 2017

1.3 The Government's Clean Growth Strategy outlines policies and actions associated with the opportunities to grow a sustainable economy. In regards to transport it identifies the need for a 'more modern transport system – one that is clean, affordable and easy to use'.

1.4 It further re-inforces the Government target for almost every car and van needing to be zero emission by 2050, and to support this, an end to the sale of all new conventional petrol and diesel cars and vans by 2040.

1.5 This plan also outlines the requirement to prioritise a range of transport measures, to provide alternatives to diesel vehicles. This includes the need to prioritise cycling and walking infrastructure, to make this the natural choice for local journeys, accelerating the take up of Ultra Low Emission Vehicles, lower carbon fuels, zero emission HGV's etc.

A Green Future: Our 25 Year Plan to Improve the Environment 2018

1.6 The Government's strategy 'A Green Future' Our 25 Year Plan to Improve the Environment', identifies the need to increase resource efficiency and reduce pollution and waste'.

1.7 It also refers to the work being undertaken by Local Authorities and others to advise householders about the impact of the domestic burning of wood and house coal – which together account for nearly 40% of total emissions of harmful particulates that can cause heart and lung damage. This is a source of particulate matter that is often overlooked, and under reported, in comparison to particulate matter from transport.

1.8 With the phasing out of diesel vehicles by 2040, the plan also focuses on the need to provide alternative modes of travel. Therefore the section 'Future of Mobility - Grand Challenge' focusses on four early priorities:

- Establishing a flexible regulatory framework to encourage new modes of transport and new business models.
- Seizing opportunities and addressing the challenges of moving from hydrocarbon to zero emission vehicles.

- Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.
- Exploring ways to use data to accelerate the development of new mobility services and enable the more effective operation of our transport system.

Draft Clean Air Strategy – published May 2018

1.9 The Government draft Clean Air Strategy, published in May 2018 is focussed on five main pollutants - including Sulphur Dioxide (SO2), Nitrogen Oxides (NOx), Volatile Organic Compounds (VOC), fine particles (PM2.5) and ammonia (NH3) - making air healthier to breathe, protecting nature and boosting the economy. The draft strategy also proposes a direction for future air quality policies and goals, which work towards the legally-binding ceilings on UK emissions of air pollution.

East Sussex Local Transport Plan 2011 – 2026 – Electric Vehicle Charging Infrastructure

1.10 The County Council is developing an approach to delivering Electric Vehicle Charging infrastructure which will establish the most appropriate means of delivering charging points as demand grows in the future. In doing so, we will be exploring the Government grant schemes for workplaces and residential properties, which is being managed by the Office for Low Emission Vehicles (OLEV), which has been established to incentivise the delivery of the associated infrastructure for electric vehicles.

2. Local Authority powers and resources to reduce pollution from diesel vehicles

Clean Air Zones

2.1 Clean Air Zones have been designated where there is an existing air quality issue and provides an opportunity to take targeted action and prioritise resources to deliver this, but the local authority is responsible for enforcing the zone and the measures included within this. There are two types of Clean Air Zones.

- **Non-charging Clean Air Zones** – These are defined as geographic areas used as a focus for action to improve air quality.
- **Charging Clean Air Zones** – These are zones where, in addition to the above, vehicle owners are required to pay a charge to enter, or move within, a zone if they are driving a vehicle that does not meet the particular standard for their vehicle type in that zone.

2.2 Clean Air Zones can incorporate measures to reduce emissions from buses, by requiring the buses which emit lower emission, including Hybrid Buses or electric buses, which are zero emissions, from the point of use, but any local authority can prioritise this measure subject to funding. Bus operators locally have been investing over a number of years in replacing their fleet with vehicles that meet the Euro 6 emission standard, and to further incentivise investment in Low Emission Buses, the Government made £30m of funding available between April 2016 and March 2019 for their purchase and the infrastructure to support them.

Current statutory air quality thresholds for particulate matter (PM)

The current statutory air quality thresholds for particulate matter (PM) that the UK must comply with are summarised below:

National Air Quality Objectives and European Directive limit and target values for the protection of human health						
Pollutant	**Applies**	**Objective**	**Concentration measures as**	**Date to be achieved by (and maintained thereafter)**	**European Obligations**	**Date to be achieved by (and maintained thereafter)**
Particles (PM_{10})	UK	50µg/m_3 not to be exceeded	24 hour mean	31 December 2004	50µg/m_3 not to be exceeded	1 January 2005

National Air Quality Objectives and European Directive limit and target values for the protection of human health						
Pollutant	**Applies**	**Objective**	**Concentration measures as**	**Date to be achieved by (and maintained thereafter)**	**European Obligations**	**Date to be achieved by (and maintained thereafter)**
		more that 35 times a year			more that 35 times a year	
	UK	40µg/m_3	Annual mean	31 December 2004	40µg/m_3	1 January 2005
	Indicative 2010 objectives for PM10 (from the 2000 Strategy and Addendum) have been replaced by an exposure reduction approach for PM2.5 (except in Scotland – see below)					
	Scotland	50µg/m_3 not to be exceeded more that 7 times a year	24 hour mean	31 December 2010	50µg/m_3 not to be exceeded more than 35 times a year	1 January 2005
	Scotland	18µg/m_3	Annual mean	31 December 2010	40µg/m_3	1 January 2005
Particles ($PM_{2.5}$) **Exposure Reduction**	UK	25µg/m_3	Annual mean	2020	Target value 25µg/m_3	2010
	Scotland	10µg/m_3		31 December 2020	Limit value - 25µg/m_3	1 January 2015
	UK Urban areas	Target of 15% reduction in concentrations at urban background		Between 2010 and 2020	Target of 20% reduction in concentration at urban background	Between 2010 and 2020

The World Health Organisation (WHO) recommends lower limit values for PM than the current EU and UK statutory limits, notably 20µg/m^3 (micrograms per cubic metre) for PM_{10} and 10µg/m^3 for $PM_{2.5}$.

Action being undertaken by ESCC to reduce air pollution

A number of actions are being undertaken by the County Council to reduce air pollution and the exposure of those people living and working in the County, particularly those who are most at risk from the effects of poor air pollution, these include:-

- Delivering a £1.2m programme of active travel in key urban areas in East Sussex to encourage more walking and cycling, funded by the Department for Transport.
- Planning to deliver another 'Beat the Street' game during 2018, where the 2017 game saw over 42,000 people in East Sussex walking or cycling around their local communities.
- Targeting measures during 2018-19 to reduce emissions within Air Quality Management Areas (e.g. anti-idling campaigns) with £105,900 of funding secured from DEFRA.
- Continuing to provide advance warning to vulnerable residents of air pollution events so that they can pro-actively manage the effects of these events on their health, and consequently reduce the likelihood of needing to visit a GP or be admitted to hospital.
- Continuing to host the Sussex Air Quality Partnership, which co-ordinates the monitoring, modelling and dissemination of air quality data across Sussex.
- Refresh the County's Environment Strategy and the establishment of an Environment East Sussex (EES) partnership.

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Report to:	**Lead Cabinet Member for Transport and Environment**
Date of Meeting:	**18 June 2018**
By:	**Director of Communities, Economy and Transport**
Title:	**Alexandra Park and St Helens Road cycle route review**
Purpose:	**To report the outcomes of a feasibility study to consider an alternative cycle route alignment on St Helen's Road, as requested by the Lead Member at his decision-making meeting on 20 March 2017, and recommend how the scheme will be taken forward.**

RECOMMENDATION: The Lead Member is recommended to:

(1) Note the recommendations made within the East Sussex Highways Alexandra Park and St. Helens Road, Hastings Cycle Route Review report dated December 2017; and

(2) Agree that the proposal to progress the route through Alexandra Park be taken forward to detailed design and construction as part of the 2018/19 Capital Programme for Local Transport Improvements

1. Background Information

1.1 Hastings Borough Council (HBC) is leading on the delivery of a shared pedestrian and cycle facility within Alexandra Park, with the County Council providing the necessary design support. The facility will form one of the principal routes identified in the Hastings Walking and Cycling Strategy approved by the Lead Member for Transport and Environment on 15 September 2014. The Strategy focuses on identifying a borough-wide network of cycle routes which will be developed and delivered using funding from various sources including Local Growth Fund monies secured through the South East Local Enterprise Partnership (SE LEP), the County Council's capital programme for local transport improvements and development contributions.

1.2 At the Lead Member decision-making meeting on 20 March 2017, officers presented a report setting out a proposed route alignment to run through both the Upper and Lower sections of Alexandra Park. The report can be found in Appendix A. The Lead Member resolved to defer a decision on the proposed route and requested that an alternative route should be investigated along St Helens Road in light of local Members' concerns expressed in terms of the potential for conflict between cyclists and pedestrians at popular areas of the park, in particular near the café and bandstand.

2. Supporting Information

2.1 Following the Lead Member's decision, a study (Appendix B) has been undertaken by East Sussex Highways to investigate the feasibility of a cycle route along St. Helens Road from Queens Road roundabout northwards to the access point into Alexandra Park near the public toilet facilities. The study report also reviews both the upper and lower sections of the route through Alexandra Park for comparison. In addition, the report appraises the existing risks of both alignment options, identifies mitigating measures to reduce such risks, and then recommends an overall route alignment.

2.2 The report has identified various difficulties in introducing a facility along St Helens Road. In summary, the main risks include the fencing spikes running along the perimeter of park (which cannot be altered as they are protected under conservation regulations) and the resultant need to widen the footway to mitigate this risk.

2.3 The minimum highway corridor width needed to facilitate a shared cycle/footway on one verge along the road would be 12.6 metres. This comprises of a 7.3 metre carriageway; a 1.8 metre wide footway on the north side of St Helens Road, and a 3.5 metre wide shared cycle/footway running adjacent to the Park. If any on street parking is to be retained adjacent to a shared cycle/footway the minimum highway corridor width would need to increase by 0.5 metre to provide separation between the parked vehicles and shared route. As identified in the Route Review Study, sections of St Helens Road fall below these minimum corridor widths to accommodate a shared cycle/footway. In addition there is also the need to remove an equivalent of approximately 36 on-street parking spaces which are heavily used. Along the lower section of St. Helens Road at least 20 trees would need to be removed to enable sufficient width for a shared facility to be achieved. Finally, there are two bus stops along the southern footway which would increase the potential conflict between passengers, cyclists and pedestrians.

2.4 The study outcomes and associated risks identified in section 2.2 were presented to the local County Councillors in March 2017. At the meeting, they asked whether an alternative route along the lower section of the park could be considered. This is shown in Appendix C and retains the route through the lower section of the park, but promotes an alignment on an existing route away from the café and bandstand.

2.5 The revised proposal through the Park has subsequently been discussed with both County Councillors. With specific regard to the top section of the park, Councillor Clarke (whose ward covers this section) has confirmed his support for the route proposed. With regards to the lower section of the park, whilst Councillor Daniel's preference is for a cycle route outside of the park, he has indicated that the revised alignment is an acceptable compromise. Councillor Daniel has also requested that design consideration is made to further enhancing the entry and exit points at Dordrecht Way with surfacing and road markings. In addition, physical deterrents are required near the cafe to deter cyclists from deviating from the promoted route along with additional 'No Cycling' signage. These requested changes will be incorporated into the detailed design.

2.6 An Equalities Impact Assessment for the proposal has been undertaken to assess the potential impact of cycling through the park on other users. A copy of this is included in Appendix D. The assessment identified that a shared use path through the park could have positive and negative impacts on children, older people and people with disabilities. To mitigate these potential negative impacts on other groups, a package of route improvement measures would be introduced, as identified in the Route Review Study, which, together with the provision of additional 'Share with Care' information signing and a code of conduct to promote responsible use, should help to mitigate the negative impacts that have been identified.

2.7 Subject to the Lead Member's approval, the scheme would need extensive detailed design with close liaison with Conservation / Planning officers at Hastings Borough Council to determine construction materials. The design would also require a Stage 2 (detailed design) Safety Audit and, depending on the risks identified in the safety audit, any potential 'exception reports' (which set out responses to the safety audit should they differ from the safety auditors recommendations and our justification for such decisions) would need to be approved by the Directorate.

2.8 In addition, as Alexandra Park is of Grade II* 'Registered Status' approval from Heritage England (HE) is required. HBC has consulted them and HE has approved the principle of the scheme. However they have indicated the need for further approval during the detailed design stage as well as also seeking a Landscape Management Plan which will need to be produced by HBC prior to construction. As stated in the March 2017 report to the Lead Member, monitoring of the park would be the responsibility of HBC. The County Council would support the Borough Council on any matters arising through the monitoring process.

2.9 It is anticipated that subject to the detailed design process and any risks as identified in section 2.7, construction could commence from Spring 2019. This would need to be programmed carefully to cause minimal disruption to users of the park. It is anticipated that the lower section of the park would be constructed first during early Spring when use of this section of the park is relatively low, with construction in the upper section following on thereafter.

3. Conclusion and Reason for Recommendation

3.1 Following the Lead Member's decision in March 2017, a route review study of an alternative shared pedestrian and cycle route along St. Helens Road has been undertaken. For the reasons identified in paragraph 2.3, it is recommended that this route option is not progressed. As part of the route review study and further consultation with the local County Councillors, it is recommended that a revised alignment through the lower section of Alexandra Park, as described in paragraphs 2.4 and 2.5 and shown in Appendix C of the report, is progressed.

3.2 It is therefore recommended that the proposal to progress the route through Alexandra Park as shown in Appendix C of the report be taken forward to detailed design and construction as part of the 2018/19 Capital Programme for Local Transport Improvements

RUPERT CLUBB
Director of Communities, Economy and Transport

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LOCAL MEMBER
Councillor Godfrey Daniel and Councillor Martin Clarke

BACKGROUND DOCUMENTS
None

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

Date of meeting: **20 March 2017**

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

Title: **Alexandra Park, Hastings. Proposed designated shared pedestrian and cycle route – consultation results**

Purpose: **To consider Hastings Borough Council's Cabinet report and recommendations, and determine whether the introduction of the shared pedestrian and cycle facility should proceed to detailed design and implementation.**

RECOMMENDATIONS: **The Lead Member is recommended to:**

(1) Consider the recommendations made within Hastings Borough Council Cabinet report dated January 2016 and subsequent design considerations regarding the introduction of a shared pedestrian and cycle route in Alexandra Park; and

(2) Agree that the proposal should be taken forward to detailed design and construction as part of the 2017/18 Capital Programme for Local Transport Improvements.

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1 Background Information

1.1. Hastings Borough Council (HBC) is leading on the delivery of a proposal to introduce a shared pedestrian and cycle facility within Alexandra Park, with the County Council providing the necessary design support. The facility will form one of the principal routes identified in the Hastings Walking and Cycling Strategy approved by the Lead Member for Transport and Environment on 15 September 2014. The Strategy focuses on identifying a borough-wide network of cycle routes which will be developed and delivered using funding from various sources including Local Growth Fund monies secured through the South East Local Enterprise Partnership (SE LEP), the County Council's capital programme for local transport improvements and development contributions.

1.2. The scheme cost estimate is £150,000. This will be funded from a combination of a local development contribution from the Asda development in Silverhill (HS/09/0284 - £49,749 available) and Local Growth Fund monies for the Hastings and Bexhill Movement and Access Package (£1.5m available in 2017/18).

2. Supporting Information

2.1 The proposed 3 metre wide shared pedestrian / cycle route will join the Silverhill area with Bethune Way, running via Beaufort Road and then utilising the existing paths through the lower section of Alexandra Park. See Appendix 1 for scheme proposal plans.

2.2 Alexandra Park is designated by Historic England (HE) as grade 2* registered status due to its historic significance. Whilst confirmation has been obtained that the scheme does not require planning permission, HE has been consulted on the proposals. They consider that the proposals have the potential to cause some harm to the naturalistic and verdant character of the park. As set out in the National Planning Policy Framework (paragraph 132), any harm to a heritage asset requires a clear convincing justification and all ways of minimising the harm should be pursued. This includes referring to the 'Streets for All' document in designing the routes, including making them as natural and informal in character as possible, with minimum widths, minimal lighting, signage and appropriate surface treatment, verges and landscaping.

2.3 Between April and August 2015, HBC (as the project lead) undertook a staged consultation exercise. HBC determined that this consultation was not about the principle of a route through the

park as this had already been established through the Hastings Walking and Cycling Strategy published in May 2014.

2.4 The staged consultation therefore focused on the detailed implementation of the route. As a first stage of the consultation, HBC set up a Reference Group of interested parties (Friends of Alexandra Park, The Greenway Group, The Ramblers Association, Hastings and Bexhill Disability Forum and Hastings Urban Bikes) in April 2015 to assess the initial proposals and give early feedback to ESCC and their design consultants prior to the public consultation exercise. This feedback was then considered in the design process where appropriate.

2.5 As a second stage, a public consultation took place between 15 June and 21 August 2015. HBC invited comment through its website, in person at the Community Contact Centre and via a dedicated consultation event in Alexandra Park on 28 June 2015, at which officers from both Councils and the design consultants were available to discuss the proposed route. There were 177 responses to the public consultation. 82 responses were identified as 'for' and 84 'against' the proposals. A petition with 63 signatories against the proposal was also submitted to HBC. The petition did not contain a single statement for signatories to acknowledge and add their signature against but was a collection of various comments against the proposed route. Specific concerns raised included issues of safety, signage and enforcement, as well as opposition to the principle of introducing cycling in the park.

2.6 The public consultation comments received were assessed and reported to HBC's Cabinet in January 2016 (see Appendix 2). HBC agreed in principle to a shared cycle route through Alexandra Park subject to ESCC removing the section of the proposed route in front of the park's café, and following a review of the consultation results, where practicable, maximise the number of signs, bollards, and finger-posts and introduce coloured surface markings. In particular, signage would be required where the route merges or crosses with existing footpaths as well as ensuring 'cyclists dismount' signs are introduced at appropriate locations. It was also requested that cycle racks be provided at appropriate locations within the park.

2.7 Following HBC's Cabinet resolution, the County Council commissioned further design work to consider both the comments submitted as part of the consultation process as well as the Cabinet's recommendations in order to ensure that the safety of all users of the park was paramount in the design, with coloured surfacing and signage now proposed in those areas with potential conflict points or reduced visibility. In addition, an independent Stage 1 Road Safety Audit has been conducted to ensure the safety of all users of the park is considered within the design. The proposals shown in Appendix 1 reflect the consultation comments, HBC Cabinet recommendations and recommendation of the Stage 1 Safety Audit. A Stage 2 Road Safety Audit will be conducted when the detailed design is complete to provide further safety assurance and compliance.

2.8 Should the proposal be implemented, HBC will be responsible for the long term maintenance of the cycle route. HBC will also be conducting post-opening monitoring and enforcement within the park to further ensure the safety of all users. HBC officers will instruct their Rangers and Wardens to have a heightened presence in the park at specific times and to engage with cyclists where appropriate to deter unsafe cycling. Cyclists riding outside the designated route would be potentially liable to Fixed Penalty Notices for contravention of the bye laws. It is anticipated that this proportionate approach combining education and enforcement will encourage appropriate behaviour by all park users.

3. Conclusion and Reasons for Recommendations

3.1 The proposed shared pedestrian and cycle route through Alexandra Park accords with the Walking and Cycling Strategy for Hastings adopted by the County Council in 2014. As scheme lead, HBC has carried out a staged public consultation exercise process to establish local views on the proposal. The design has been shaped by the comments raised and reflected in the consultation, and in HBC's Cabinet's recommendations, to ensure the route can operate as safely as possible for all users. In addition, HBC has presented a post-implementation strategy for monitoring and enforcement within the park.

3.2 The Lead Member is therefore recommended to agree that the scheme be taken forward to detailed design and construction as part of the 2017/18 Capital Programme for Local Transport

Improvements, subject to any minor modifications which are identified during the detailed design stage.

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LOCAL MEMBERS
Councillors Daniel and Rogers

BACKGROUND DOCUMENTS
Alexandra Park Cycling Consultation Collated Results – 15th June to 21st August

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Alexandra Park and St Helen's Road, Hastings Cycle Route Review

Document Ref: SCH009-RP-0001

Prepared for

East Sussex County Council

December 2017

East Sussex Highways

A partnership between:

COSTAIN CH2M Supporting East Sussex

East Sussex County Council

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Contents

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Document Issue

Revision History

Issue	Author	Date	Description
P01	Ian Tingley	18 Dec 2017	Issue for Client Comment
P02	James Vaks	18 May 2018	Client Comment

Technical Check

Issue	Role	Name	Signature	Date
P01	Project Manager	James Vaks	*J Vaks*	18 Dec 2017
P02	Senior Engineer	Ian Tingley	*Ian Tingley*	18 May 2018

Approval

Issue	Role	Name	Signature	Date
P01	Design Manager	Chris Weedon	*C Weedon*	18 Dec 2017
P02	Design Manager	James Vaks	*J Vaks*	18 May 2018

Acronyms and Abbreviations

ESCC	East Sussex County Council
ESH	East Sussex Highways
HBC	Hastings Borough Council
ALARP	As Low As Reasonably Practicable
TPO	Tree Preservation Orders

Executive Summary

Alexandra Park forms a key link in ESCC's Walking and Cycling Strategy for Hastings. HBC has led on the delivery of a proposal to introduce a shared pedestrian and cycle facility within Alexandra Park with ESCC providing the necessary design support.

Following the County Council's Lead Member meeting for Transport and Environment in March 2017 concerns were raised about the potential for conflict between cyclists and pedestrians particularly at the popular sections of the Lower Park. ESH were subsequently instructed to conduct a route review to determine the suitability of using Alexandra Park for cycling and explore the alternative alignment of St Helen's Road to avoid the use of the Lower Park.

A risk-based assessment has been conducted for each section of the route and their respective route options. This assessment has initially been carried out on implementing a scheme without the introduction of improvement measures. From this it has been possible to identify the risks in promoting a shared facility through the Park and determine what interventions are required to mitigate these risks.

The outcomes of the assessment have concluded that except for a single stretch of path within The Upper Park, it is considered feasible to provide a continuous shared facility between Beaufort Road (north end of the Park) and Bethune Way (south end of the Park). To facilitate a shared facility would require the introduction of a package of improvement measures throughout before an acceptable layout can be achieved.

For the Upper Park section, from Beaufort Road to Dordrecht Way, there remains a discrete stretch of this route that cannot achieve the recommended design parameters for shared use paths, whether this is effective width or gradient. Whilst alternative route options have been considered, these still do not offer conducive facilities for a shared cycle/pedestrian route. In view of this, either it is accepted that a reduced standard facility can only be achieved, or a scheme that advises cyclists to dismount is promoted. Alternatively, a wider route review to explore further options is undertaken.

In terms of an option to use St Helen's Road as an alternative route to the Lower Park, the restricted highway corridor width along sections of St Helen's Road together with the requirement to retain on street parking and the existing mature trees within the footway mean this option cannot provide the sufficient width needed to accommodate a shared use facility. It is therefore recommended that a route through the Lower Park should be progressed provided adequate improvement measures, as identified within this report, can be introduced to accommodate a shared use path.

Introduction

HBC has led on the delivery of a proposal to introduce a shared pedestrian and cycle facility within Alexandra Park, Hastings, with ESCC providing the necessary design support. Amey consultants were initially commissioned by ESCC to undertake the preliminary design of this scheme through the park.

The proposed facility forms one of the principal routes identified in the Hastings Walking and Cycling Strategy approved by ESCC Lead Member for Transport and Environment on 15 September 2014. The Strategy focuses on identifying a borough-wide network of cycle routes.

As the Park is of registered status, as set by Heritage England, there are complexities with introducing such a facility through the Park, due to the need for signing and lining, which can conflict with the existing setting of the Park. In addition, there are mixed views on introducing such a facility, with concerns raised about the impact on the Park and potential conflicts between cyclists and other park users.

HBC have taken on responsibility for publicity and undertook extensive consultation in 2015 and 2016. From this they presented their findings and recommendations to their Cabinet in January 2016. The consultation feedback identified that public opinion was evenly split on the proposal to take a cycle route through the Park.

Subsequently the scheme was considered at the Lead Member meeting for Transport and Environment in March 2017 with a view to proceeding to detailed design and implementation.

At the Lead Member meeting concerns were raised about the potential for conflict between cyclists and pedestrians at the popular areas of the Lower Park, such as the café and the bandstand. As a result, ESCC officers were asked to defer the current proposal and consider alternative options for cyclists using St. Helen's Road as opposed to the lower section of Alexandra Park.

Aims of Report

ESH have been commissioned by ESCC to determine the viability of providing an off-road cycle facility along St Helen's Road as an alternative to providing a route for cyclists through the Lower Park. ESH will make comment on whether or not this is considered the most appropriate route option and make comparison with the original proposal to create a shared facility through the Lower Park.

ESH have also been commissioned to develop the proposed cycle route through the Upper Park as identified in the Client Brief. Previously designed by Amey, this route takes cyclists into the Upper Park via a path leading from Beaufort Road and through the Park using existing paths around the southern side of Shornden Reservoir. ESH are to review and develop this route option and determine whether there is scope to improve upon the design.

The aim of this report is to record the findings of this review. The review will determine the suitability of each section of the cycle route to accommodate cyclists and identify where measures are required to reduce the potential risks associated in providing a shared facility. To simplify the design and reporting, the route has been sub-divided into three distinct sections, as follows;

- Section 1: Upper Park

  Through the Upper Park. From Beaufort Road to the Private Road near Harmers Reservoir.
- Section 2: Central Section

  Between the Private Road near Harmers Reservoir and Dordrecht Way. As part of this section three route options will be considered, one of which includes using part of St Helen's Road.
- Section 3: Lower Park

  Between the Dordrecht Way and Bethune Way. As part of this section four route options will be considered, one of which includes using part of St Helen's Road.

After completion of the design review and subject to ESCC and HBC acceptance of the results of this exercise the next step will be to develop the detail of the preferred route.

Routes to be Considered

The overall route extends between Beaufort Road at the western end and Bethune Way at the eastern end. The route has been sub-divided into three distinct sections. These are described below: -

- Section 1: Upper Park
  - This section links Beaufort Road with the private owned road leading from Upper Park Road by converting various footpaths leading to and through this section of the Upper Park to shared use.
- Section 2: Central Section
  - Option 1: This option continues the route from the private road by taking cyclists out of the park on the most direct route and along the southern footway alongside St Helen's Road to Dordrecht Way.
  - Option 2: The proposal is to continue the route from the private road through the Upper Park to Dordrecht Way by converting various footpaths within the park to shared use.
  - Option 3: The proposal is a slight variation on Option 2 using different paths in the Park between the private road and Dordrecht Way.
- Section 3: Lower Park
  - Option 1: This section continues the route along the southern footway of St Helen's Road between Dordrecht Way and the entrance to the Lower Park on Bethune Way.
  - Option 2: This was the route previously developed by Amey and sees cyclists using the Lower Park.
  - Option 3 and Option 4: These proposals are slight variations on Option 2 and use different paths in the Lower Park.

Review Methodology

Site visits were carried out on 12 September 2017, 3 October 2017 and later on 23 April 2018 to walk each of the proposed routes and associated options, take measurements and to check the feasibility of providing a shared facility between Beaufort Road and Bethune Way. The information gathered was used in conjunction with other information provided with the Brief to undertake this design review.

The methodology used a risk based assessment of two scenarios. Initially a risk-assessment of each route assuming that the cycle facility was introduced without any modifications to the existing layout was undertaken. From this exercise, it was possible to identify areas where, if left unmodified, the risks to public safety would be unacceptably high and unsuitable for the introduction of a cycle route.

The risk assessment was then repeated assuming that practicable mitigation measures had been carried out to reduce the level of risk. From this second assessment, it was possible to identify the residual risks and make a direct comparison between route options to determine which route, if any, presented the lowest level of risk.

The following risk matrix was used in the assessment and whilst it is accepted that the scoring methodology in any risk based assessment can be subjective, this approach enabled each route to be evaluated in a consistent manner, making it possible to make a true comparison between each of the route options.

Table 01. Risk Matrix

Likelihood	Very High	[4]	4	8	12	16
	High	[3]	3	6	9	12
	Medium	[2]	2	4	6	8
	Low	[1]	1	2	3	4
			[1]	[2]	[3]	[4]
			Low	Medium	High	Very High
	Severity					

The likelihood of a risk manifesting itself has been valued between low (where it is considered that there is a minimal chance that an incident would occur) and Very High (where it is considered that the likelihood of an incident occurring is almost certain).

The severity following an incident is ranked as being between low and very high, where ‘low’ would be considered a ‘near-miss’ incident and ‘very high’ where the incident is likely to incur significant injury to either party.

By assessing the likelihood and severity the results provide us with an overall risk score for each element. This risk score is ranked as follows: -

Low Risk (1 to 3)	Considered broadly acceptable if all mitigation measures are in place.
Medium Risk (4 to 6)	Tolerable only if further mitigation measures are not reasonably practicable.
High Risk (7 to 9)	Not acceptable – further mitigation measures required or amend design.
Very High Risk (10 to 16)	Not acceptable.

Using this scoring method to assess the existing layouts helps identify how acceptable the existing conditions are to facilitate cyclists. From this, mitigation measures can be considered that would reduce the risk to an acceptable level or 'As Low As Reasonably Practicable' (ALARP). The risk has to be weighed against the overall cost (effort, time and money) needed to control or remove it.

This risk based approach assesses how the existing conditions compare with national design guidance and best practice. These include, but are not limited to:-

- TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes
- LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists
- LTN 2/08 – Cycle Infrastructure Design
- Cycling England Design Portfolio
- Manual for Streets (1 and 2)

It is accepted that meeting these standards will not be possible in most cases along the route given the various constraints imposed. Using the national standards as a baseline will, however, identify where relaxations and departures are required and in turn highlight the residual risks. For the case of assessing different route options, using a fully compliant design as a baseline will assist in the comparison exercise when assessing each route option.

The main design criteria that will be assessed is summarised below. Full details of these criteria are included in Appendix C.

- Width of route
- Headroom
- Forward visibility (sight stopping distance)
- Gradient of route

In addition, the review also takes into consideration the following:

- Opportunity to connect with wider links to the Hastings Walking and Cycle Strategy
- Presence of street lighting
- Conservation/environmental impact
- Desire lines
- Impact to parking

Key issues identified during the site visit together with the outcome of the risk assessment are discussed in the following sections.

Section 1 Upper Park

5.1.1 Route Description

From the design work undertaken by Amey this section of the route has emerged as the preferred option from Beaufort Road eastwards through the Upper Park to the private road. Several alternative route alignment options through the park have previously been investigated but the current route is now considered the most suitable to mitigate concerns raised with the previous route options.

The proposal is to take cyclists along the steep path leading from Beaufort Road into the park, across the bridge at the western end of Shornden Reservoir before taking a series of paths that lead eastwards through the Park. At the eastern end of this section the route connects into an un-adopted road that provides vehicular access into the Park as well as parking. It is understood HBC would take on future responsibility of this un-adopted thoroughfare should a cycle route be taken forward. With this said further discussions will be needed between ESCC and HBC.

This route has been progressed through the preliminary design stage by Amey who also undertook a Stage 1 Safety Audit on the proposal. In their safety audit a significant number of high-ranking problems were identified which are mirrored by the findings of our review. The inherent problems with the proposed route would mean that it would be very difficult to provide a cycle facility that fully meets current standards without undertaking significant additional works.

5.1.2 Existing Route Risk Assessment

The existing risk levels for the different sections of the route described below are illustrated on the drawing HGN-SCH0009–DR–CH-0009 contained in Appendix A. The detailed risk assessment is contained within Appendix B. The following paragraphs describe the issues identified with the existing layout along this section of the route.

5.1.2.1 General Comments

There is no street lighting throughout the Park. This presents a significant risk to providing a cycle route through the Park as much of the proposed route would pass through areas of dense vegetation where visibility is likely to be reduced during hours of darkness. This is of importance during the winter months when it is usually dark from 4pm onwards. Despite the availability of high intensity cycle lights, some rivalling car headlights in their intensity, it cannot be assumed that every cyclist would be in possession of such lights. Consequently, the risk that other users within the Park could find themselves confronted by an unseen cyclist approaching out of the dark is significantly increased, as is the risk of personal injury from collisions.

5.1.2.2 Section A

The width of the path measures between 2.5m and 2.7m with a 6' high chain-link fence on the northern side and a 1.2m high metal palisade fence on the southern side. Each vertical bar in the palisade fence is topped with a blunt, rusty, point. To be compliant with design standards this path should be 4m wide (3.0m effective width with 0.5m 'buffer zones either side). There is no scope to widen the path to achieve this without acquiring additional land from either the Park or private property. The narrow width increases the risk of conflict with other users and cyclists clipping the adjacent fence lines and losing control.

The following image shows the existing path

The gradient of the path is steep over its entire length. There is the risk of high cycle speeds when heading downhill towards the Park and loss of control / collision with other users. The problem is compounded at the top end of the slope which serves as a vehicular access to an adjacent private residence, with the obvious conflict issues.

5.1.2.3 Section B

At the bottom end of the steep path is a sharp right-hand bend. Minimum visibility standards require stopping sight visibility of 30m to minimise the risk of collision between cyclists and other users. The maximum visibility currently available measures approximately 9m but this doesn't take into consideration potential overhanging vegetation which would restrict visibility further. Significant tree / shrub removal within the park would be required to provide and maintain adequate visibility.

In addition to the visibility problems a footpath links with the route from the north at this corner. It is unlikely that cyclists or pedestrians with buggies etc will approach from this path as there is a flight of steps at its top end. It will be necessary, however, to install measures to prevent pedestrians from stepping into the path of a passing cyclist.

The following image highlights the poor visibility and the footpath link.

5.1.2.4 Section C

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass.

5.1.2.5 Section D

No critical risks were identified over the existing bridge which measures approximately 4.5m in width.

5.1.2.6 Section E

This section of path measures approximately 2.5m in width and is on an uphill gradient when heading eastwards away from the bridge. Stopping sight visibility is severely restricted on the corner by mature trees and dense shrubbery. The maximum visibility currently available measures approximately 12m but this doesn't take into consideration overhanging vegetation which would restrict visibility further. Significant tree / shrub removal would be required on this corner to provide and maintain adequate

visibility. It is important to ensure that visibility standards are maintained on this corner as westbound cyclists are likely to be travelling quite fast due to the downhill gradient on this section.

The following image highlights the poor visibility looking westwards.

5.1.2.7 Section F

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass.

5.1.2.8 Section G

This section of path measures approximately 2.5m in width and is on a slight uphill gradient when heading eastbound away from the bridge. Stopping sight visibility is severely restricted on this corner by mature trees and dense shrubbery. The maximum visibility currently available measures approximately 12m but this doesn't take into consideration overhanging vegetation which would restrict visibility further. Significant tree / shrub removal would be required on this corner to provide and maintain adequate visibility.

In addition, a sizeable branch from an adjacent mature tree overhangs the path, reducing available headroom to below the 2.4m required. It would be necessary to remove this branch and ensure that the canopy of the tree is raised and maintained to provide the necessary headroom.

5.1.2.9 Section H

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass.

5.1.2.10 Section I

This section of the route passes through an area of fairly dense woodland on an existing, narrow, path that measures approximately 1.5m in width. In order to provide a shared facility that can achieve the minimum recommended effective width of 3.0m, the path would have to be widened by a minimum of 2.0m to provide clearance to mature trees that are growing immediately adjacent to the path. The ground falls away along the northern side, particularly at the western end, and significant earthworks would be necessary to widen the path. It would not be possible to provide an effective width of 3.0m without impacting on the existing trees / shrubs.

The following image is of the narrow path (the right-hand path) through the woodland area, looking eastwards

5.1.2.11 Section J

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass to achieve an effective width of 3.0m.

5.1.2.12 Section K

On this section it is proposed to convert to shared use the northern sides of what is, effectively, a triangle of paths. Site observations indicate, however, that this is not the most suitable route as forward visibility is insufficient at the apex of the triangle. At this location another path joins from the north. Widening the path would impact on the adjacent trees and shrubs. It is felt that a better option, would be to widen and convert the southern side of the triangle which has the benefit of providing a more direct route and better visibility.

5.1.2.13 Section L

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass.

5.1.2.14 Section M

This final element of Section 1 provides the link to the privately owned, unmetalled, road and provides some particular challenges for converting to a shared route. The path falls at a fairly steep gradient towards the private road and is relatively narrow, requiring widening of approximately 0.5m – 1.0m. At the interface with the private road visibility in both directions is significantly impaired by overgrown shrubbery which would require removal and regular pruning. At the time of the site visit the path was covered with a layer of pine needles and leaves which made the path quite slippery, even in dry weather conditions. There is a high risk that cyclists could lose control on this slippery surface especially during the Autumn/ Winter months when the ground is likely to be wet. Some form of high friction surfacing would be recommended to help mitigate this potential problem together with routine maintenance of the path to remove fallen debris. It would also be necessary to introduce some form of barrier at the interface with the private road to prevent cyclists overshooting into the path of an oncoming vehicle.

The following images are taken from the path towards the private road and from the private road looking back towards the exit from Section 1.

5.1.3 Proposed Measures

The previous section of this report discussed the issues identified in introducing a shared cycle/footway to the existing footpaths or footways without the provision of improvement measures. This section considers appropriate measures that may be implemented to reduce the risk to an acceptable level or to ALARP. Refer to Drawing HGN-SCH0009–DR–CH-0012 (Appendix A) for route details together with the Risk Register within Appendix B.

As previously discussed, a Road Safety Audit Stage 1 has been carried out on this proposed section of the route. This identified number of high-ranking problems, many of which have been identified as part of this assessment. Critically, the lack of street lighting through the Park is identified in the Safety Audit as an item that would require an exception report if lighting was not to be provided.

To reduce the level of risk identified along Section 1 the following measures have been considered. Implementation of these measures would reduce the majority of the risks to an acceptable level. The measures include: -

Location	Proposed Measure
Section A	- Provide additional signing and lining to control speed of cyclists and raise awareness of shared path status. - Protect the spiked fence to prevent injury to errant path users by means of 'shielding' fixed to the fence.
Sections C to H	- Widen existing paths by approximately 500mm to provide a minimum 3m wide route
Sections J to M	- Widen existing paths by approximately 500mm to provide a minimum 3m wide route
Sections B, E G and M	- Cutting back vegetation to ensure that minimum visibility requirements are met.

5.1.4 Summary

Provided the recommended measures are implemented the risk associated with these sections would be reduced to an acceptable level. Key to these mitigation measures being successful is a regular maintenance regime to ensure that vegetation is regularly cut back to ensure that visibility splays are maintained. Failure in this will result in these risks increasing.

Despite the above, one area would still remain as having an unacceptably high level of risk, Section I, the narrow path through the woodland. Trees and shrubs alongside this narrow corridor prevent the existing footpath from being widened. Unless it is accepted that mature trees can be removed to accommodate a wider path it is not possible to reduce the level of risk over this section. In view of this it is recommended that an alternative route is considered.

One alternative option, to avoid this section of the route, is to utilise an existing path to the north (as detailed on drawing HGN-SCH0009–DR–CH-0012). For most of its length this alignment provides a 3.0m to 4.0m wide corridor. In the context of the rest of the Park the gradient of this route is generally suitable. For the most part this corridor is an 'unmade' track and in its current condition not suitable for cyclists. As shown in the image below.

The following image show the existing unmade track.

With this said, there is opportunity, subject to budget and environmental constraints, to construct a new bound surfaced path. The only concern with this option is the initial 60m section. As shown by the image overleaf. The combination of restricted width (only 2.2m) and steep gradient makes this section less conducive to a shared use path. Although there is limited scope to widen the path over the initial 30m, measures may be adopted, such as signing and lining, to encourage slow cycling speeds. With this said the gradient is such that it may discourage users from cycling up this section.

The following image show the initial 30m of alternative path.

Neither Section I or the first 60m of the alternative route can achieve the recommended design parameters for shared use paths, whether this is effective width or gradient. In view of this, either it is accepted that a reduced standard facility can only be achieved, or a scheme that advises cyclists to dismount is promoted. Alternatively, a wider route review to explore further options is undertaken which may lead to route options being considered outside the Park altogether.

Section 2 Central Section

6.1.1 Route Description (Option 1 St Helen's Road)

On the basis that it is accepted that the un-adopted private road can be used, this section of the route has been suggested as the natural progression of Section 1. The proposal is to take cyclists on the shortest distance through the central section of the Upper Park past the pumping station and toilet block to join St Helen's Road. Once on St Helen's Road the proposal is to convert the southern footway to provide a shared route eastwards to Dordrecht Way. The length of the shared facility alongside St Helen's Road measures approximately 390m.

6.1.2 Existing Route Risk Assessment (Option 1 St Helen's Road)

The existing risk levels for the different sections of the route described below are illustrated on the drawing HGN-SCH0009–DR–CH-0010 (Option 1) contained in Appendix A. The detailed risk assessment is contained within Appendix B. The following paragraphs describe the issues identified with the existing layout along this section of the route.

6.1.2.1 Section A

Access to the park from the un-adopted private road would be via an existing ramp which would be converted to shared use. Cyclists would use the un-adopted, un-metalled, track to this ramp from Section 1, a distance of 175m. It is understood HBC would take on future responsibility of this un-adopted thoroughfare should a cycle route be taken forward. With this said further discussions will be needed between ESCC and HBC.

The ramp measures approximately 2.5m in width with a retaining wall along one side and a timber rail fencing along the other side, but increasing the width of the ramp to the required 4m would need land within the Park to be re-designated. The ramp is on a fairly steep gradient and there are concerns that cyclists would gain speed on entering the Park, increasing the potential for loss of control and collision with other non-motorised users. The existing timber post and rail fence bounding the northern side of this ramp currently measures 1.2m high and may need to be replaced with a 1.4m high fence.

The following image shows the existing access path.

6.1.2.2 Section B

This alternative access point is not feasible as it comprises a flight of steps.

6.1.2.3 Section C

From the bottom of the ramped access the route then utilises an existing vehicular access into the park, used primarily by maintenance vehicles. The width of this access is sufficient for a shared route but there is the inherent risk of conflict between moving maintenance vehicles and cyclists.

6.1.2.4 Section D

The proposal is to convert the footway along the southern side St Helen's Road to shared use. In order to provide an effective width of 3.0m, the minimum path width should be 3.5m, to allow clearance to the adjacent park fencing, plus an additional 500mm along those sections where on-street parking is permitted or trees are growing adjacent to the kerb. The existing footway along this section of St Helen's Road only measures between 2.4m and 3.0m which means that kerb re-alignment works would be needed to widen the footway throughout. This would be achievable over the initial 150m as there is sufficient road width available. The remaining length up to Dordrecht Way, however, would remain substandard in width as the footway on this section measures approximately 2.4m in width with the adjacent carriageway measuring approximately 7.75m wide.

Over the initial 150m the existing footway is split into two strips, a 1.4m grass verge along the front edge with a 1.6m wide footway behind. There are 5 No. semi-mature trees growing within the verge adjacent to the carriageway and the average distance between the trees and the back of the footway measures 1.9m, giving a resultant effective shared path width of approximately 0.9m allowing for the 500mm clearances

required from the tree and fence. It is recommended that a shared route should have an effective width of 3.0m. To meet this requirement the path between the trees and park boundary fence would need to be 4.0m wide to allow for the necessary clearances.

The following image looks eastwards along St Helen's Road from where cyclists would exit the Park. Note the mature trees in the verge.

Over the initial 150m the footway is lower than the adjacent carriageway with the level difference being taken up by the grass verge. If the decision is taken to retain the trees, specialist advice will need to be sought to determine what measures are necessary to protect the trees when adjusting the level of, and widening, the footway. It is noted that none of the trees that are in the footway along St Helen's Road are subject to TPO.

The back of the footway is bounded by the standard park metal palisade fence and a short section of low hedging. For most of its length the fence measures in excess of 1.4m in height but there is a length of approximately 75m where the height is reduced to approximately 1.1m. This poses a significant risk of injury to an errant cyclist and would therefore require replacing with a higher fence. The section of hedging measures approximately 80m in length and is approximately 900mm high.

The following image looks eastwards along St Helen's Road
Note the low metal fence (1.1m high) and distant hedge boundary.

Immediately west of its junction with Dordrecht Way is a bus stop. This introduces an additional element of conflict between cyclists and passengers waiting for a bus. Patronage has been obtained from Stagecoach who indicate that approximately 50 passengers board and alight at this stop each day.

At these conflict points the width of the footway should, ideally, be increased to 4.0m to minimise the potential for conflict with passengers waiting for a bus. In this location the footway measures approximately 2.3m and the adjacent carriageway approximately 7.75m. With the northern footway only measuring approximately 2.4m in width, there is insufficient corridor width available allowing the footway to be sufficiently widened.

The following image highlights the narrow footway at the bus stop.

6.1.3 Proposed Measures (Option 1 St Helen's Road)

The previous section of this report discussed the issues identified in introducing a shared cycle/footway to the existing footpaths or footways without the provision of improvement measures. This section considers appropriate measures that may be implemented to reduce the risk to an acceptable level or to ALARP. Refer to Drawing HGN-SCH0009–DR–CH-0013 (Appendix A) for route details together with the Risk Register within Appendix B.

Even with a package of improvements measures along this route, there are still sections where the risk level is considered unacceptable to provide a shared facility. The measures required to reduce the risk are considered disproportionate to the benefits that they would provide.

The limited path width throughout Section A combined with the boundary constraints either side of the path prevents the corridor from being widened unless earthworks/ retaining structures can be provided. The current effective width of the path is 1.5m taking into consideration the adjacent boundary features. This coupled with the steep longitudinal gradient which, in turn, will promote higher speeds, will not make this conducive for a shared facility.

In addition, the scope to make improvements along St Helen's Road (Section D) is limited by the existing highway boundary. The minimum corridor width needed to facilitate a shared cycle/footway on one verge would be 12.6m. This comprises: -

- 3.5m shared footway / cycle route (Effective width 3.0m)
- 7.3m carriageway
- 1.8m footway along the northern side

This assumes there is no on-street parking provision adjacent to the proposed section of shared route. Should parking be retained an additional 0.5m width would be required to provide the necessary separation between the parked vehicles and shared route.

Along the initial 150m length of St Helen's Road there is sufficient corridor width to enable a 3.5m wide cycle route to be created by widening the footway. Widening the footway would, however, require the removal of the five mature trees. From an environmental impact perspective, it is not considered that this would be acceptable. Retaining the trees would compromise the effective width of the shared route and therefore the risk level would increase due to the localised narrowing of the shared route.

Over the remaining length of St Helen's Road up to Dordrecht Way there is insufficient highway corridor width available to provide the a 3.5m wide shared route but there is scope to provide a route with the lesser width of approximately 3.2m. This could be achieved by re-aligning the kerbing along both sides to reduce the width of the carriageway to 7.3m and the northern footway to 1.8m. This would require the loss of on-street parking over this length of St Helen's Road, a distance of approximately 100m (the equivalent of approximately 17 spaces).

The existing bus stop immediately west of Dordrecht Way, Location D (iii), is located on a section of footway that is currently too narrow to provide the shared facility but also where the overall corridor width is insufficient to allow re-alignment of the carriageway to provide sufficient additional width. Because of this it is not possible to reduce the level of risk at this location and the high-risk score therefore remains.

ESH have considered an alternative option to provide a shared facility on the north footway. To achieve a 3.5m wide shared route the entire length of the north footway would need to be widened and in turn the southern kerb line would need adjustment to ensure a minimum 7.3m wide carriageway is maintained.

The north footway is lined with private dwellings, all with pedestrian access onto St Helen's Road and many with vehicular accesses. Each of these introduce the risk of conflict between cyclists and residents accessing their properties.

Furthermore, if a cycle facility uses the north footway it would be necessary to install specific crossing facilities to enable cyclists to safely cross between the southern and northern sides to link with the adjacent sections of cycle route. The positioning of these facilities would have to be carefully considered to maximise potential usage whilst minimising the impact on the adjacent properties.

Options for on road cycle lanes have not be investigated as it is understood that ESCC and HBC aim is to provide off road cycling facilities.

In view of the issues identified above it is recommended that this option is not taken forward.

6.1.4 Route Description (Option 2 Through Park)

This route provides a natural progression of Section 1 through the remainder of the Upper Park to Dordrecht Way. The proposal is to utilise an existing ramp slightly offset from where Section 1 joins the private road before continuing along the existing path network within the park.

It is then proposed to widen an existing narrow path between the tennis courts and the Hastings Peace Garden to link up with an existing path running parallel to St Helen's Road. From this point cyclists would use the existing path up to Dordrecht Way.

6.1.5 Existing Route Risk Assessment (Option 2 Through Park)

The existing risk levels for the different sections of the route described below are illustrated on the drawing HGN-SCH0009–DR–CH-0010 (Option 2) contained in Appendix A. The detailed risk assessment is contained within Appendix B. The following paragraphs describe the issues identified with the existing layout along this section of the route.

6.1.5.1 Section A

The proposal is to convert the existing ramped access into the park to shared use. The ramp measures approximately 35m in length and 3.2m in width but is bordered on one side by a high retaining wall and on the other side by a 1.2m high timber post and rail fence. This provides an effective shared path width of 2.2m. Because of these boundaries to the path the minimum width for this section of the route should be 4m to provide an effective width of 3.0m for a shared facility. The ramp is on a steep gradient and there are concerns that cyclists would gain speed on entering the Park, increasing the potential for loss of control and collision with other users. The existing timber post and rail fence may need replacing with a 1.4m high fence to protect against steep gradient in verge adjacent to path.

The following image is of the existing ramped access.

6.1.5.2 Section B

No critical risks were identified along this section. The existing path measures approximately 2.5m in width but there is scope to widen this by removal of a strip of the adjacent grass.

6.1.5.3 Section C

This section of the route would require widening which would impact on the Hastings Peace Gardens. The path currently measures 1.3m in width. Widening the path to provide a 3.0m shared facility would also mean widening the existing footbridge/culvert.

The following images show the existing narrow path and structure.

6.1.5.4 Section D

On this corner forward visibility is impacted by the existing mature hedgerow alongside used to screen the tennis courts. To improve visibility at this junction between paths it is recommended that a section of the hedge is removed.

6.1.5.5 Section E

This section passes across a narrow stone bridge that spans a small water course. The bridge width is 2.4m between parapets and the parapets themselves are only 0.85m in height. This falls below the required standard to facilitate cycle use. Given the nature of the existing structure it is unlikely that any modification can be made to bring it to current standards. In addition, an existing tree is position immediately to the east of the bridge. This significantly reduces visibility to approximately 7.0m. It is likely that someone approaching the path from the east would not see another user on the bridge. If no changes can be made to the structure removing this tree would be recommended to ensure visibility is not compromised.

Existing bridge with tree obstructing visibility

6.1.6 Proposed Measures (Option 2 Through Park)

The previous section of this report discussed the issues identified in introducing a shared cycle/footway to the existing footpaths or footways without the provision of improvement measures. This section considers appropriate measures that may be implemented to reduce the risk to an acceptable level or to ALARP. Refer to Drawing HGN-SCH0009–DR–CH-0013 (Appendix A) for route details together with the Risk Register within Appendix B.

As identified in the previous section of this report, the creation of a shared cycle/footway following this route would have too great an impact upon this area of the Upper Park in particularly the Hastings Peace Garden (Section D of the route). Widening of the existing culvert/footbridge is also recommended. It is considered that changes to the existing structure to reduce the risk would be disproportionate to the benefits it would provide. In view of this it is recommended that this route option, in its entirety is, not taken forward.

With that said, provision of a shared route using Sections A and B of this route could be considered acceptable, subject to implementing the necessary mitigation measures along Section A, notably additional signing and lining to both control speed of cyclists and raise awareness of the share path status as well as upgrading the existing fence adjacent to the path. However instead of continuing along Section C, it is proposed that the route would continue in the Park towards the southern end of Dordrecht Way using the existing paths, as shown on Drawing HGN-SCH0009–DR–CH-0013. Local widening of this path would be needed to provide a 3.0m wide shared route.

In addition, and in recognition of the Hastings Walking and Cycling Strategy, this route could provide an opportunity to link with a future, cycle link along St Helen's Road

towards the Hastings District General Hospital. This potential link is also shown on Drawing HGN-SCH0009-DR-CH-0013.

6.1.7 Route Description (Option 3 Through Park)

This route is a slight variation to Option 2. Instead of heading eastwards immediately after 'section A' it uses the existing path network to take the cycle route along the north side of the Hastings Peace Gardens before re-joining the route proposed in Option 2.

6.1.8 Existing Route Risk Assessment (Option 3 Through Park)

The existing risk levels for the different sections of the route described below are illustrated on the drawing HGN-SCH0009–DR–CH-0016 contained in Appendix A. The detailed risk assessment is contained within Appendix B. The following paragraphs describe the issues identified with the existing layout along this section of the route.

6.1.8.1 Section A

This follows the same route as Option 2. Refer to paragraph 6.1.5.1 for details.

6.1.8.2 Section B

With the exception that the existing path width is below the recommended width of 3.0m no other critical risks were identified along this section.

6.1.8.3 Section C

The route would need to pass over an existing bridge crossing a small water course. Although the width of the bridge measures 3.9m, the parapet height is lower than the required standard to facilitate cycle use. The metal surface of the bridge deck could also become slippery in wet conditions.

Existing bridge crossing water course

6.1.8.4 Section D

The route passes on the north side of the Peace Gardens. In general the existing path width is 3.0m and visibility is good. The only potential risk is conflict between path users should pedestrians who are leaving the Peace Gardens step out in front of a cyclist using the path.

6.1.8.5 Section E

This section of the route is elevated approximately 1.15m above adjacent ground level over a distance of approximately 35m. Edge protection is offered by a low level rail 0.85m high. The path width is approximately 2.7m. Except for increasing the parapet height there is little scope to improve the existing path.

Elevated path

6.1.8.6 Section F

This section passes to the north side of the tennis courts. The presence of a hedge along the western edge of the tennis courts compromises visibility. As a result, there is a risk of conflict between path users should pedestrians leaving the tennis courts and step out in front of a cyclist using the path.

6.1.8.7 Section G

This follows the same route as Option 2. Refer to paragraph 6.1.5.5 for details.

6.1.9 Proposed Measures (Option 3 Through Park)

The previous section of this report discussed the issues identified in introducing a shared cycle/footway to the existing footpaths or footways without the provision of improvement measures. This section considers appropriate measures that may be implemented to reduce the risk to an acceptable level or to ALARP. Refer to Drawing HGN-SCH0009–DR–CH-0016 (Appendix A) for route details together with the Risk Register within Appendix B.

It is considered that with a package of improvement measures the risk could be reduced along some of the sections of this route options. Measures would include changes to the existing bridge deck surface (section C) to improve slip resistance. In addition, repositioning the gate to the tennis courts would not only improve visibility but would increase the set back of the entrance so people leaving the tennis court would not immediately step out on to the path. With this said there are still several sections within this option that are a high risk even if mitigation measures are introduced. These mainly relate to the elevated sections of path in combination with the low railings together with the existing stone bridge coupled with poor visibility resulting from the tree. As previously discussed it is recommended that the tree is removed to maximise visibility.

6.1.10 Summary

Choosing which route option to progress for this central section is very much influenced by their interaction with the adjoining section in the Lower Park. As the next part of this report will explore it is considered more appropriate for the Lower Park route to commence a shared cycle facility at the northern end of Dordrecht Way. In view of this the natural continuation of the route would therefore be Option 3, even if the Option 2 variant, as described in paragraph 6.1.6, provides a better route option in respect to risk mitigation.

ESH has considered the provision of a shared cycle/footway along Dordrecht Way to allow Option 2 to connect into a route to the north end of this road however, unless on-street parking can be removed on one side of Dordrecht Way it would not be possible to provide a shared cycle/footway along its length.

Section 3 Lower Park

7.1.1 Route Description (Option 1 St Helen's Road)

This proposal is an alternative to the original proposal developed by Amey that takes cyclists through the Lower Park. To mitigate local concern about potential conflict between cyclists and other users within the Park, this alternative proposal will keep all cycle movements out of the Park by converting the existing footway along St Helen's Road to shared use between Dordrecht Way and the Lower Park entrance on Bethune Way.

7.1.2 Existing Route Risk Assessment (Option 1 St Helen's Road)

The existing risk levels for the different sections of the route described below are illustrated on the drawing HGN-SCH0009–DR–CH-0011 contained in Appendix A. The detailed risk assessment is contained within Appendix B. The following paragraphs describe the issues identified with the existing layout along this section of the route.

7.1.2.1 Section E

Over this section the footway measures, on average, 2.4m in width. To achieve a 3.0m effective width shared path the footway would require widening by 1.1m.

There is a zebra crossing on this section with standard belisha beacons positioned behind the kerb line. The clearance between the belisha beacon pole and the park fence measures 1.8m which is significantly narrower than the 4.0m required. The presence of pedestrians waiting to cross the road, when combined with this narrow width, introduces the risk of conflict between cyclists and other users at this location.

The following image is taken on St Helen's Road looking eastwards towards the zebra crossing.

7.1.2.2 Section F

Between the zebra crossing and St Helen's Crescent the existing footway measures approximately 2.35m in width. As highlighted above, the recommended width should be 3.5m, an increase of 1.15m to provide an effective width of 3.0m.

7.1.2.3 Section G

Between St Helen's Crescent and St Helen's Road the width of the existing footway continues at approximately 2.35m against the required minimum of 3.5m.

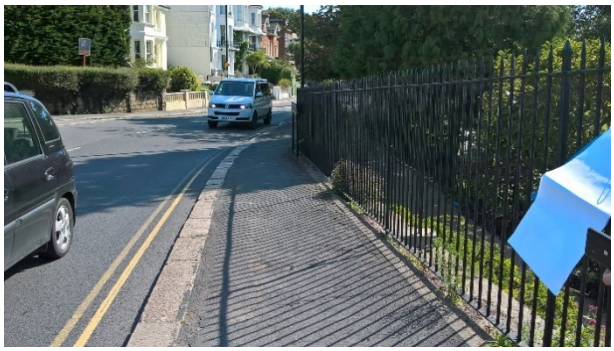
7.1.2.4 Section H

At this location, the existing footway narrows to a localised pinch point measuring 1.7m wide, some 1.8m narrower than the required width of 3.5m. The positioning of a lighting column at this pinch point serves to restrict the available footway width further to 1.6m. Stopping sight visibility at this point is significantly impaired in both directions by the palisade fence bounding the park.

The pinch point is on a natural bend in the carriageway and lies directly opposite St Helen's Park Road, at which point the carriageway measures approximately 8m in width. There would be very limited scope to alter the alignment of the carriageway or modify the junction layout at this location to provide additional footway width due to the proximity of the highway boundary and site levels. Immediately behind the footway at this pinch point is a ramped pedestrian access leading into the park which would require major re-alignment to enable additional footway width to be provided. Owing to the status of the Park it is unlikely that the necessary approvals would be granted to alter this access.

Due to the limited scope to provide additional footway width this localised pinch point introduces a large risk to the delivery of the shared facility. If the decision is taken to progress with this route option, signing would have to be erected instructing cyclists to dismount at this location. With the knowledge that cyclists generally take no heed of such signing, however, there remains the large potential for conflict between cyclists and other users at this point.

The following two images show the pinch point.



7.1.2.5 Section I

Over this section the existing footway is relatively wide, measuring on average 3.2m in width, thereby providing an effective width of 2.7m (500mm 'buffer zone' from fence).

The main issue along this length relates to existing trees that have been planted along the front of the footway. These are creating localised pinch points. There are 13 No. trees planted at regular spacing ranging in size between 200mm and 350mm in diameter. The average clearance between the tree trunk and the boundary fence at the back of the footway currently measures approximately 2.5m, which is 1.5m narrower than the recommended minimum of 4.0m (3.0m effective width with 0.5m 'buffer zones' either side of path). These trees will continue to grow over time, resulting in further reduced effective footway width.

7.1.2.6 Section J

This section is one of the most complex in terms of being able to achieve an effective width shared path of 3.0m. There is an existing bus stop at this location which comprises a ClearChannel bus shelter and half-depth bus layby with a 1.55m wide footway running along the back of the layby. It is assumed that the half-depth layby has been constructed to enable buses to move out of the path of traffic exiting the nearby roundabout onto St Helen's Road. At this location, the carriageway measures approximately 7.5m in width so there is very limited scope to re-align the kerbing to gain additional footway width. As the bus shelter is owned by ClearChannel further consultation with them would be required to discuss its removal or replacement to create additional footway space. The Park boundary fence is positioned immediately behind the narrow footway. ESH understand that this fence is of protected status and there is not scope for it to be repositioned.

The following two images show the existing layout.

7.1.2.7 Section K

At this location the narrow footway issues are compounded by the presence of a zebra crossing. The width of the footway at this point measures 3.25m but this should be increased to a minimum of 4.0m to remove potential conflict between cyclists and pedestrians using the crossing.

7.1.2.8 Section L

This section is equally as difficult an area to resolve in terms of providing an effective width path of 3.0m, as recommended. This section is on the south-western corner of the roundabout with the footway being at a lower level than the adjacent carriageway. The footway is divided into two strips – a pedestrian deterrent area along the front edge which is used to take up the level difference and the actual footway positioned at the back. The footway measures approximately 1.7m in width. Mature conifer trees are growing immediately behind the adjacent boundary wall and these overhang the footway by some distance. It would be necessary to hard-prune these conifers but this is likely to leave an unsightly boundary as mature conifers do not generally generate new growth where hard-pruning has taken place.

Around this corner stopping sight visibility is significantly impaired by the adjacent trees which overhang the footway and the sharpness of the corner radius. As the footway enters Bethune Way the problems are compounded as the width of the footway reduces to a pinch point measuring 1.8m in width, again with limited stopping sight visibility and no scope to widen into the carriageway.

The following images show the existing layout.

7.1.3 Proposed Measures (Option 1 St Helen's Road)

The previous section of this report discussed the issues identified in introducing a shared cycle/footway to the existing footpaths or footways without the provision of improvement measures. This section considers appropriate measures that may be implemented to reduce the risk to an acceptable level or to ALARP. Refer to Drawing HGN-SCH0009–DR–CH-0014 (Appendix A) for route details together with the Risk Register within Appendix B.

As previously discussed the minimum highway corridor width needed to facilitate a shared cycle/footway on one verge would be 12.6m increasing to 13.1m should on street parking provision be required adjacent to the shared route. It has been assumed that widening of the existing highway corridor, such as the realignment of the Park boundary fence line is not be acceptable.

By applying this minimum corridor width to St Helen's Road it has been possible to identify where a fully compliant shared route can be introduced or where additional mitigation measures would be required to achieve this.

Over significant lengths (Sections F, G and I) of this route there is scope to provide a 3.5m wide shared route along the southern footway, thereby creating an effective shared path width of 3.0m. This would be at the consequence of parking loss and the removal of trees.

Along sections F and G the overall corridor width is sufficient to allow for realignment of the kerb lines on both sides of the carriageway to provide a 3.5m shared route. This would, however, require the removal of two sections of on-street parking along the northern side over lengths of approximately 58m and 53m (a total loss of approximately 19 spaces).

Throughout Section I the existing footway measures approximately 3.25m in width, not far from the required width of 3.5m. The width of the carriageway over this section (7.5m in width) does provide scope to widen the footway to the required 3.5m thereby creating an effective shared path width of 3.0m. The introduction of a shared facility along this section would require the removal of 13 trees. From an environmental impact perspective it is not considered that this would be acceptable. By not removing the trees the effective width of the shared path at each tree would be reduced to approximately 1.6m, meaning that the risk of conflict between cyclists and other footway users would increase.

Site constraints along the remaining sections of St Helen's Road make the necessary measures required to reduce the risk disproportionate to the benefits that they would provide.

Through Section E the overall corridor width measures approximately 12.3m. It would be possible to adjust both north and south kerb lines to create a 3.2m wide shared surface (effective width of 2.7m) on the southern footway. This would result in reducing the north footway from 2.5m to 1.8m. However, given the presence of the existing zebra crossing, reducing footway widths would not be recommended. Generally, it is good practice to increase footway widths at crossing locations particularly if they need to accommodate cycle facilities.

Through Section H there are no mitigation measures achievable without significant impact on the Park. The overall corridor width is not sufficient to allow widening of the footway to anywhere near the 3.5m required and this, combined with the proximity of a ramped pedestrian access, means that major works would be necessary to ensure that a safe cycle route is achieved. As discussed in Section 5, the pinch point is on a natural bend in the carriageway and lies directly opposite St Helen's Park Road, at which point the carriageway width measures approximately 8m. There would be very limited scope to alter the alignment of the carriageway or modify the junction layout at this location to provide additional footway width due to the proximity of the highway boundary and site levels. Immediately behind the footway at this pinch point is a ramped pedestrian access leading into the park which would require major re-alignment to enable additional footway width to be provided.

The key constraint through Section J is the existing bus stop and half depth layby. To provide a suitable shared route through this section it would be necessary to remove the bus layby and replace/reposition the bus shelter. This in turn would allow the footway to be widened to 3.0m (effective width 2.5m). Ordinarily this reduced width would be acceptable over a discrete length however, best practice would advise that at bus stops a shared cycle/footway should be increased to 4.0m given the expected high volume of pedestrians present. In view of this it is recommended that the bus stop is re-located further west where the footway width is greater. Repositioning the bus stop away from the roundabout would also reduce the risk of congestion at the junction resulting for a stationary bus.

Through Sections K and L widening of the existing footway into the carriageway would result in significant changes to the roundabout, particularly given the level difference between the footway and carriageway. The alternative option would be to widen along the back edge of the footway by removal of the mature evergreen trees and re-aligning the boundary wall. However, it has already been established that removal of the existing park boundary is not permitted. Bearing in mind the difficulties in achieving this final section of the route it is recommended the cycle route is terminated in advance of the existing zebra crossing with cyclist re-joining the carriageway.

ESH understand that ESCC are considering future cycle route options from Queens Road roundabout. The outcome of this will influence how and where to terminate the route along St Helen's Road.

In recognition that there are difficulties in providing a shared route along the southern footway, consideration has also been made to the provision of a shared facility on the north footway. For the reasons identified previously for Section 2 of the route, it is not recommended that this option is pursued. Not only will the footway need to be widened throughout St Helen's Road but the northern footway is lined with private dwellings, all with pedestrian access onto St Helen's Road and many with vehicular accesses. Each of these introduce the risk of conflict between cyclists and residents accessing their properties.

Furthermore, there are two wide junctions that would have to be crossed, St Helen's Crescent and St Helen's Park Road. Each of these junctions would require re-modelling to reduce the crossing width to a safer distance but the geometry would have to be carefully considered so as not to impact on vehicular turning movements. Initial analysis indicates that there is only limited scope to alter the junction of St Helen's Crescent without impacting on left turning movements into the Crescent from St Helen's Road. It is likely that there is only very limited scope to reduce the crossing widths.

In view of site constraints identified above it is not recommended that this route option is taken forward.

7.1.4 Route Description (Option 2, Though Park)

This proposal was developed by Amey on behalf of ESCC and formed a part of the original public consultation undertaken by Hastings Borough Council. The proposal is to convert existing paths within the Lower Park to shared use between Dordrecht Way and Bethune Way and was the preferred route option until concerns about pedestrian / cyclist conflict were raised at the ESCC Lead Member Meeting in March 2017.

Amey undertook a Stage 1 Safety Audit on this proposed route in which the following issues were identified:-

- Lack of street lighting throughout the Park and associated increase in risk of collision between cyclists and pedestrians;
- Type and height of existing / proposed fencing;
- Risk of conflict between cyclists and pedestrians in the vicinity of the café / bandstand;
- Risk of collisions between motorised traffic and cyclists crossing Dordrecht Way.

To mitigate against these findings Amey's design was developed to include coloured surfacing at key areas and re-route cyclists away from the café / bandstand. Mitigation measures for cyclists crossing Dordrecht Way are to be considered in the detailed design stage. The lack of street lighting was considered an area where mitigation measures were not achievable and the audit report recommended that an exception report was prepared if it was determined that street lighting is not to be provided.

7.1.5 Existing Route Risk Assessment (Option 2, Though Park)

The existing risk levels for the different sections of the route are illustrated on the drawing HGN-SCH0009–DR–CH-0011 (Option 2) contained in Appendix A. The detailed risk assessment is contained within Appendix B.

There are several areas within the Lower Park that are considered to be a high risk if mitigation measures are not introduced. These mainly relate to the width of the existing paths through the Park as these do not provide the minimum 3.0m effective width required for a shared facility.

At two locations, the path interfaces with adjoining paths at locations where the proposed route passes through a tight radius (Locations B and E). At both locations the risk assessment resulted in a risk score of 9 meaning that further mitigation measures are required.

There are two critical areas within the Park where the risk is deemed to be sufficiently high enough to require significant mitigation measures or an alternative route alignment sought. Both areas are where the proposed route crosses over the watercourse (Locations C and F). At both these locations the width of the existing bridge is not sufficient, being 2.1m at the western bridge and 2.9m at the eastern bridge. Allowing for the 500mm additional clearance required between cyclists and adjacent boundary walls / parapets, the resultant effective widths are reduced.

The main concern raised at the Lead Member meeting in March 2016, was of the interaction between cyclists and other users of the park, particularly more vulnerable

users such as children. This risk assessment has taken this into consideration when identifying route suitability, particularly if a sub-standard layout can only be achieved.

7.1.6 Proposed Measures (Option 2 Though Park)

Refer to Drawing HGN-SCH0009–DR–CH-0014 (Appendix C) for route details.

For the most part Amey were proposing to widen the existing paths to provide a 3.0m wide shared route through the Lower Park. This would be considered an appropriate measure for a shared cycle/footway. With this said given the pedestrian footfall expected within the Park, particularly during the summer months, if a shared route can be widened to, say, 4.0m this would add further benefits to the operation of the route.

Amey were not proposing to undertake any mitigation measures where the proposed route crosses over the existing bridges. Without any improvement measures these bridges would remain narrow (2.2m to 2.8m in width) and, consequently, the 'high risk' score at these locations would remain. Consideration should be given to replacing the bridges with new, wider, structures or accept that these are localised pinch points along the route. Lower impact measures may include changes to the existing bridge deck metal surface to improve slip resistance.

Conflict points would exist where the proposed shared route is joined by pedestrian only routes and to mitigate against these potential conflicts, Amey were proposing to highlight each of these areas with the use of coloured surfacing. Due to the status of the Park this would have to be discussed at an early stage with the park authorities to ensure that they are fully supportive of the proposal.

The provision of warning and direction signing through the Park at key locations, as proposed by Amey, would also go some way to reminding park users of the presence of cyclists and reduce the risk of potential conflict. With this said the lack of any lighting should be a serious consideration in the decision whether or not to create a cycle route through the Park. The lack of street lighting was raised as a problem in the Stage 1 Safety Audit undertaken by Amey with the resultant increase in the risk of collision between cyclists and pedestrians. In their response, the Client acknowledged that an exception report would have to be prepared over this issue.

The lack of lighting is likely to restrict the use of the cycle route during the hours of darkness, particularly during the winter months when the daylight hours are significantly shorter. Cyclists who continue to use the route during the hours of darkness are at increased risk of collision with other park users although it is acknowledged that use of the Park during these times would be less.

7.1.7 Route Description (Option 3 & 4, Though Park)

Route Options 3 and 4 make use of the alternative path network within the Lower Park. For the most part Option 3 follows the same path as Option 2 although the western section terminates at the north end of Dordrecht Way utilising the wide path passing the toilet facilities and Park Rangers' offices. Option 4 follows the path running along the northern edge of the Lower Park adjacent to St Helen's Road. Whilst this route looks to take cyclists away from the central parts of the Lower Park, which may be consider routes heavily used by pedestrians, this is a more sinuous route compared to some of the other paths in the Park. In additions, this route option also passes close the existing water features. Both options terminate at the eastern gates near Bethune Way.

7.1.8 Existing Route Risk Assessment (Option 3 & 4, Though Park)

The existing risk levels for the different sections of Option 3 and Option 4 are illustrated on the drawings HGN-SCH0009–DR–CH-0017 and HGN-SCH0009–DR–CH-0018 respectively. Refer to Appendix A. The detailed risk assessment for both options is contained within Appendix B.

In view of the fact Option 3 follows the same alignment as Option 2, except for the western end (Section A and B) the risks previously identified for the Option 2 route will also be applicable for this Option.

In terms of Option 4 there are several areas of this route that are considered to be a high risk if mitigation measures are not introduced. These mainly relate to the width of the existing paths as well as location where the path runs adjacent to existing water features particularly sections C, D and F, as shown on the photographs below.

Option 4 Section C: Sharp corner, downhill gradient approaching water feature.

Option 4 Section D: Sharp corner, limited width to widen path to increase clearance to water feature.

Option 4 Section F: Limited width to widen path to increase clearance to water feature.

As stated for Option 2 the lack of lighting is likely to restrict the use of the cycle route during the hours of darkness. Cyclists who continue to use the route during the hours of darkness are at increased risk of collision with other park users although it is acknowledged that use of the Park during these times would be less.

7.1.9 Proposed Measures (Option 3 & 4 Though Park)

The mitigated risk levels for the different sections of Option 3 and Option 4 are illustrated on the drawings HGN-SCH0009–DR–CH-0017 and HGN-SCH0009–DR–CH-0018 respectively. Refer to Appendix A. The detailed risk assessment for both options is contained within Appendix B.

As previously stated, apart from the western end, Option 3 follows the same alignment as Option 2. In view of this, the proposed improvement measures would be the same as Option 2 and mainly comprise warning and direction signing at key locations to remind park users of the presence of cyclists. Where space permits path widening to a minimum of 3.0m would be recommended and the use of contrasting surface material at potential conflict points should be consider to raise awareness to all park uses of the shared facility particularly at locations where other paths adjoin the shared route. One key location where it will be necessary to provide further signing is where the footpath to the café meets the proposed shared route. Additional measures will be provided at this location to deter cyclists using the path past the café.

With regards to Option 4, a similar approach would be taken as to the types of improvements recommended to raise awareness to all users of the shared route. Where space permits path widening to a minimum of 3.0m would be recommended in order to provide a suitable facility for shared use. With this said there are still sections along this route where improvement measures would not be possible, such as Sections C,D, and F and the risks would remain high.

7.1.10 Summary

The results of the risk assessment indicate that the proposed routes through the Lower Park (Option 2, 3 or 4) appear to present less risk than a route along St Helen's Road. In view of site constraints identified for Option 1 (St Helen's Road) it is not recommended that this route option should be taken forward.

Of the three route options within the Lower Park, Option 4 should also be dismissed given along its length there are four sections that are considered to be high risk with limited scope to introduce any interventions that could reduce the risk score.

Of the remaining options, it is considered that Option 3 provides a marginally improved route when compared to Option 2. Not only will Option 3 avoid a second bridge crossing but it is unlikely that cyclists will use the path running past the Café as a cut through given the designated cycle route directs cyclists to the northern end of Dordrecht Way as opposed to the southern end, as promoted by Option 2.

As discussed in the earlier sections of this report, taking forward Option 3 does in turn govern which route option is progressed through the central section of the Park, this being Option 3 even if other options provide a better route in respect to risk mitigation.

Conclusions

ESH have undertaken a detailed investigation into the feasibility of providing a shared footway / cycle route along the southern side of St Helen's Road and compared this with the original proposal to provide a cycle route through the Lower Park. ESH have also looked at developing Amey's design for the route through the Upper Park.

For the most part, it is considered feasible to provide a continuous shared facility between Beaufort Road and Bethune Way (Queens Road roundabout) although several areas would require significant mitigation measures before an acceptable layout could be achieved.

For Section 1, between Beaufort Road to the private road, a shared cycle/pedestrian facility may be introduced although it would be necessary to implement a number of improvements measures throughout its length to make the route suitable for shared use. With this said, it is not possible to mitigate against all the identified risks, as one section (Section I) remains unsuitable for a shared use facility. ESH have considered other route options to bypass this section but these also fall below recommended standards for shared paths. In view of this, either it is accepted that a reduced standard facility can only be achieved, or a scheme that advises cyclists to dismount is promoted. Alternatively, a wider route review to explore further alternatives is undertaken which may lead to options being proposed outside the Park altogether.

In respect to the three options considered for Section 2, the highway corridor restrictions along St Helen's Road does not make Option 1 a viable solution. Of the two options within the Park, Option 3 would be a natural continuation of the route when having to consider how best to tie in to the adjoining section in the Lower Park. With this said this may not be the favoured option in respect to risk mitigation.

In terms of Section 3, Option 1 proposes to take cyclists along St Helen's Road between Dordrecht Way and Bethune Way. In view of site constraints identified along this section, such as the restricted highway corridor width and the presents of trees within the footway, it is considered that this option should not be taken forward as a means of providing a suitable route for shared facilities. Provided suitable mitigation measures are introduced within the Lower Park, as identified in this report, it is recommended that Option 3 is taken forward for further design development.

The introduction of all three sections of cycle route would provide a continuous facility between Beaufort Road and Bethune Way. In addition, and in recognition of the Hastings Walking and Cycling Strategy, the opportunity is provided to link with future, potential cycle facilities along St Helen's Road towards the Hastings District General Hospital.

Given the issues that have been identified through earlier Road Safety Audits undertaken, any option to use the Park must consider the implications of no lighting provision or explore the feasibility of introducing lighting in the Park.

Appendix A
Drawings

Section 1 – Upper Park

Existing Layout Risk Assessment [HGN-SCH0009-DR-CH-0009]

With Mitigation Risk Assessment [HGN-SCH0009-DR-CH-0012]

Section 2 – Central Section

Options 1&2 Existing Layout Risk Assessment [HGN-SCH0009-DR-CH-0010]

Options 1&2 With Mitigation Risk Assessment [HGN-SCH0009-DR-CH-0013]

Options 3 Risk Assessment [HGN-SCH0009-DR-CH-0016]

Section 3 – Lower Park

Options 1&2 Existing Layout Risk Assessment [HGN-SCH0009-DR-CH-0011]

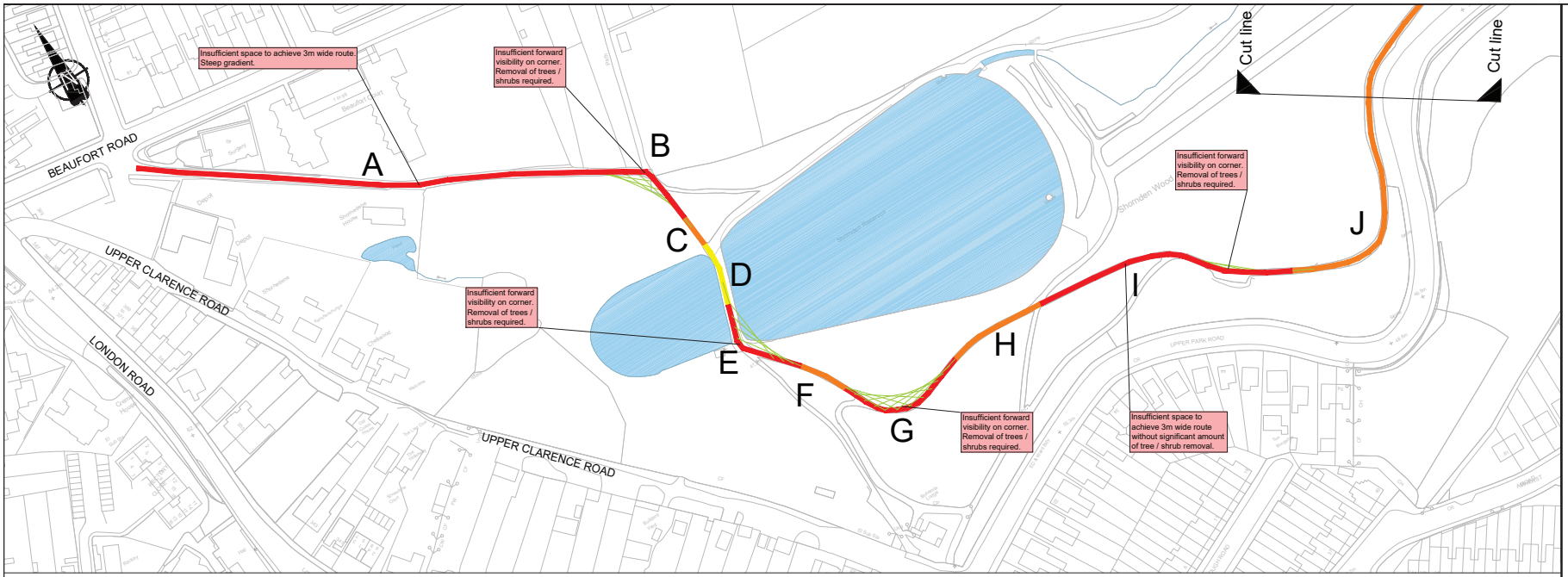
Options 1&2 With Mitigation Risk Assessment [HGN-SCH0009-DR-CH-0014]

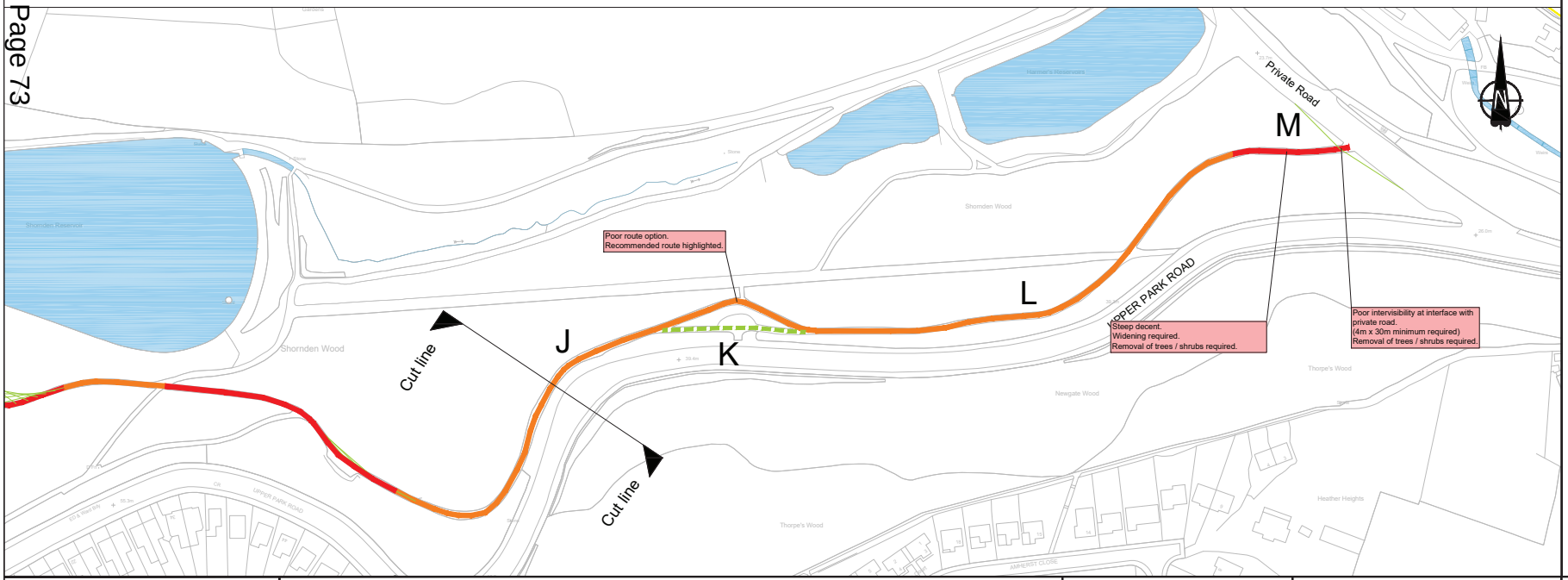
Options 3 Risk Assessment [HGN-SCH0009-DR-CH-0017]

Options 4 Risk Assessment [HGN-SCH0009-DR-CH-0018]

Suggested Route

Suggested route option [HGN-SCH0009-DR-CH-0015]





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Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the existing layout without any mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.
- Extent of required visibility envelope.

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1000 (A1)
SCALE 1:2000 (A3)
METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S3	Nov 17	First Issue	IMT	JV	CW

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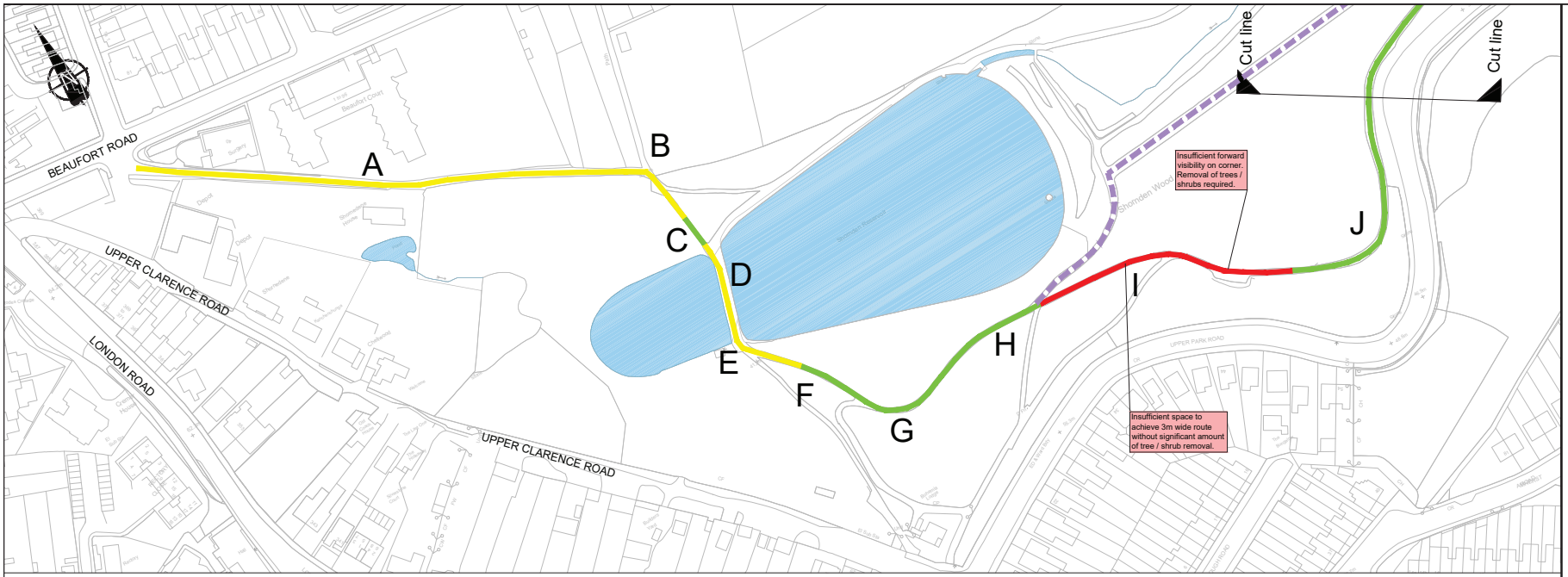
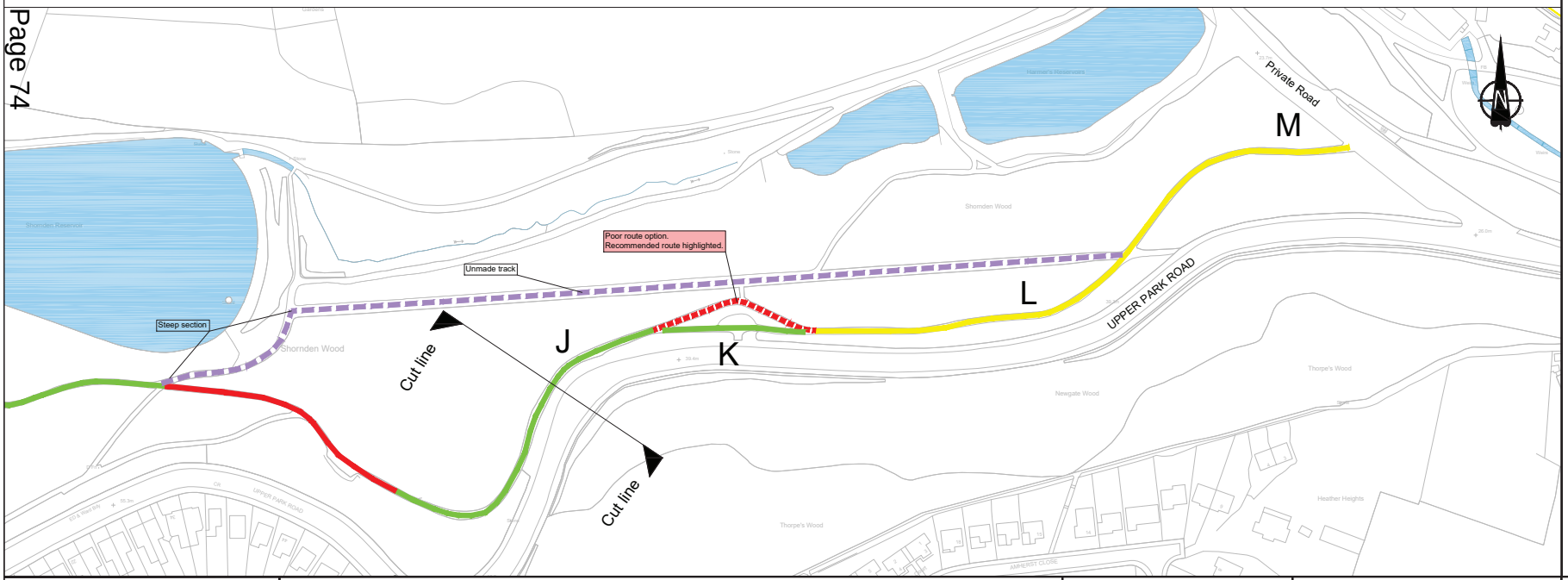
Project: ALEXANDRA PARK HASTINGS, CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN REVIEW
SECTION 1
BEAUFORT ROAD - PRIVATE ROAD
RISK ASSESSMENT - EXISTING LAYOUT

Status	S3
Revision	P01
Scale	1:1000
Date	November 2017
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Weedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number: HGN-SCH0009-DR-CH-0009
Volume | Design Alt. | Type | Role | Number





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.
- Alternative route option to avoid Section I.

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SCALE 1:2000 (A3)
METRES

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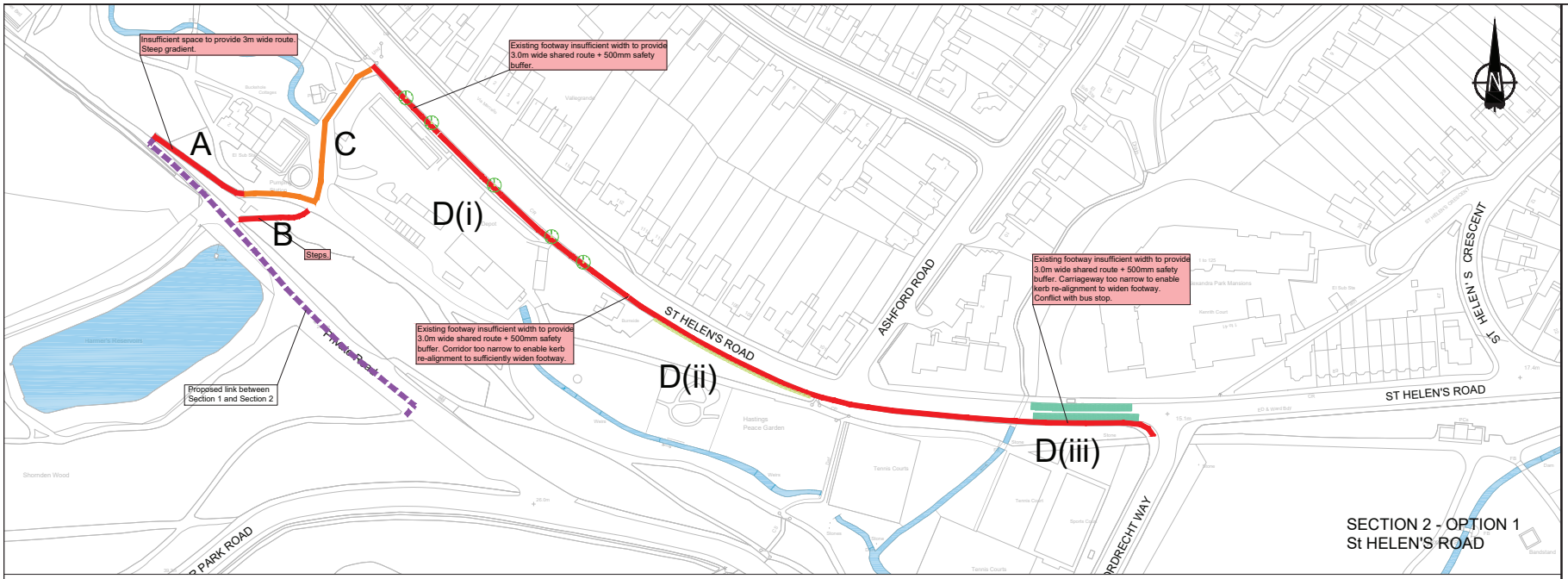
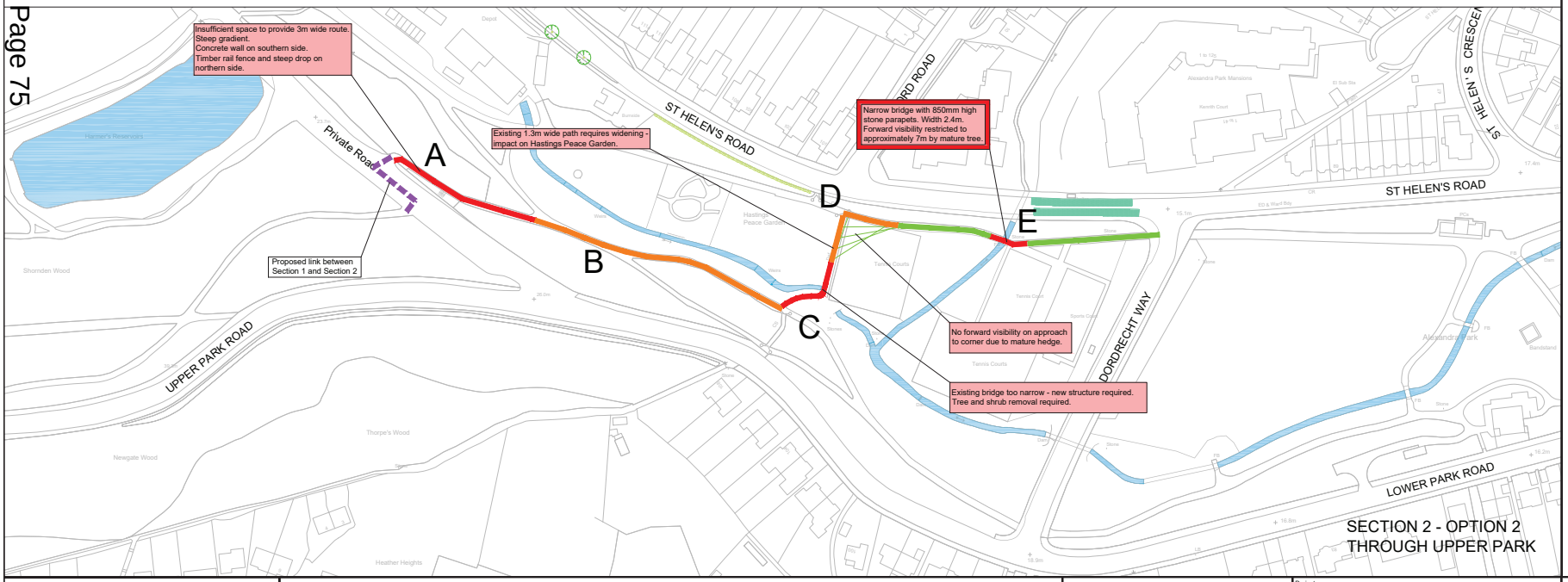
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN REVIEW
SECTION 1
BEAUFORT ROAD - PRIVATE ROAD
POST MITIGATION RISK ASSESSMENT

Status	S3
Revision	P01
Scale	1:1000
Date	November 2017
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Weedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number: Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0012





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the existing layout without any mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.
- Existing bus stop
- Extent of required visibility envelope.

0 10 20 30 40 50 60 70 80 90 100 METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P02	S3	01/05/2018	Minor amends to risk classification (E)	IT	JV	JV
P01	S3	01/12/2017	First Issue	IT	JV	CW

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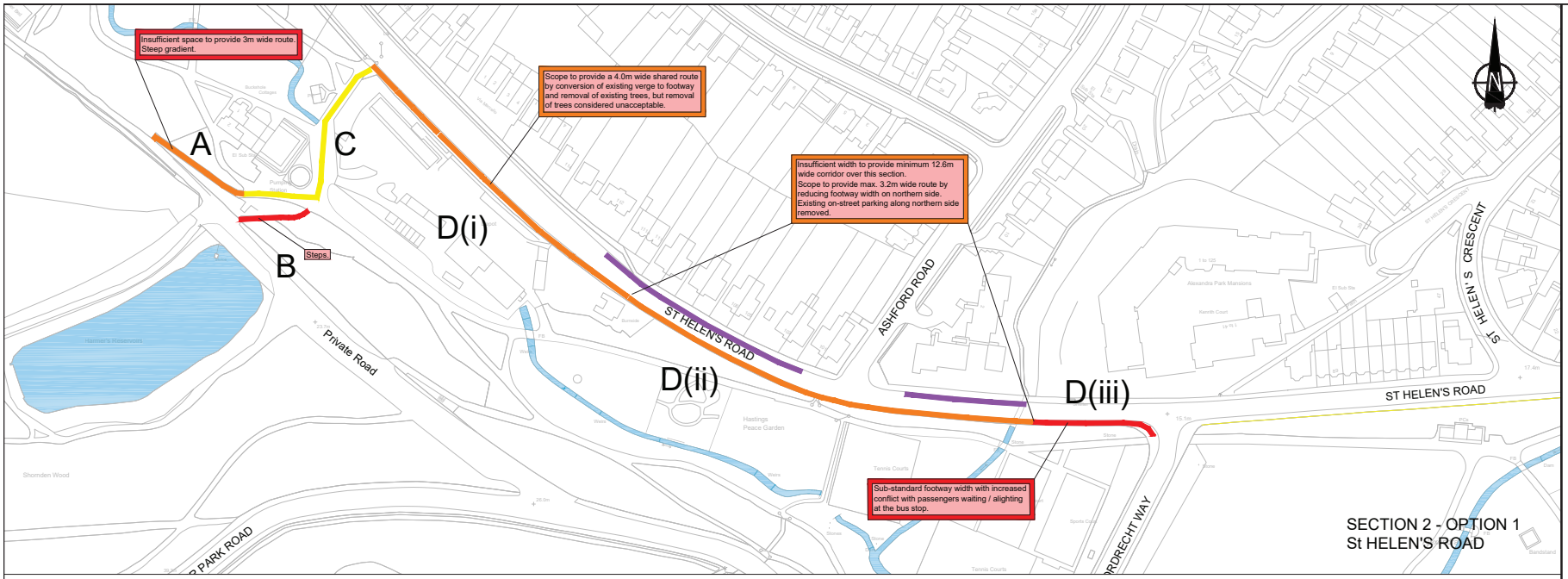
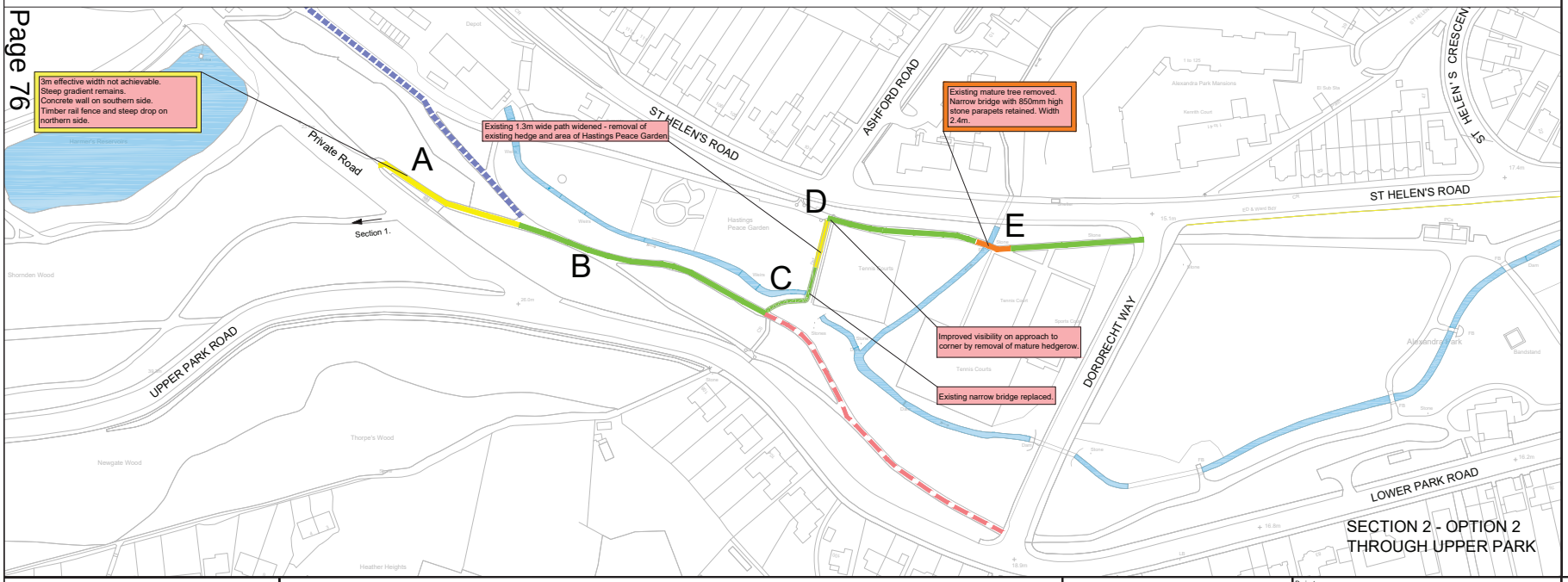
Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN REVIEW
SECTION 2 - OPTIONS 1 AND 2
PRIVATE ROAD TO DORDRECHT WAY
RISK ASSESSMENT - EXISTING LAYOUT

Status	S3
Revision	P02
Scale	1:1000
Date	01/12/2017
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Wheedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number: Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0010





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.
- Sections of existing on-street parking to be removed.
- Suggested alternative link to Dordrecht Way. (See Para.6.3 in Review Report).
- Potential future cycle link to Hastings District General Hospital.

0 10 20 30 40 50 60 70 80 90 100

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METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P02	S3	27/04/2018	Minor amend to risk assessment (E)	IT	JV	JV
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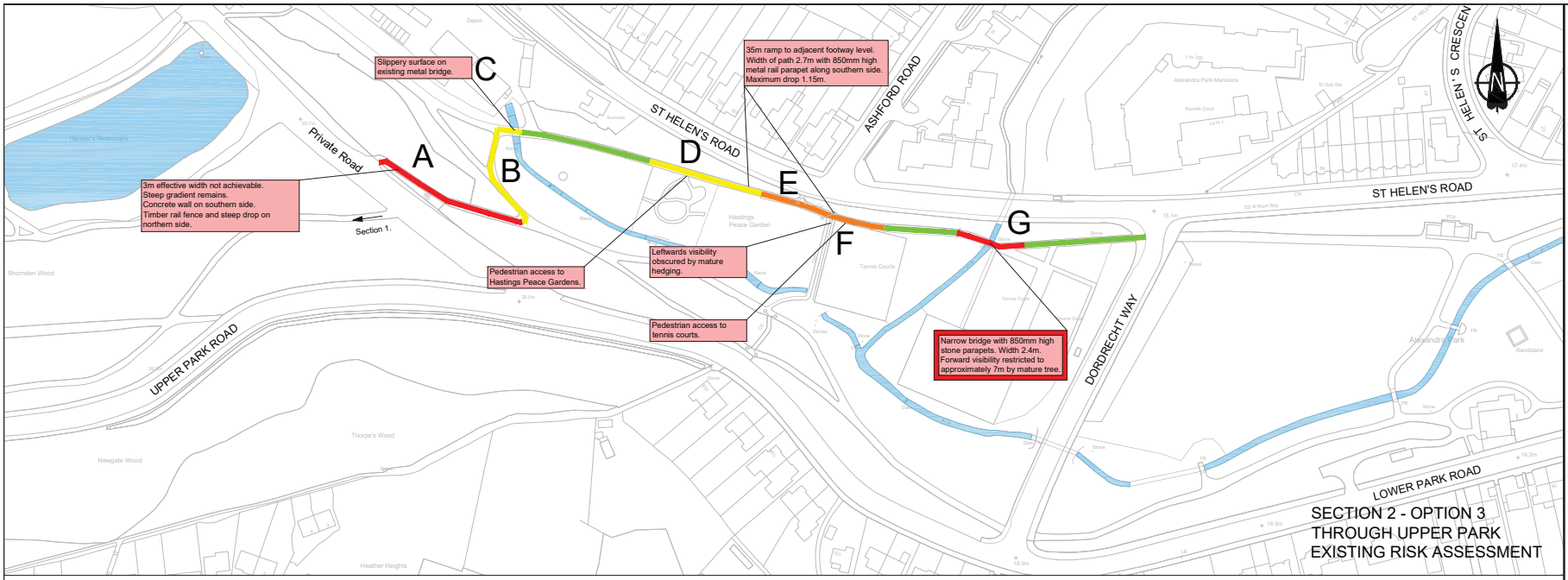
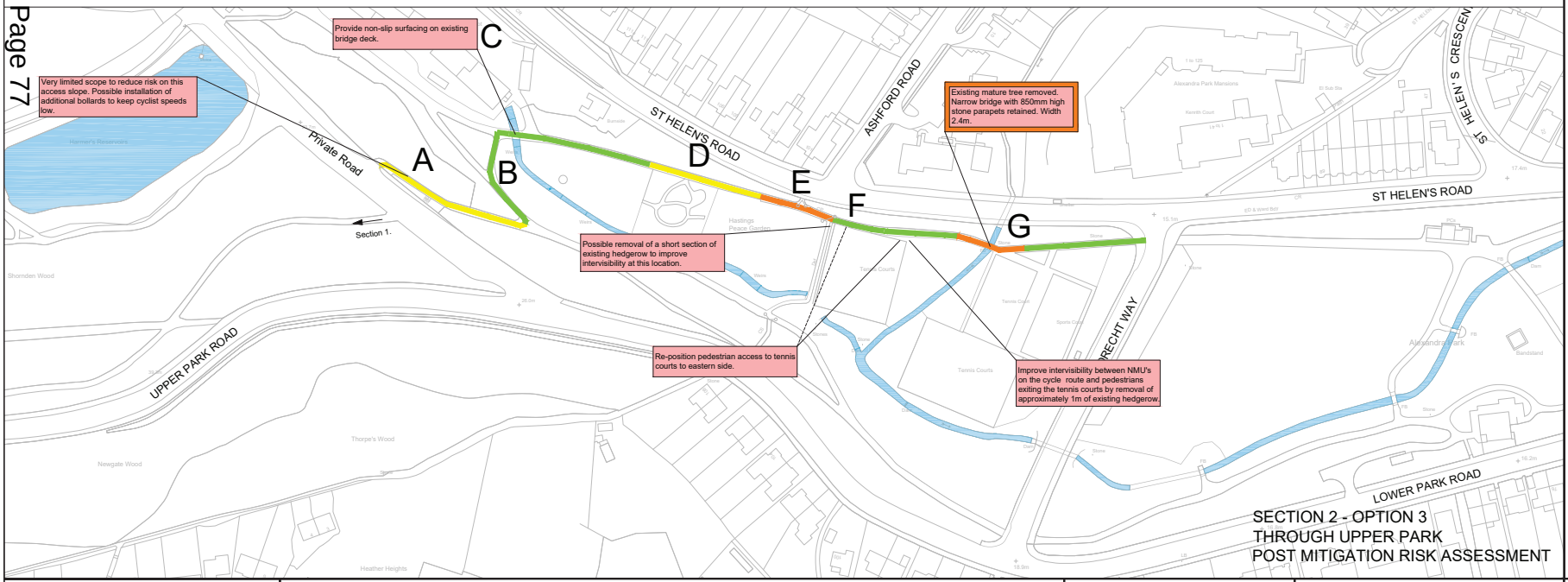
Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title:
PRELIMINARY DESIGN
SECTION 2 - OPTIONS 1 AND 2
PRIVATE ROAD TO DORDRECHT WAY
POST MITIGATION RISK ASSESSMENT

Status	S3
Revision	P02
Scale	1:1000
Date	02/11/2017
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Weedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number: Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0013





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessments are based on the existing, unaltered, layout and the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S3	27/03/2018	First Issue	IT	JV	JV

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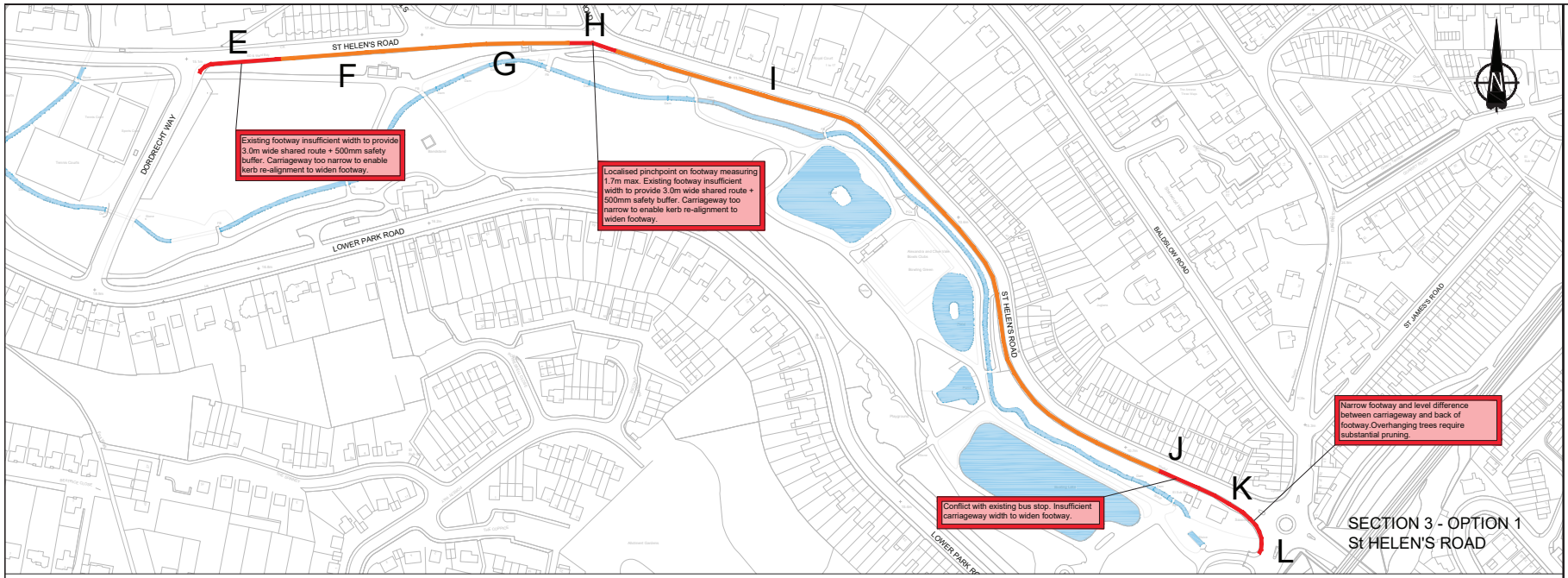
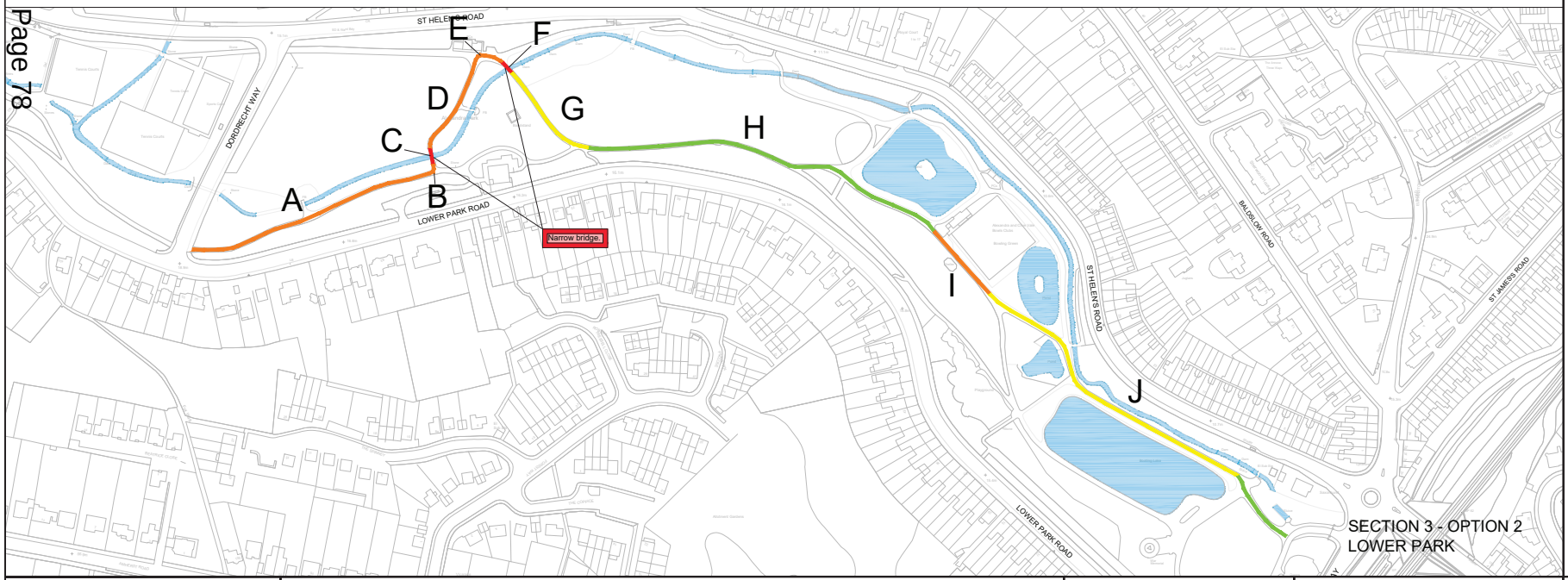
Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN
SECTION 2 - OPTION 3
PRIVATE ROAD TO DORDRECHT WAY
RISK ASSESSMENT

Status	S3	Revision	P01
Scale	1:1000	Date	27/03/2018
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	J Vaks		
Project No.	3520000	Originator ESH	
Original Size	A1		

Drawing number: HGN-SCH0009-DR-CH-0016
Volume | Design Alt. | Type | Role | Number





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the existing layout without any mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.

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SCALE 1:1500 (A1)
SCALE 1:3000 (A3)
METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P02	S3	27/04/2018	Minor amends to risk classifications.	IT	JV	JV
P01	S3	01/11/2017	First Issue	IT	JV	CW

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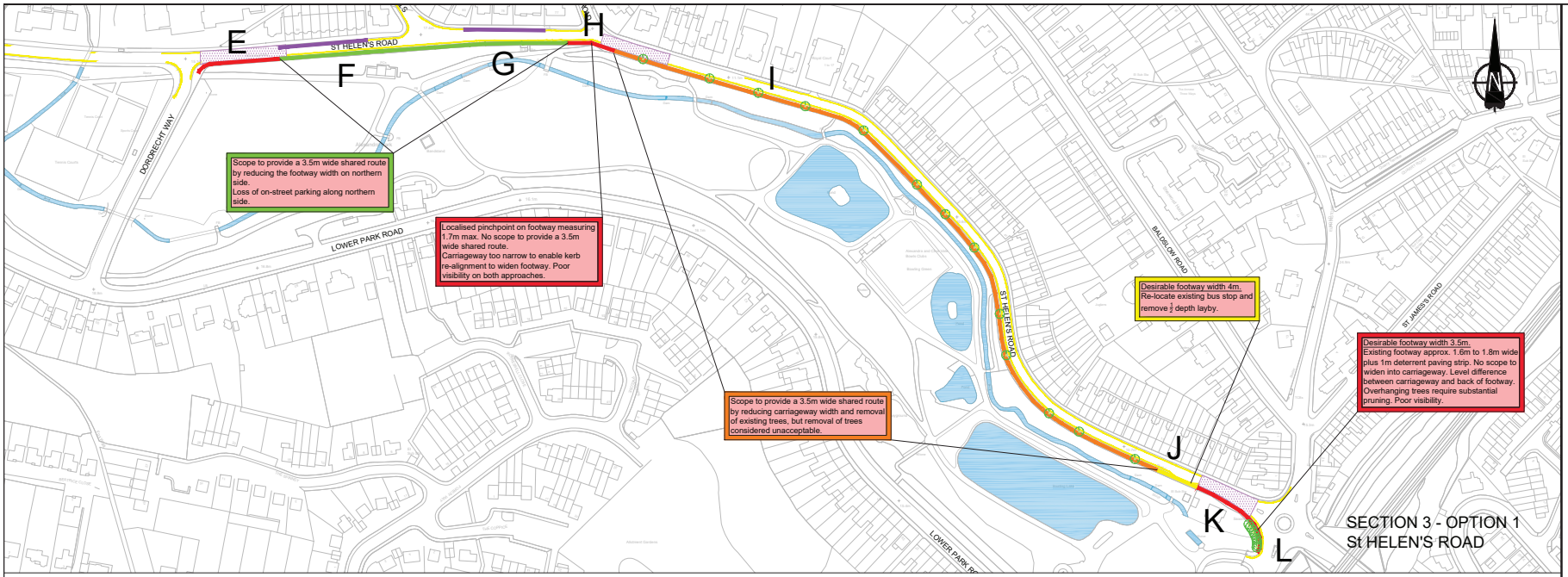
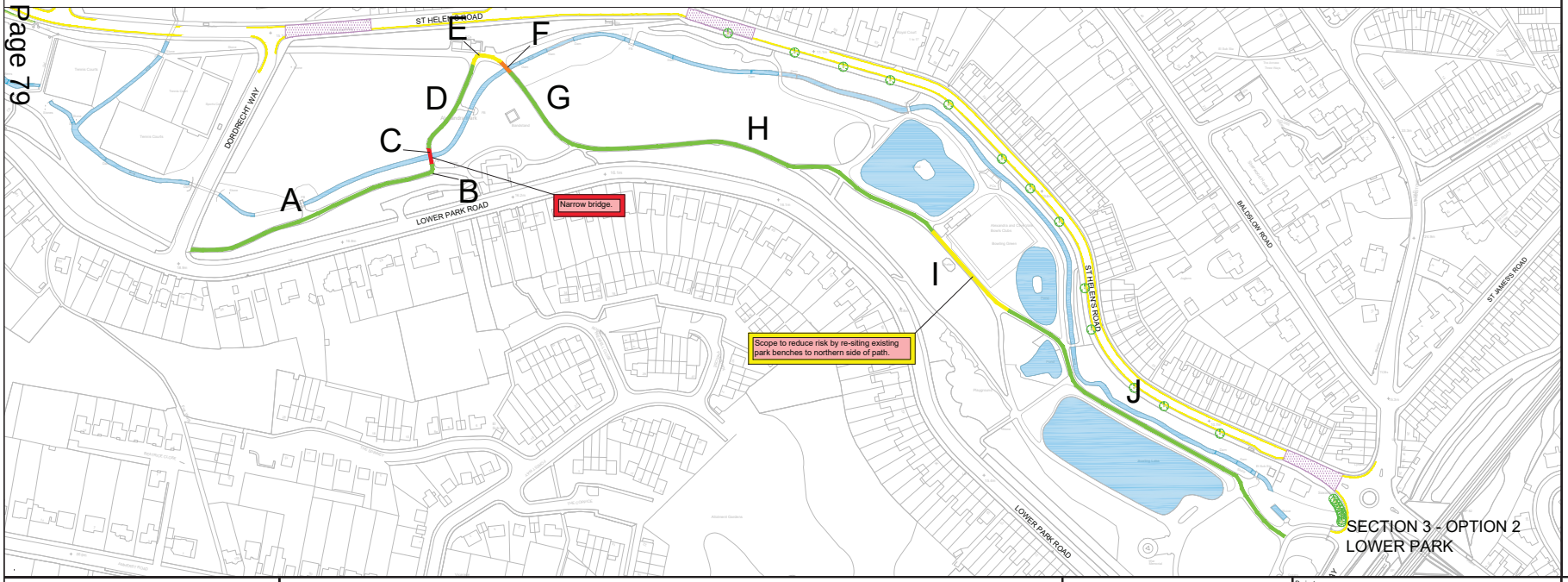
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN REVIEW
SECTION 3
ST HELENS ROAD AND LOWER PARK
RISK REVIEW

Status	S3
Revision	P02
Scale	1:1500
Date	23/03/1956
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Weedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number
Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0011





Page 79

Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.
- Sections of existing on-street parking to be removed.
- Existing Zebra Crossing controlled area.

0 10 20 30 40 50 100
METRES
SCALE 1:1500 (A1)
SCALE 1:3000 (A3)

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Appr'd
R03	S3	27/04/18	Amends to risk assessment (Sect.I) & (Opt.2)	IMT	JV	JV
P02	S3	22/01/18	Minor amends to route categorisation	IMT	JV	CW
R01	S3	Nov.17	First issue	IMT	JV	CW

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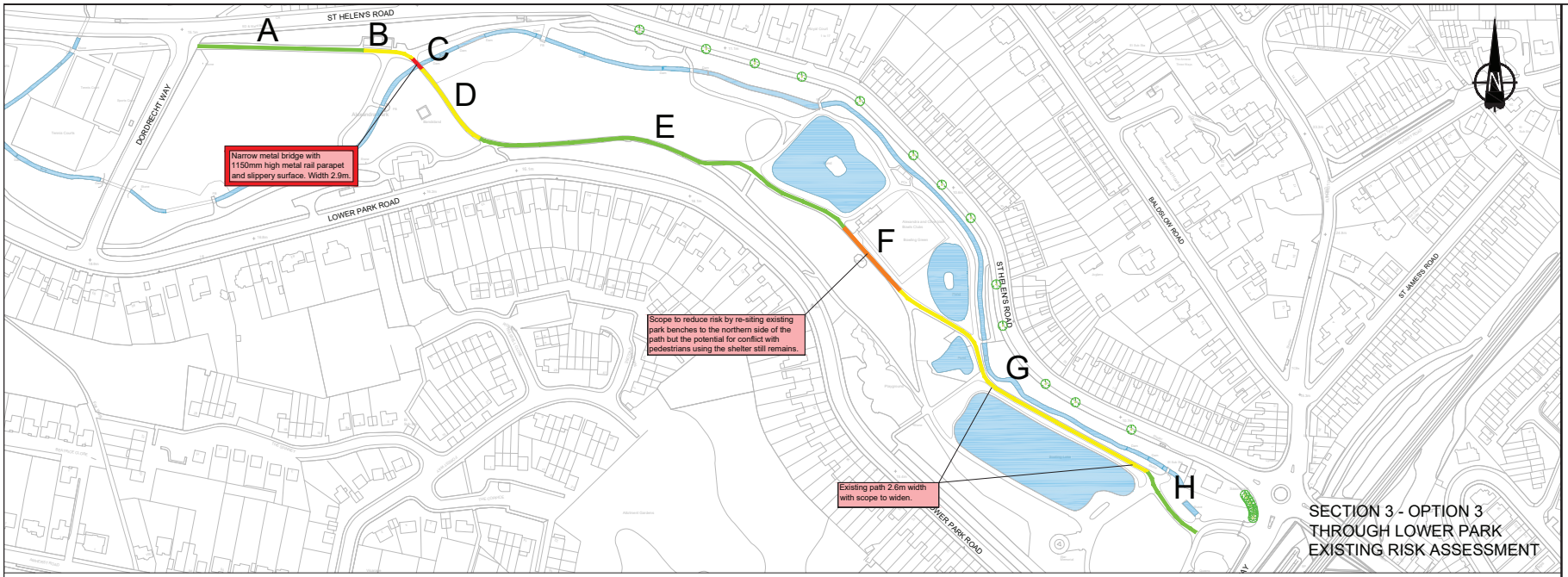
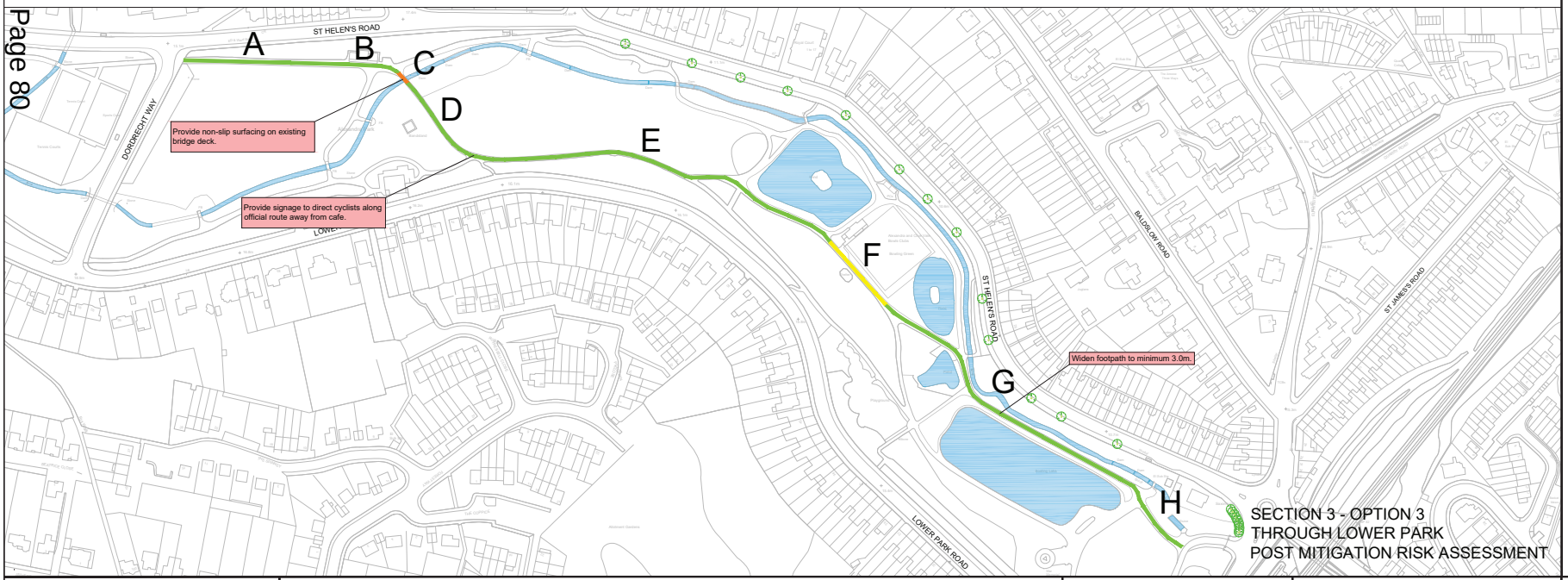
Project: ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN REVIEW
SECTION 3 - OPTIONS 1 AND 2
ST HELEN'S ROAD AND LOWER PARK
POST MITIGATION RISK ASSESSMENT

Status	S3	Revision	P03
Scale	1:1500	Date	November 2017
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	C Weedon		
Project No.	3520000	Originator	ESH
Original Size	A1		

Drawing number: HGN-SCH0009-DR-CH-0014
Volume | Design Alt. | Type | Role | Number





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessments are based on the existing, unaltered, layout and the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.

0 10 20 30 40 50 100
METRES
SCALE 1:1500 (A1)
SCALE 1:3000 (A3)

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
R01	S3	27/03/18	First issue	IMT	JV	JV

East Sussex Highways
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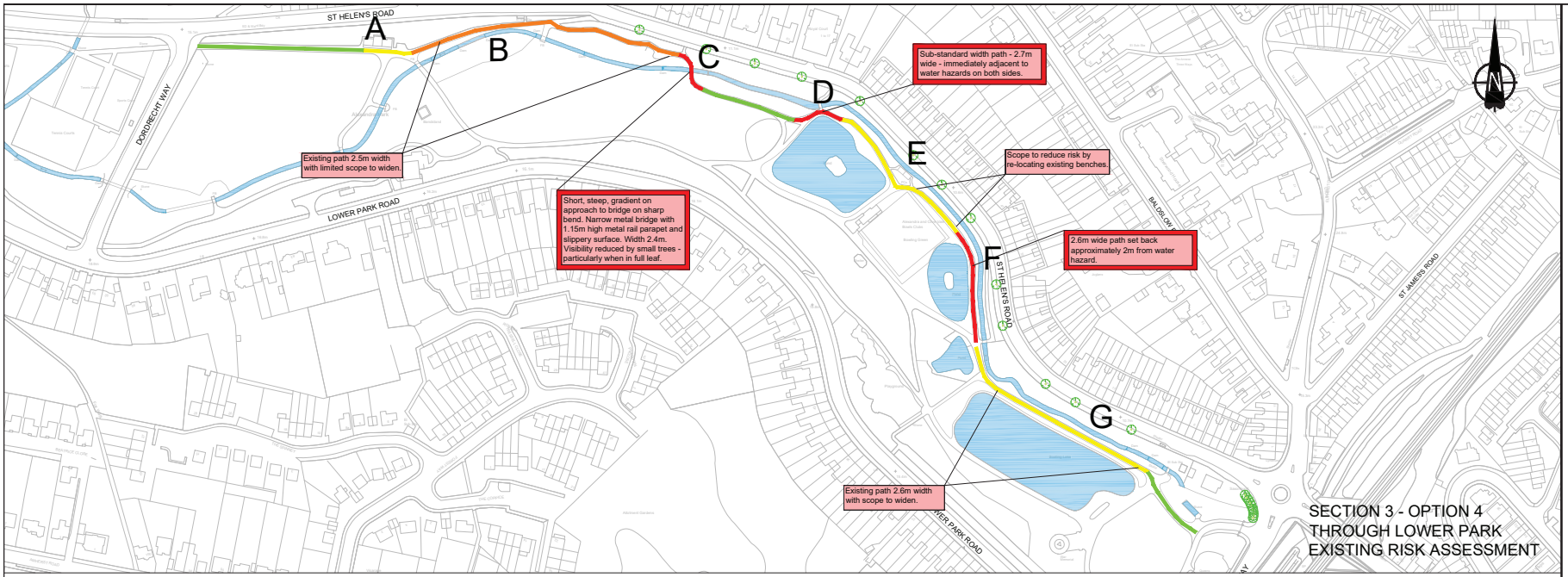
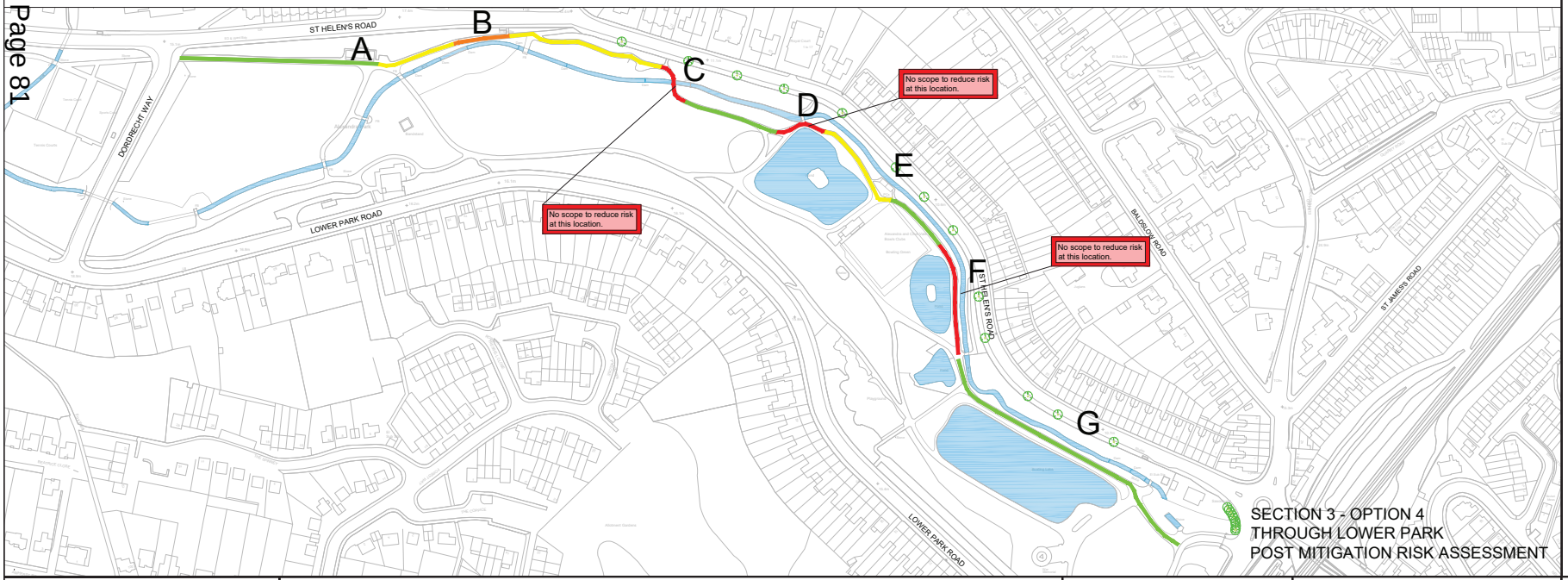
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN REVIEW
SECTION 3 - OPTION 3
LOWER PARK - EXISTING AND
POST MITIGATION RISK ASSESSMENTS

Status	S3	Revision	P01
Scale	1:1500	Date	27 March 2018
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	J Vaks		
Project No.	3520000	Originator ESH	Original Size A1

Drawing number Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0017





Notes

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessments are based on the existing, unaltered, layout and the proposed layout following the introduction of mitigation measures.

KEY

- Sections of existing route that achieve a low risk score (1-3) and are broadly acceptable.
- Sections of existing route that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections of existing route that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections of existing route that achieve a very high risk score (10-12) and are unacceptable.

0 10 20 30 40 50 100

SCALE 1:1500 (A1)
SCALE 1:3000 (A3)
METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
R01	S3	27/03/18	First issue	IMT	JV	JV

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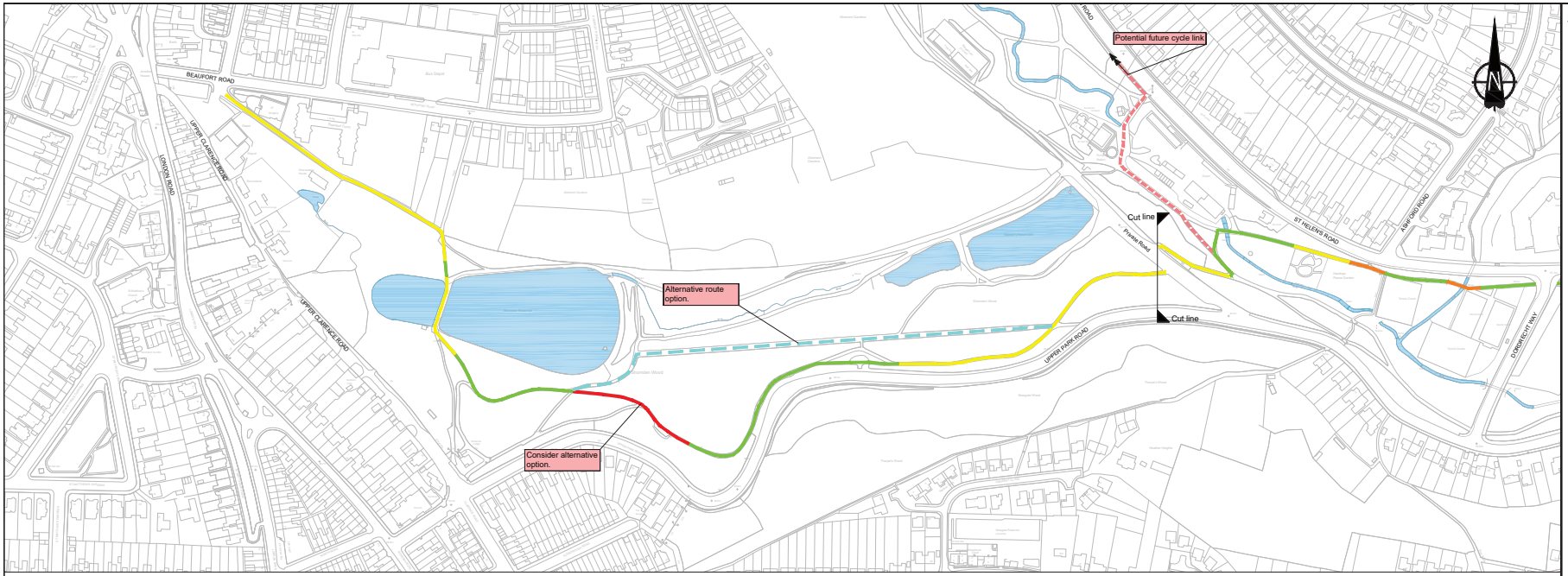
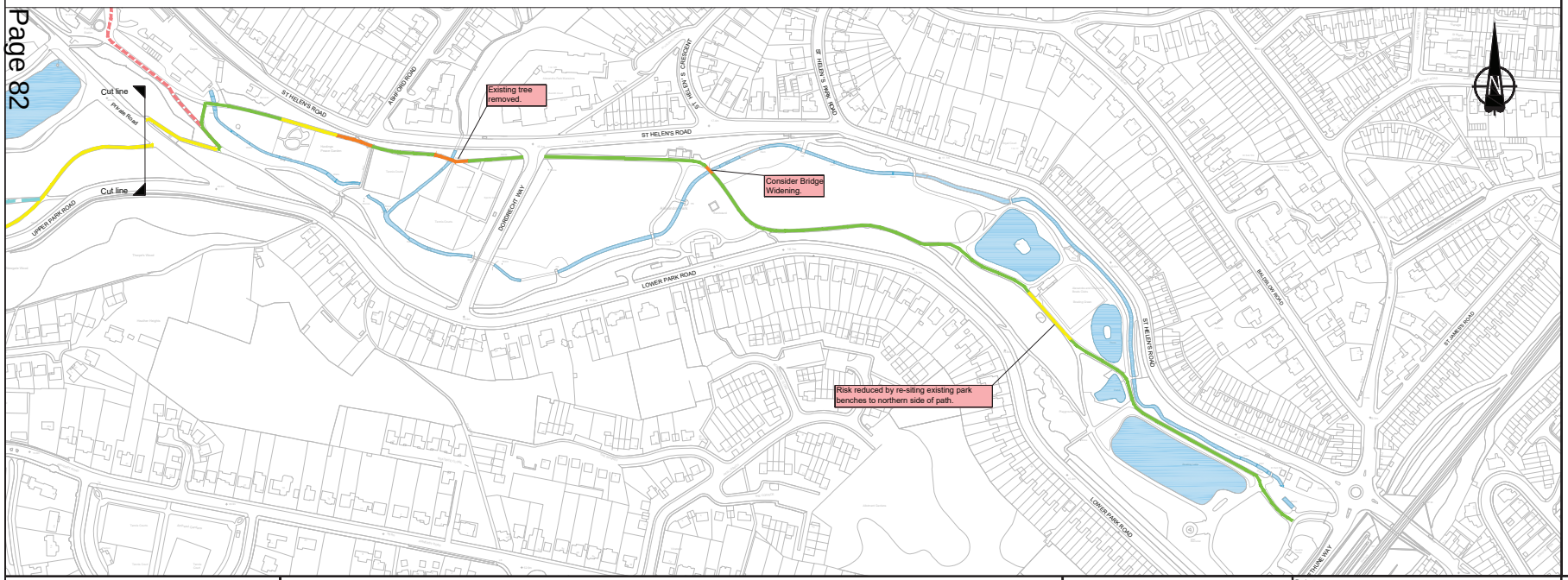
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN REVIEW
SECTION 3 - OPTION 4
LOWER PARK - EXISTING AND
POST MITIGATION RISK ASSESSMENTS

Status	S3	Revision	P01
Scale	1:1500	Date	27 March 2018
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	J Vaks		
Project No.	3520000	Originator	ESH
Original Size	A1		

Drawing number
Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0018





NOTES:

1. Background based on Ordnance Survey mapping only.
2. Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.
3. Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections that achieve a low risk score (1-3) and are broadly acceptable.
- Sections that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections that achieve a very high risk score (10-12) but no suitable alternative route option is available.
- Potential future cycle link to Hastings District General Hospital.
- Potential alternative route alignment to avoid narrow section through woodland.

0 50 100 200

SCALE 1:2000 (A1)
SCALE 1:4000 (A3)

METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Appr'd
P03	S3	11/05/2018	Route alignment updated through Lower Park	IT	JV	JV
P02	S3	22/01/2018	Minor amends to risk classifications	IT	JV	JV
P01	S3	01/12/2017	First issue	IT	JV	CW

KEY PLAN:

East Sussex Highways
A partnership between: COSTAIN CH2M
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Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN
SUGGESTED ROUTE OPTION

Status	S3	Revision	P03
Scale	1:2000	Date	01/12/2017
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	C Weedon		
Project No.	3520000	Originator ESH	Original Size A1

Drawing number: Volume | Design Alt. | Type | Role | Number
3520000-ESH-HGN-SCH0009-DR-CH-0015

Appendix B
Risk Assessment Matrices

Section 1 - Upper Park [Between Beaufort Road and Private Road] (Drawings HGN-SCH0009-DR-CH-0009 and HGN-SCH0009-DR-CH-0012)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A	*Steep gradient, narrow corridor (2.5m to 2.7m), no street lighting leading to cyclist conflict with other NMUs. Spiked palisade fence boundary on park side.*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence, particularly in hours of darkness.*	16	*Additional signing and lining to maintain slow cycle speeds. Protect spikes by covering with suitable protective measures.*	*2*	*3*	6	*It is assumed third party land take is not available. Removal / re-location of the park fence is not permitted.*
B	*Poor forward visibility combine with steep decent, narrow corridor width and no street lighting leading to cyclist conflict with other NMUs*	*4*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	12	*Vegetation clearance at corner to improve forward visibility. Provide additional signing and road markings to advise users of route section*	*2*	*3*	6	*It is assumed third party land take is not available. Removal of fence line is not permitted. Proposals assume routine vegetation maintenance will take place.*
C	*Narrow corridor (2.5m) combined with no street lighting leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Widen path from 2.5m to 3.0m*	*1*	*3*	3	*Proposals look to create recommended width for a shared surface*
D	*Cycling adjacent to water*	*1*	*4*	*Existing route is sufficiently wide*	4	*Do nothing*	*1*	*4*	4	
E	*Poor forward visibility combined with narrow corridor width, steep gradient and no street lighting leading to cyclist conflict with other NMUs*	*4*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	12	*Vegetation clearance at corner to improve forward visibility. Widen existing 2.5m path to 3.0m*	*2*	*3*	6	*Proposals assume routine vegetation maintenance will take place. Topography dictates gradient.*
F	*Narrow corridor (2.5m) combined with no street lighting leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Widen path from 2.5m to 3.0m*	*1*	*3*	3	*Proposals look to create recommended width for a shared surface*
G	*Poor forward visibility combined with steep decent, narrow corridor width and no street lighting leading to cyclist conflict with other NMUs*	*4*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	12	*Vegetation clearance at corner to improve forward visibility. Widen existing 2.5m path to 3.0m*	*1*	*3*	3	*Proposals assume routine vegetation maintenance will take place*
H	*Narrow corridor (2.5m) combined with no street lighting leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Widen path from 2.5m to 3.0m*	*1*	*3*	3	*Proposals look to create recommended width for a shared surface*
I	*Narrow corridor (1.5m) combined with no street lighting leading to cyclist conflict with other NMUs. Land falls away to one side of proposed route*	*4*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness. Loss of control and falling down steep bank.*	12	*Existing tree and topography of the land prevent any widening from being achieved. Cycle dismount signs to be provided.*	*3*	*4*	12	*Cyclist are likely to disobey cycle dismount signs. Consider alternative route.*
J	*Narrow corridor (2.5m) combined with no street lighting leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Widen path from 2.5m to 3.0m*	*1*	*3*	3	*Proposals look to create recommended width for a shared surface*
K	*Poor forward visibility combined with narrow corridor width (2.8m), no street lighting and NMU adjoining path leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Choose alternative alignment option*	*1*	*3*	3	
L	*Narrow corridor (2.5m to 2.75m) combined with no street lighting leading to cyclist conflict with other NMUs*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Widen path to 3.0m and using lining to highlight isolated pinch points around trees.*	*2*	*3*	6	*Assumes path widening is acceptable*
M	*Steep gradient, risk of slippery surface, narrow corridor (2.5m to 2.7m), no street lighting leading to cyclist conflict with other NMUs. Poor inter-visibility at junction with private road leading to cyclist conflict with moving vehicles.*	*3*	*4*	*Collision between cyclist and NMU. Loss of control and collision with motor vehicles.*	12	*Introduce signing and lining and possible staggered railing to control cycle speeds. Cut back vegetation at junction to improve visibility*	*2*	*3*	6	

Section 2 Option 1 - [Between Private Road and Dordrect Way via St Helens] (Drawings HGN-SCH0009-DR-CH-0010 and HGN-SCH0009-DR-CH-0013)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A	*Steep gradient, narrow corridor (2.5m to 2.7m), adjacent steep drop in verge and wall on opposite side of route, no street lighting leading to cyclist conflict with other NMUs*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence, particularly in hours of darkness.*	16	*Existing features and topography of the land prevent any widening from being achieved. Signing and lining to be provided to control speeds and raise awareness.*	*3*	*3*	9	*Cyclist are likely to disobey cycle dismount signs*
B	*Steps - Not assessed as cyclist will not use this route.*	*4*	*4*		16	*As existing.*	*4*	*4*	16	
C	*Conflict with vehicles accessing properties and maintenance depot*	*2*	*4*	*Collision between cyclist and vehicles. Loss of control and conflict with spike fence, particularly in hours of darkness.*	8	*Provision of signing to warn vehicles of cyclist present*	*1*	*4*	4	*Risk minimised by provision of national standard signing.*
D (i)	*Narrow footway (2.35m - 3m) with mature trees restricting available width along initial 150m. Low metal palisade fence with pointed tops over 75m length, conflict with passengers waiting at bus stop.*	*4*	*3*	*Collision with mature trees. Loss of control and impalement on palisade fence. Conflict with other NMUs.*	12	*Re-align existing road corridor to widen footway to 3.5m min. Tree to remain.*	*3*	*3*	9	*It is considered by ESCC and HBC that the removal of trees will not be acceptable. Effective width of shared route is therefore restricted.*
D (ii)	*Narrow footway (2.4m). Low hedge / metal palisade fence with pointed tops. Only limited scope to widen.*	*4*	*3*	*Collision between cyclists and other NMUs. Loss of control and impalement on palisade fence or falling into carriageway. Conflict with other NMUs.*	12	*Limited scope to widen footway to provide 3.2m width only.*	*3*	*3*	9	*Park fencing is protected and cannot be removed or replaced.*
D (iii)	*Narrow footway (2.35m) with bus stop.*	*4*	*3*	*Collision between cyclists and other NMUs waiting at bus stop. Loss of control and falling into carriageway.*	12	*Limited scope to widen footway to provide 3.2m width only - effective width 2.2m at bus stop.*	*4*	*3*	12	

Section 2 Option 2 - [Between Private Road and Dordrect Way via Park] (Drawings HGN-SCH0009-DR-CH-0010 and HGN-SCH0009-DR-CH-0013)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A	*Steep gradient, narrow corridor (3.2m), adjacent steep drop in verge and wall on opposite side of route, no street lighting leading to cyclist conflict with other NMUs*	*3*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence, particularly in hours of darkness.*	12	*Existing features and topography of the land prevent any widening from being achieved. Signing and lining to be provided to control speeds and raise awareness.*	*2*	*3*	6	*Cyclist are likely to disobey cycle dismount signs*
B	*Narrow path (2.5m)*	*3*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	9	*Existing path widened to provide 3m wide facility.*	*1*	*3*	3	
C	*Narrow path (1.3m), narrow bridge over watercourse, dense woodland / shrubs.*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and falling into watercourse, particularly in hours of darkness.*	16	*Widen existing path and replace bridge with new structure.*	*1*	*2*	2	*Would require the loss of an area of the Hastings Peace Park and removal of existing mature hedge.*
D	*Poor visibility at junction between exiting paths adjacent to tennis court. Cyclist overshoot into path of passing NMU.*	*3*	*3*	*Conflict with other NMUs.*	9	*Removal of existing, mature, hedge to improve inter-visibility at path junction.*	*1*	*4*	4	*Risk minimised by provision of national standard signing.*
E (at bridge)	*Existing path (4.5m width) but narrow structure over watercourse, (2.4m width) low, stone, parapet walls (0.85m high), very limited forward visibility - restricted to approximately 7m by mature tree.*	*4*	*4*	*Conflict with other NMUs.*	16	*Removal of existing tree. No scope to widen the bridge or raise the level of the parapets.*	*2*	*4*	8	

Section 2 Option 3 - [Between Private Road and Dordrect Way via Park] (Drawing HGN-SCH0009-DR-CH-0016)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A	*Steep gradient, narrow corridor (3.2m), adjacent steep drop in verge and wall on opposite side of route, no street lighting leading to cyclist conflict with other NMUs*	*3*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence, particularly in hours of darkness.*	12	*Existing features and topography of the land prevent any widening from being achieved. Signing and lining to be provided to control speeds and raise awareness.*	*2*	*3*	6	
B	*Narrow path (2.5m)*	*2*	*3*	*Collision between cyclist and NMU, particularly in hours of darkness.*	6	*Existing path widened to provide 3m wide facility.*	*1*	*3*	3	
C	*Bridge over watercourse with low parapet rails (1.15m high) and slippery, metal, surface.*	*2*	*3*	*Loss of control and falling into watercourse, particularly in wet conditions.*	6	*Provide suitable anti-slip surface treatment to the bridge deck.*	*1*	*3*	3	
D	*No hazard - wide path with good visibility.*	*1*	*1*	*Path has sufficient width to provide shared facility.*	1	-	*1*	*1*	1	
E	*Potential for pedestrians to step out of the Peace Gardens into the path of an approaching cyclist. Small children most likely to be affected.*	*2*	*3*	*Conflict with other NMUs.*	6	*Ensure that the planting bounding the Peace Gardens is regularly maintained so that intervisibility is not reduced.*	*2*	*3*	6	*It is noted that the gate to the Gardens opens into the gardens and not onto the path.*
F	*Reduced width 35m long ramp (width 2.7m) leading up to pedestrian exit onto St Helens Road. Low railing along the southern side (0.85m high railing fence) with maximum 1.15m drop behind.*	*3*	*3*	*Conflict with other NMUs entering the park. Loss of control and falling over railings.*	9	*Replace the low railing with higher fencing to prevent cyclists from falling over.*	*3*	*3*	9	*Unlikely to obtain approval to replace the existing rail fencing. Replacement fencing unlikely to be in keeping with the park. If the fence can be replaced the risk could be reduced to 'medium'.*
G	*Poor visibility for pedestrians leaving the tennis courts.*	*3*	*3*	*Conflict with other NMUs.*	9	*Re-position the pedestrian gate to the eastern end of the tennis courts. Remove approximately 1m of the existing, adjacent, hedging to improve intervisibility at this location.*	*1*	*3*	3	
H	*No hazard - wide path with good visibility.*	*1*	*1*	*Path has sufficient width to provide shared facility.*	1	-	*1*	*1*	1	
I	*Narrow structure over watercourse, (2.4m width) low, stone, parapet walls (0.85m high), very limited forward visibility - restricted to approximately 7m by mature tree.*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and falling into watercourse, particularly in hours of darkness.*	16	*Removal of existing tree. No scope to widen the bridge or raise the level of the parapets.*	*2*	*4*	8	
J	*No hazard - wide path with good visibility.*	*1*	*1*	*Path has sufficient width to provide shared facility.*	1	-	*1*	*1*	1	

Section 3 - Option 1 - St Helens Road (Drawings HGN-SCH0009-DR-CH-0011 and HGN-SCH0009-DR-CH-0014)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
E	*Narrow footway (2.4m), metal palisade fence along back edge, Zebra Crossing leading to cyclist conflict with other NMUs. Insufficient carriageway width available to widen footway.*	*3*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence.*	12	*Additional signing and lining to maintain slow cycle speeds, cover spikes*	*3*	*4*	12	*It is assumed third party land take to re-position fence line is not permitted*
F	*Narrow footway (2.4m), metal palisade fence along back edge, street furniture at regular intervals creating localised pinch points. Insufficient carriageway width available to widen footway.*	*3*	*3*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence.*	9	*Realign corridor to widen footway to 3.5m. Re-locate street furniture to the back of the footway.*	*1*	*3*	3	*Potential objection to TRO to remove on-street parking.*
G	*Narrow footway (2.4m), metal palisade fence along back edge. Carriageway width 8.25m, only sufficient to allow moderate footway widening.*	*3*	*3*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence.*	9	*Realign corridor to widen footway to 3.5m. Re-locate street furniture to the back of the footway.*	*1*	*3*	3	*Potential objection to TRO to remove on-street parking.*
H	*Localised pinch-point (1.7m), forward visibility impaired by metal palisade fence*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and conflict with spike fence. Loss of control and falling into carriageway.*	16	*No measures available - insufficient carriageway width available in which to widen, no scope to re-align park boundary fence. Erection of 'Cyclists Dismount' signs on each approach.*	*4*	*4*	16	*Cyclists Dismount' signs likely to be ignored.*
I	*Slightly reduced footway width (3.2m), existing street furniture and 13No. Mature trees along front edge of footway.*	*3*	*3*	*Collision between cyclist and NMU. Loss of control and collision with trees and street furniture.*	9	*Realign corridor to widen footway to 3.5m. Re-locate street furniture to the back of the footway. Trees to remain.*	*3*	*3*	9	*It is considered by ESCC and HBC that the removal of trees will not be acceptable. Effective width of shared route is therefore restricted.*
J	*Clearchannel bus shelter with limited clearance to kerb. 1/2 depth bus layby with narrow footway behind (1.55m) and metal palisade fence.*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and collision with bus shelter and / or fence. Loss of control and falling into path of oncoming vehicle.*	16	*Re-locate bus stop and remove layby.*	*2*	*3*	6	
K	*Narrow footway (3.25m) and Zebra Crossing.*	*4*	*3*	*Collision between cyclist and NMU.*	12	*Carriageway 8m wide giving minimal scope to widen footway but insufficient to reduced risk.*	*3*	*4*	12	*Crossing very close to exit from roundabout - no scope to alter alignment.*
L	*Narrow footway, tight radius, limited visibility due to mature trees on boundary, level difference between carriageway and back of footway.*	*4*	*4*	*Collision between cyclist and NMU. Loss of control and falling into carriageway.*	16	*Prune adjacent trees to remove overhanging vegetation. Raise level of back of footway. Install 'Cyclists Dismount' signs on each approach.*	*3*	*4*	12	*Cyclists Dismount' signs likely to be ignored.*

Section 3 - Option 2 - Through Lower Park (Drawings HGN-SCH0009-DR-CH-0011 and HGN-SCH0009-DR-CH-0014)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Amey Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A - path between Dordrecht way and café.	*2No. Sections of narrow path (2.6m) combined with steep gradient leading to cyclist conflict with other NMUs.*	*3*	*3*	*Collision between cyclist and NMU.*	9	*Widen path from 2.6m to minimum 3.0m*	*1*	*3*	3	*Widening to 3m absolute minimum. Preferably widen to 3.5 - 4.0m due to NMU numbers in the park.*
B - 90 degree bend west of café.	*Sharp 90 degree bend close to attractor (café) leading to cyclist overshoot and collision with other NMUs. Non cyclists unaware that they are entering onto a shared facility with consequential conflict with cyclists.*	*3*	*3*	*Collision between cyclist and NMU. Loss of control and falling from bike.*	9	*Provide coloured surfacing to enhance conspicuously of the bend. Install direction signing and shared use signing.*	*1*	*3*	3	
C - 10m north of 'B-90 degree bend'.	*Narrow bridge (2.1m) over watercourse. Loss of control resulting in fall into water.*	*3*	*4*	*Risk of collision with other NMUs, loss of control and falling into watercourse.*	12	*No mitigation measures proposed by Amey - risk still remains.*	*3*	*4*	12	*Risk could be reduced to 'low' if bridge were replaced.*
D - north of 'C-narrow bridge'	*Narrow path (2.1m to 2.6m), conflict with other NMUs.*	*3*	*3*	*Collision between cyclist and NMU.*	9	*Widen path from 2.6m to minimum 3.0m*	*1*	*2*	2	
E - adjacent to toilet block	*Sweeping 135 degree bend close to attractor (toilet facility) leading to cyclist collision with other NMUs. Non cyclists unaware that they are entering onto a shared facility with consequential conflict with cyclists.*	*3*	*3*	*Collision between cyclist and NMU.*	9	*Provide coloured surfacing to enhance conspicuously of the bend. Install direction signing and shared use signing.*	*2*	*3*	6	*Risk reduced but potential conflict still exists.*
F - bridge over watercourse	*Narrow bridge (2.9m)over watercourse. Loss of control resulting in fall into water.*	*3*	*4*	*Risk of collision with other NMUs, loss of control and falling into watercourse.*	12	*No mitigation measures proposed by Amey. ESH risk reduction by application of anti-slip surfacing to bridge deck.*	*2*	*4*	8	*Risk could be reduced to 'low' if bridge were replaced.*
G - toilet block to path from café	*Slightly narrow route (2.9m - 3.0m). Conflict point where path from café joins.*	*2*	*3*	*Collision between cyclist and NMU.*	6	*Widen path to minimum width of 3m throughout. Lay coloured surfacing at the conflict points. Install direction, shared use and cyclists dismount signing as appropriate.*	*1*	*3*	3	
H - Café path to Pavilion	*Slight gradient leading to loss of control.*	*1*	*3*	*Collision between cyclist and NMU.*	3	*Gradient is dictated by topography.*	*2*	*3*	6	
I - east of Pavilion past bowling green.	*Wooden benches at back of path - NMUs likely to be watching the bowling on the adjacent bowls green.*	*3*	*3*	*Collision between cyclist and NMU .*	9	*No mitigation measures proposed by Amey. ESH risk reduction by re-locating benches.*	*2*	*4*	8	*Risk could be reduced if benches were re-positioned to front of path.*
J - Bowling Green to Bethune Way	*Narrow path (2.6m min), 4No. Conflict areas where path adjoins adjacent paths. Low fencing with risk of cyclists falling over and into watercourse*	*2*	*3*	*Collision between cyclist and NMU .*	6	*Widen path to minimum width of 3m throughout. Lay coloured surfacing at the conflict points. Install direction, shared use and cyclists dismount signing as appropriate. Replace low fencing with 1.2m high timber rail fence.*	*1*	*3*	3	

Section 3 - Option 3 - Through Middle of Lower Park (Drawing HGN-SCH0009-DR-CH-0017)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A - path between Dordrecht Way and public toilets.	No hazard - wide path with good visibility.	1	1	-	1	-	1	1	1	
B - path immediately in front of public toilet block.	*Local attractor with potential increase in pedestrian numbers and conflict with cyclists.*	*2*	*3*	*Risk of collision between cyclist and other NMUs.*	6	*Provide coloured surfacing to enhance conspicuously of the area. Install appropriate shared use signing.*	*1*	*3*	3	
C - metal bridge	*2.9m wide metal bridge (effective width 1.9m) with low, metal, parapet rails (1.15m high). Slippery bridge deck surface, particularly during wet conditions.*	*3*	*4*	*Risk of collision between cyclist and other NMUs. Loss of control and falling from bike.*	12	*Provide anti-slip surface treatment to the bridge deck.*	*2*	*4*	8	
D - footpath south-east of toilet block	*Slightly narrow route (2.9m - 3.0m). Conflict point where path from café joins.*	*2*	*3*	*Risk of collision between cyclist and other NMUs.*	6	*Widen path to minimum width of 3m throughout. Lay coloured surfacing at the conflict points. Install direction, shared use and cyclists dismount signing as appropriate.*	*1*	*3*	3	
E	*No hazard - wide path with good visibility.*	*1*	*1*	-	1	-	1	1	1	
F - east of Pavilion past bowling green.	*Wooden benches at back of path - NMUs likely to be watching the bowling on the adjacent bowls green.*	*3*	*3*	*Risk of collision with other NMUs, loss of control and falling into watercourse.*	9	*Re-locate benches to the northern side of the path.*	*2*	*3*	6	*Potential for NMUs to exit the shelter into path of cyclists but this is considered a remote possibility as intervisibility is good and the shelter is set back from the edge of the path.*
G - Bowling Green to boating lake.	*Narrow path (2.6m min)*	*2*	*3*	*Risk of collision between cyclist and other NMUs.*	6	*Widen path to minimum width of 3m throughout.*	*1*	*3*	3	
H - eastern end of lower park.	*No hazard - wide path with good visibility*	*1*	*1*	-	1	-	*1*	*1*	1	

Section 3 - Option 4 - Through Northern side of Lower Park (Drawing HGN-SCH0009-DR-CH-0018)

Location	Hazard	Likelihood	Consequence	Consequence comment	Score	Proposed mitigation measures	Likelihood	Consequence	Residual Score	Comment
A - Dordrecht Way to public toilets	*No hazards - wide path with good visibility.*	*1*	*1*	-	1	-	*1*	*1*	1	
A - path immediately in front of public toilet block.	*Local attractor (toilet facilities) with potential increase in pedestrian numbers and conflict with cyclists.*	*2*	*3*	*Risk of collision between cyclist and other NMUs.*	6	*Provide coloured surfacing to enhance conspicuously of the area. Install appropriate shared use signing.*	*1*	*3*	3	
B - narrow path east of toilet block.	*Narrow path (2.5m width) with stone wall along northern side and limited scope to widen on southern side.*	*3*	*3*	*Risk of collision between cyclist and other NMUs.*	9	*Widen path where possible to provide a 3m wide route. Widening not achievable over one length over which the risk remains high.*	*3*	*3*	9	
C - eastbound approach to bridge	*Sharp deviation in route alignment combined with large level difference leading to narrow bridge (2.7m) over watercourse with low parapet height (1.15m high) and slippery surface. Poor forward visibility on eastbound approach due to mature shrubs.*	*3*	*4*	*Risk of collision with other NMUs, loss of control and falling into watercourse.*	12	*No mitigation measures achievable without substantial works within the park.*	*3*	*4*	12	
C	*No hazards - wide path with good visibility.*	*1*	*1*	-		-	*1*	*1*	1	
D - northern corner of pond.	*Narrow path (2.7m), pedestrian access into the park, sharp bend in path alignment, low fencing and water hazards on both northern and southern sides.*	*3*	*4*	*Loss of control, risk of collision between cyclist and other NMUs. Risk of falling into water hazards.*	12	*No scope to provide mitigation measures.*	*3*	*4*	12	Replacement of existing fencing with 1.4m high fencing unlikely to be in keeping with the remainder of the park.
E - toilet block by Bowling Green	*Slightly narrow route (2.9m - 3.0m), conflict points where path adjoins other paths within the park.*	*2*	*2*	*Risk of collision between cyclist and other NMUs.*	4	*Widen path to minimum width of 3m where posible. Lay coloured surfacing at the conflict points. Install direction, shared use and cyclists dismount signing as appropriate.*	*2*	*2*	4	
F - alongside pond SE of Bowling Green	*Narrow path (2.6m wide) and only 2m (approx) clearance to edge of pond.*	*3*	*4*	*Risk of collision between cyclist and other NMUs. Risk of loss of control and falling into water.*	12	*No scope to widen path or increase clearance to pond.*	*3*	*4*	12	*Installation of 1.4m high fencing to protect pond unlikely to be in keeping with the remainder of the park.*
G- Alongside Boating Lake to Bethune Way	*Narrow path (2.6m min)*	*2*	*3*	*Risk of collision between cyclist and other NMUs.*	6	*Widen path to minimum width of 3m throughout.*	*1*	*3*	3	
G - eastern end of Lower Park	*No hazards - wide path with good visibility.*	*1*	*1*	-	1	-	*1*	*1*	1	

Appendix C
Design Criteria

Design Criteria

The criteria against which each route has been assessed is based on recommended design guidance included in, but not limited to, the following documentation: -

- TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes
- LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists
- LTN 2/08 – Cycle Infrastructure Design
- Cycling England Design Portfolio
- Manual for Streets (1 and 2)

Width

The minimum recommended effective width of a shared footway / cycle route is 3.0m. Shared paths should thereby be of this width but increased in accordance with the following:

- By 0.5m if a boundary feature or on-street parking is present along one side of the route;
- By 1.0m if a boundary feature or on-street parking is present along both sides of the route;

Headroom

The minimum recommended clearance to any overhead feature from the surface of the route shall be 2.4m

Design speed

Design speeds for cyclists can vary according to different types of user. The design cyclist types are:

- fast commuter;
- other utility cyclist;
- inexperienced utility cyclist (may travel more slowly than regular cyclists);
- child; and
- users of specialised equipment.

Different authorities in the UK and overseas have used a range of design speeds, from 10 kph to 50 kph. However, cyclists travelling in excess of 30 kph are less likely to be using off-carriageway facilities. It is recommended that a design speed of 30 kph should be adopted for most off-carriageway cycle routes.

Stopping sight distance

Depending on design speed this would be between 10m and 30m. Based on a design speed of 30kph a SSV of 30m is recommended to minimise potential conflict between cyclists and other non-motorised users.

Gradient

Preferred maximum gradient of 3% (1:33) is recommended, although this can be steepened to a maximum gradient of 5% (1:20). Where steeper slopes are unavoidable the limiting gradient is 7% (1:14) for lengths up to 30m. Gradients above this figure are not recommended, especially where cyclists will be sharing space with other non-motorised users, except over very short lengths.

The existing topography of Alexandra Park will lead to some sections of the route not meeting the recommended gradient, as stated above. Adjustment of existing gradients are not viable. By accepting a route through Alexandra Park will require acceptance of steeper gradients than recommended.

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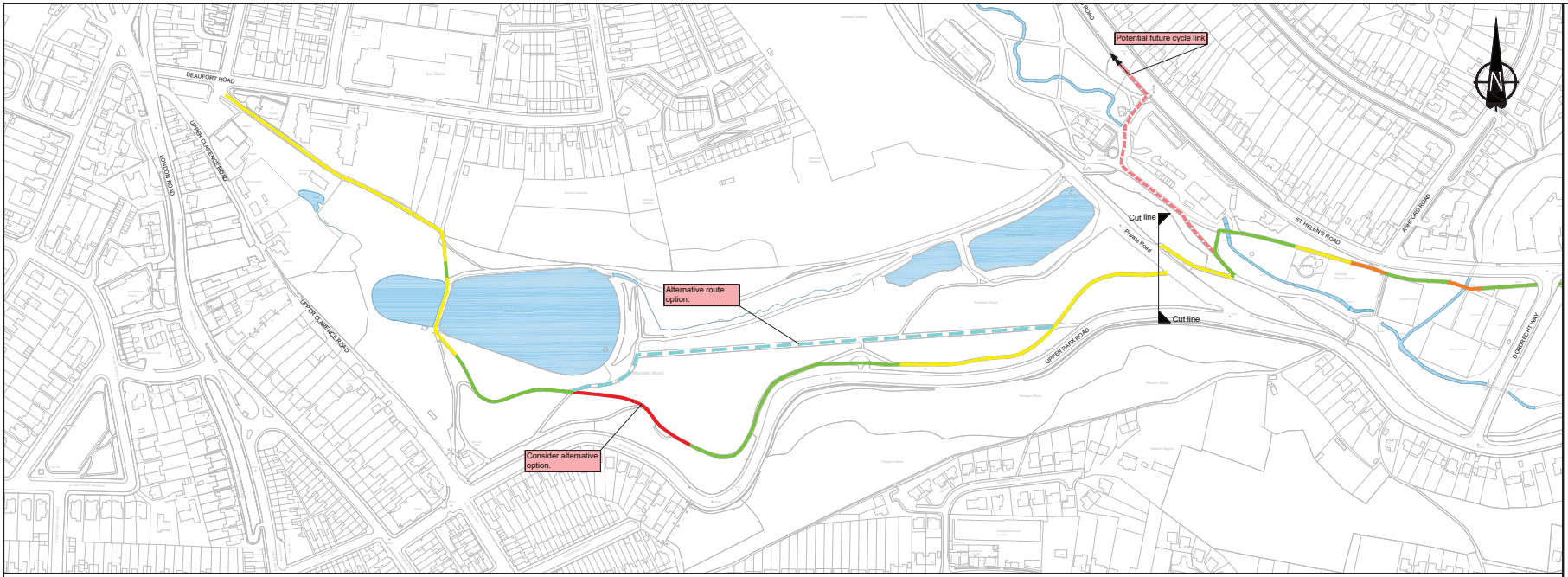

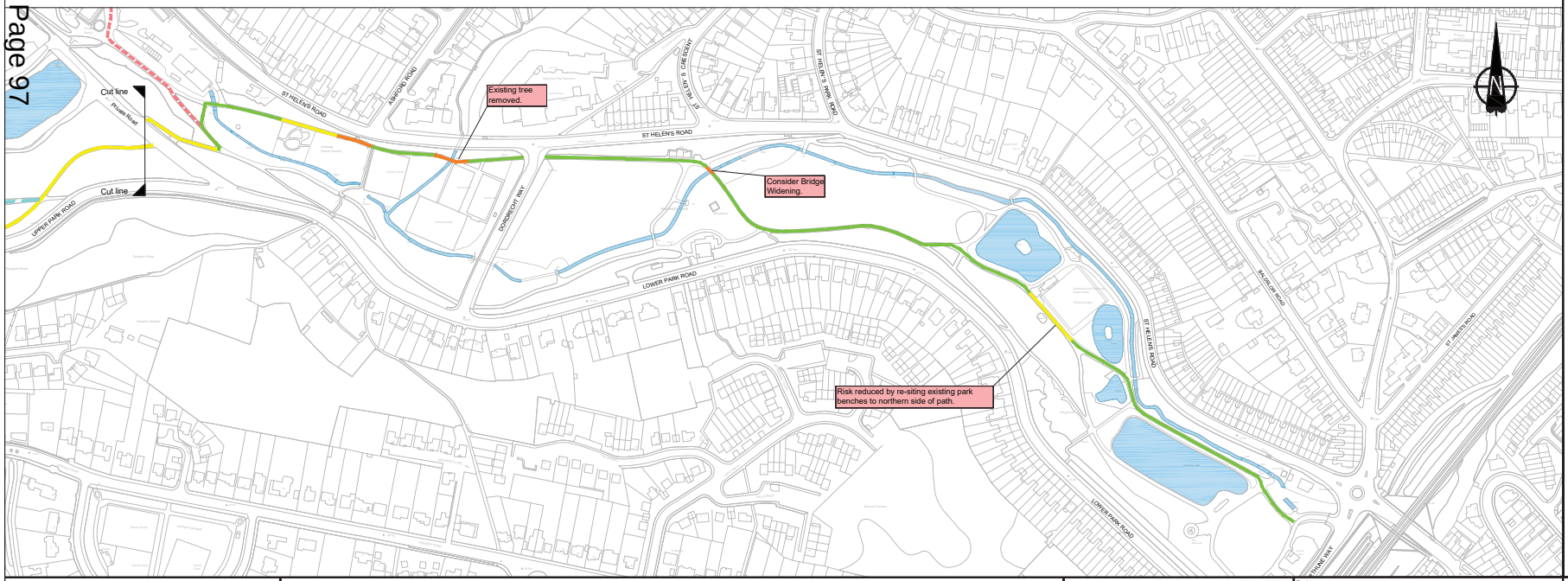

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NOTES:

1 Background based on Ordnance Survey mapping only.

2 Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.

3 Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections that achieve a low risk score (1-3) and are broadly acceptable.
- Sections that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections that achieve a very high risk score (10-12) but no suitable alternative route option is available.
- Potential future cycle link to Hastings District General Hospital.
- Potential alternative route alignment to avoid narrow section through woodland.

Appendix C

0 50 100 200

SCALE 1:2000 (A1)
SCALE 1:4000 (A3)
METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P03	S3	11/05/2018	Route alignment updated through Lower Park	IT	JV	JV
P02	S3	22/01/2018	Minor amends to risk classifications	IT	JV	JV
P01	S3	01/12/2017	First Issue	IT	JV	CW

KEY PLAN:

East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project
ALEXANDRA PARK CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN
SUGGESTED ROUTE OPTION

	Status S3		Revision P03
Scale	1:2000	Date	01/12/2017
Drawn By	I Tingley		
Checked By	J Vaks		
Approved By	C Weedon		
Project No. 3520000	Originator ESH	Original Size	A1

Drawing number Volume | Design Alt. | Type | Role | Number
3520000-ESH-HGN-SCH0009-DR-CH-0015

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East Sussex County Council

Equality Impact Assessment

Project or Service Template

Name of the proposal, project or service
Provision of a shared cycle/footway facility in Alexandra Park, Hastings

File ref:	***SCH009-RP-0002***	Issue No:	***P02***
Date of Issue:	***22 February 2018***	Review date:	***February 2019***

Contents

Part 1 – The Public Sector Equality Duty and Equality Impact Assessments (EIA)

1.1 The Council must have due regard to its Public Sector Equality Duty when making all decisions at member and officer level. An EIA is the best method by which the Council can determine the impact of a proposal on equalities, particularly for major decisions. However, the level of analysis should be proportionate to the relevance of the duty to the service or decision.

1.2 This is one of two forms that the County Council uses for Equality Impact Assessments, both of which are available on the intranet. This form is designed for any proposal, project or service. The other form looks at services or projects.

1.3 The Public Sector Equality Duty (PSED)

The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have "due regard" to the need to

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. (see below for "protected characteristics"

These are sometimes called equality aims.

1.4 A "protected characteristic" is defined in the Act as:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race (including ethnic or national origins, colour or nationality)
- religion or belief;
- sex;
- sexual orientation.

Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination.

The previous public sector equalities duties only covered race, disability and gender.

1.5 East Sussex County Council also considers the following additional groups/factors when carry out analysis:

- Carers – A carer spends a significant proportion of their life providing unpaid support to family or potentially friends. This could be caring for a relative, partner or friend who is ill, frail, disabled or has mental health or substance misuse problems. [Carers at the Heart of 21stCentury Families and Communities, 2008]

- Literacy/Numeracy Skills
- Part time workers
- Rurality

1.6 Advancing equality (the second of the equality aims) involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristic

- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people including steps to take account of disabled people's disabilities

- Encouraging people from protected groups to participate in public life or in other activities where their participation in disproportionately low

NB Please note that, for disabled persons, the Council must have regard to the possible need for steps that amount to positive discrimination, to "level the playing field" with non-disabled persons, e.g. in accessing services through dedicated car parking spaces.

1.7 Guidance on Compliance with The Public Sector Equality Duty (PSED) for officers and decision makers:

1.7.1 To comply with the duty, the Council must have "due regard" to the three equality aims set out above. This means the PSED must be considered as a factor to consider alongside other relevant factors such as budgetary, economic and practical factors.

1.7.2 What regard is "due" in any given case will depend on the circumstances. A proposal which, if implemented, would have particularly negative or widespread effects on (say) women, or the elderly, or people of a particular ethnic group would require officers and members to give considerable regard to the equalities aims. A proposal which had limited differential or discriminatory effect will probably require less regard.

1.7.3 ***Some key points to note :***

- The duty is regarded by the Courts as being very important.
- Officers and members must be aware of the duty and give it conscious consideration: e.g. by considering open-mindedly the EIA and its findings when making a decision. When members are taking a decision,this duty can't be delegated by the members, e.g. to an officer.
- EIAs must be evidence based.
- There must be an assessment of the practical impact of decisions on equalities, measures to avoid or mitigate negative impact and their effectiveness.
- There must be compliance with the duty when proposals are being formulated by officers and by members in taking decisions: the Council can't rely on an EIA produced after the decision is made.
- The duty is ongoing: EIA's should be developed over time and there should be evidence of monitoring impact after the decision.
- The duty is not, however, to achieve the three equality aims but to consider them – the duty does not stop tough decisions sometimes being made.

- The decision maker may take into account other countervailing (i.e. opposing) factors that may objectively justify taking a decision which has negative impact on equalities (for instance, cost factors)

1.7.4 In addition to the Act, the Council is required to comply with any statutory Code of Practice issued by the Equality and Human Rights Commission. New Codes of Practice under the new Act have yet to be published. However, Codes of Practice issued under the previous legislation remain relevant and the Equality and Human Rights Commission has also published guidance on the new public sector equality duty.

Part 2 – Aims and implementation of the proposal, project or service

2.1 What is being assessed?

a) Proposal or name of the project or service.

The project is to convert sections of existing footpath within Alexandra Park, Hastings to a shared route to permit cycling through the Park.

The overall route extends between Beaufort Road at the western end and Bethune Way at the eastern end. Refer to Appendix A showing the route being proposed through the Park.

Further details of the route can be found within Alexandra Park, Hastings Cycle Route Review document (SCH009-RP-0001) prepared by East Sussex Highways (ESH) in December 2017.

b) What is the main purpose or aims of proposal, project or service?

East Sussex County Council (ESCC) developed a Walking and Cycling Strategy for Hastings. The Strategy focused on identifying a boroughwide network of cycle routes and was prepared in partnership with Hastings Borough Council (HBC) together with the voluntary sector and local walking and cycling groups. The Hastings Walking and Cycling Strategy was approved by ESCC Lead Member for Transport and Environment on 15 September 2014.

Alexandra Park forms a key link within the Walking and Cycling Strategy and will provide a continuous off carriageway route for cyclists to use.

c) Manager(s) and section or service responsible for completing the assessment

James Vaks – Project Manager, East Sussex Highways

ESH are responsible for the implementation of local transport schemes, on behalf of ESCC, which meet the objectives of the Council's third Local Transport Plan, namely: improving road safety, reducing congestion, improving accessibility, reduce the need and demand to travel, enhance the environment and maintain/manage the transport network.

2.2 Who is affected by the proposal, project or service? Who is it intended to benefit and how?

Allowing cyclists to share Alexandra Park with pedestrians will provide a safer alternative to using on road routes. Allowing cycling in the Park will mean pedestrians will be sharing the space with cyclists with the potential for conflict between these groups of users.

2.3 How is, or will, the proposal, project or service be put into practice and who is, or will be, responsible for it?

HBC own, manage and maintain Alexandra Park and are leading the delivery of the proposal to introduce a shared pedestrian and cycle facility within the Park, with ESCC providing design support through ESH. ESH will construct the shared facility in the Park.

To permit cycling within the Park a local byelaw will need to be amended. The byelaw change will be made by HBC.

Once the scheme and associated mitigation measures come into effect HBC will be responsible for the enforcement of cycling in the park. HBC propose to work with all groups including cycle groups to enforce a self-management approach, and to work with park users to highlight and challenge unacceptable behaviour by all users of the park.

In the initial stages, HBC officers, will design a programme for the Rangers and Wardens to have a heightened presence in the Park at specific times to engage with cyclists and deter unsafe use. Cycling outside the designated route would be liable to potential Fixed Penalty Notices for contravention of the byelaws set by HBC.

Following on from this initial phase of education and enforcement, HBC, with support from ESCC, will continue to monitor how the shared route is used, and should any serious concerns arise, will deploy enforcement staff to address them.

2.4 Are there any partners involved? E.g. NHS Trust, voluntary/community organisations, the private sector? If yes, how are partners involved?

HBC is leading on the delivery of the proposal with ESCC providing design support through ESH. ESH will construct the shared facility in the Park.

The Walking and Cycling Strategy for Hastings, in which the route through the Park forms part of, was prepared in 2014 by ESCC in partnership with HBC together with the voluntary sector and local walking and cycling groups. Details of the key stakeholders who were engaged with in preparing this document can be found within Appendix 3 of the Strategy document.

2.5 Is this proposal, project or service affected by legislation, legislative change, service review or strategic planning activity?

To permit cycling within the Park a local byelaw will need to be changed. The byelaw change will be made by HBC.

The Walking and Cycling Strategy for Hastings prepared by ESCC is a strategy focused on identifying a boroughwide network of cycle routes.

2.6 How do people access or how are people referred to your proposal, project or service? Please explain fully.

Alexandra Park is open to the public at all times.

2.7 If there is a referral method how are people assessed to use the proposal, project or service? Please explain fully.

Not Applicable

2.8 How, when and where is your proposal, project or service provided? Please explain fully.

Subject to ESCC Lead Member for Transport and Environment approval (programmed for April 2018) ESH will progress with the detailed design of the scheme. Given that Alexandra Park is designated by Historic England (HE) as grade II* registered status due to its historic significance, HBC will undertake further consultation with HE during the detailed design stage. Subject to this consultation, together with further consultation with other key stakeholder groups and the outcomes of the Stage 2 Road Safety Audit process, construction will look to commence from Spring 2019. At this stage the construction programme has yet to be determined but it is anticipated that the share cycle/footway scheme will come into effect in Summer 2019.

Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics.

3.1 List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken.

Types of evidence identified as relevant have **X** marked against them			
	Employee Monitoring Data		Staff Surveys
	Service User Data		Contract/Supplier Monitoring Data
	Recent Local Consultations		Data from other agencies, e.g. Police, Health, Fire and Rescue Services, third sector
	Complaints	X	Risk Assessments
	Service User Surveys	X	Research Findings
	Census Data	X	East Sussex Demographics
	Previous Equality Impact Assessments	X	National Reports
	Other organisations Equality Impact Assessments	X	Any other evidence? Consultation feedback conducted by Hastings Borough Council in 2015.

3.2 Evidence of complaints against the proposal, project or service on grounds of discrimination.

During the development of the Walking and Cycling Strategy for Hastings, ESCC carried out a consultation exercise in 2014. The consultation provided the opportunity for key stakeholders and members of the public to provide their opinion on whether the appropriate strategic routes had been identified to connect people with the places that they access for everyday journeys including for work, education and leisure town centre facilities. Of the feedback received concerns were raised on the Alexandra Park in respect to potential conflict between cyclists and pedestrians.

With specific reference to Alexandra Park route, this is being promoted by HBC. As scheme promotors, HBC conducted a consultation exercise in 2015 to seek feedback to proposals for a shared cycle/pedestrian route though the Park. Through this process 177 responses were received. Of these 84 responses were against the proposal to introduced shared facilities.

HBC also received a petition with 63 signatories against the proposal. The petition did not contain a single statement for signatories to acknowledge and add their signature against but was a collection of various comments against the proposed route. Specific concerns raised included issues of safety, signage and enforcement, as well as opposition to the principle of introducing cycling in the Park.

3.3 If you carried out any consultation or research on the proposal, project or service explain what consultation has been carried out.

Design guidance/studies

In developing the scheme reference was made to the following documents:

- ***Department for Transport (DfT) Local Transport Note (LTN) 1/12 'Shared Use Routes for Pedestrians and Cyclists';***
- ***DfT LTN 2/08 Cycle Infrastructure Design;***
- ***Shared Use Operational Review - Atkins 2012 (produced for the DfT).***

For shared use schemes LTN 1/12 acknowledges that these are often implemented to improve conditions for cyclists and it is essential that they are designed to consider the needs of everyone expected to use the facility. The guidance states that poorly designed schemes and schemes where the available width is insufficient to comfortably accommodate the expected flows of pedestrians and cyclists are likely to reduce the amenity value of the route. It is acknowledged in the guidance that disabled people and older people can be particularly affected by shared use routes, but ultimately this will depend on the quality of the design. Therefore the consideration of their various needs is an important part of the design of shared use schemes and the guidance refers to the need for authorities considering the possible implementation of shared use scheme to consider their duties under the Equality Act 2010.

LTN 1/12 also identifies a typical scheme development process whereby the promoter of a scheme considers whether suitable and viable cycle routes can be provided on the carriageway before considering a shared use route.

This suggested process identified in LTN 1/12 has been followed together with the findings detailed within the Atkins 2012 Shared Use Operational Review. The outcomes of the consultation exercise carried out with those affected by the scheme, including those with particular protected characteristics, have also been taken into consideration.

Consultation

Walking and Cycling Strategy for Hastings:

ESCC carried out a consultation exercise in 2014. The consultation provided the opportunity for key stakeholders and members of the public to provide their opinion on whether the appropriate strategic routes had been identified to connect people with the places that they access for everyday journeys including for work, education and leisure town centre facilities.

Alexandra Park route:

HBC, as scheme promotors, conducted the consultation exercise. In April 2015, they established a Reference Group of interested groups (Friends of Alexandra Park, The Greenway Group, The Ramblers Association, Hastings and Bexhill Disability Forum, Hastings Urban Bikes) to assess the initial proposals ESCC had prepared and give early feedback to the County Council.

HBC carried out a public consultation from 15th June until 21st August 2015. They invited comment through the HBC website, invited comment in person at the Community Contact Centre and held a specific consultation event at Armed Forces weekend on 28th June 2015, where officers from the HBC and ESCC were available to discuss the proposed route and invite further comment.

3.4 What does the consultation, research and/or data indicate about the positive or negative impact of the proposal, project or service?

Consultation

Walking and Cycling Strategy for Hastings:

The 2014 consultation resulted in 95 representations being received with significant support for the strategy. With 71% of responses either strongly agreed or agreed that they were happy with the strategy overall. Of the feedback received concerns were raised on the Alexandra Park in respect to potential conflict between cyclists and pedestrians.

Alexandra Park route:

There were 177 single responses to the consultation HBC conducted from 15th June until 21st August 2015. 82 responses were identified as supporting a scheme to allow cyclists using the Park and 84 responses were against proposal to introduced shared facilities.

A petition with 63 signatories against the proposal was also submitted to HBC. The petition did not contain a single statement for signatories to acknowledge and add their signature against but was a collection of various comments against the proposed route. Specific concerns raised included issues of safety, signage and enforcement, as well as opposition to the principle of introducing cycling in the park.

Research

Reference: DfT LTN 1/12 'Shared Use Routes for Pedestrians and Cyclists'

For shared use schemes LTN 1/12 acknowledges that these are often implemented to improve conditions for cyclists and it is essential that they are designed to consider the needs of everyone expected to use the facility. It is acknowledged in the guidance that disabled people and older people can be particularly affected by shared use routes, but ultimately this will depend on the quality of the design.

Reference: Shared Use Operational Review (Atkins, 2012)

Consultants Atkins produced a report in 2012 considering the operation of Shared Use routes. This was an evidence based study into the factors which influence the design and operation of segregated (white line separating pedestrians and cyclists) and unsegregated pedestrian and cyclist shared use facilities.

Segregation by white line was found to be ineffective at supporting full compliance with segregation by pedestrians and cyclists. Their findings

indicate that average cycle speeds are not significantly faster on segregated routes compared with unsegregated ones.

Observations indicated that maximum cycle speed decreases as pedestrian flow increases on shared use routes. This suggests that cyclists moderate their behaviour in the presence of pedestrians.

On shared use routes, segregating cyclists and pedestrians reduces the width available to each user group. This reduction could have implications for the level of comfort for all users.

Behaviour observed during the study by both pedestrians and cyclists on segregated and unsegregated routes was judged to be considerate by both user groups. Agreement was strongest on unsegregated routes, suggesting that behaviour is more considerate on these routes, where the requirement to interact with other types of user is clearer.

No collisions and no conflict of any significance took place during video surveys undertaken as part of the study. Most of the interaction recorded was relatively inconsequential, where one or more users adjusted their speed/position. The most severe category of interaction observed was that of marginal conflict, where cyclists or pedestrians slowed down or changed direction but movement was calm and controlled.

Part 4 – Assessment of impact

4.1 Age: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County/District/Borough?

The following details have been provided by ESCC, East Sussex in Figures. These represent a projected population profile, by age, for the County and Hastings for 2018.

Population by age profile

Age Group	County		Hastings	
	Numbers	%	Numbers	%
0-10	64,373	12	12,160	13
11-17	41,157	8	7,022	8
18-24	35,464	6	7,183	8
25-34	52,653	10	11,204	12
35-44	57,278	10	10,564	11
45-54	78,101	14	13,496	15
55-64	75,257	14	11,985	13
65-74	74,843	14	10,334	11
75-84	45,623	8	5,478	6
85+	22,916	4	2,619	3
All	547,665	100	92,045	100

b) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?

Those who are likely to be more affected by the scheme are young children or older people. As the table in section (a) shows the age profile for Hastings is similar compared with those for the County for these age groups. Hastings has a marginally higher proportion of its population who are 17 years old or younger.

c) Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?

Yes - Older people may be more adversely affected than the general population. Older people may be less mobile or have hearing or visual impairments and consequently feel more vulnerable/less safe sharing the Park with cyclists.

Young children may also be more adversely affected than the general population as they may be less aware of their surroundings, potentially walking into the path of an approaching cyclist if left unsupervised.

d) What is the proposal, project or service's impact on different ages/age groups?

Negative Impacts:

Older people who feel more vulnerable/less safe sharing sections of the Park with cyclists may stop using the Park.

Families with young children may consider the Park's environment being less safe when sharing with cyclists and may stop visiting this amenity.

Feedback from the consultation HBC carried out raised concern about the safety of pedestrians, particularly those who are less mobile. There were also concerns for the safety of young children who will be less aware of approaching cyclists.

Response from consultation process conducted by HBC:

"I see this as exceptionally dangerous proposition. Children run around in the park without fear of being knocked over which will undoubtedly happen if the scheme goes ahead as per consultation plans."

Positive Impact:

By allowing cycling in the Park provides less confident cyclists, such as children or older people, a safe environment to cycle. Allowing cycling in the Park will also provide an environment for older people to cycle safely and remain active. This may encourage more people to cycle and use the Park.

Response from consultation process conducted by HBC:

"Glad to see that HBC are planning to develop a cycle path / shared use path in Alexandra Park. Roads around the park are hairy! With fast traffic and narrow roads (due to parking) so this is a welcome safe zone for families and kids alike. You have my full support for the scheme."

e) What actions are to/or will be taken to avoid any negative impact or to better advance equality?

In December 2017 ESH carried out a review of the proposed route of the shared facility through the Park. Reference Alexandra Park, Hastings Cycle Route Review document (SCH009-RP-0001). The purpose of this document was to determine the suitability to introduce a cycle route in the Park and identify where measures are required to reduce the potential risks associated in providing a shared facility.

The review used a risk based approach to assess two scenarios. Initially a risk assessment of the proposed route considered how a cycle facility can be introduced without any modifications to the existing layout of the Park. From this exercise, it was possible to identify areas where, if left unmodified, the risks to public safety would be unacceptably high and unsuitable for the introduction of a cycle route.

The risk assessment was then repeated assuming that practicable mitigation measures had been carried out to reduce the level of risk. From this second assessment, it was possible to identify the residual risks and make a direct comparison between route options to determine which route, if any, presented the lowest level of risk.

The proposed mitigation measures are discussed in the following section.

f) Provide details of the mitigation.

The following mitigation measures will be introduced to facilitate cycling in the Park:

(i) Where space permits existing paths will be increased in width to provide an effective width of 3.0m. This is the minimum recommended width for a shared use route.

(ii) Existing features, such as benches, signs etc. will be repositioned to provide an effective width of 3.0m.

(iii) To ensure sufficient forward visibility is provided along the entire route it is proposed to cut back vegetation at key locations were visibility is currently restricted. These locations have been identified in the Route Review document ESH have prepared. By improving forward visibility will allow users of the route to see other approaching users and react accordingly.

(iv) The use of coloured surfacing and effective use of signing and lining will be introduced at sections of the route where it is not practicable to introduce an effective width of 3.0m or at locations that are considered a higher risk of user conflict, such as locations of adjoining paths.

In addition to the above measures it is recommended that the scheme will proactively seek to influence the behaviour of all those using the Park through the promotion of a Code of Conduct encouraging everyone to take account of and respect each others needs. It is proposed to introduce 'Code of Conduct' signs throughout the route.

As part of the design process an independent safety review (Road Safety Audit) will be conducted. The purpose of this audit will be to identify potential risks in the proposed design so that these risks can be mitigated. A post construction Safety Audit will also be conducted.

Once the scheme and associated mitigation measures come into effect HBC will be responsible for the enforcement of cycling in the park. HBC propose to work with cycle groups to enforce a self-management approach to cycling, and to work with park users to highlight and challenge unacceptable behaviour by all users of the Park.

In the initial stages, HBC officers, will design a programme for the Rangers and Wardens to have a heightened presence in the Park at specific times to engage with cyclists and deter unsafe use. Cycling outside the designated route would be liable to potential Fixed Penalty Notices for contravention of the byelaws set by HBC.

Following on from this initial phase of education and enforcement, HBC will continue to monitor how the shared route is used, and should any serious concerns arise, will deploy enforcement staff to address them.

g) How will any mitigation measures be monitored?

It is recommended that HBC should undertake follow up user surveys once the permanent scheme and associated mitigation measures come into effect to assess the quality of their experience when using the route.

4.2 Disability: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County /District/Borough?

The following details have been provided by ESCC, East Sussex in Figures. These represent a projected population profile, by disability, for the County and Hastings for 2018.

Category	County		Hastings	
	Numbers	%	Numbers	%
Higher severity disability	29,405	12	5,257	12
Lower severity disability	66,858	27	11,897	27
Locomotor disability	71,850	29	12,893	29
Personal care disability	37,438	15	6,718	15
Hearing disability	26,639	11	4,791	11
Sight disability	13,142	5	2,241	5
All	245,332	100	43,797	100

b) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?

As the table in section (a) show, the profile for Hastings is the same as the population in the County.

c) Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?

Yes - People who are less mobile, have balance problems or have hearing or visual impairments may feel more vulnerable/less safe sharing the Park with cyclists.

d) What is the proposal, project or service's impact on people who have a disability?

Negative Impact:

By allow cycling in the Park there is a risk that disabled people and other vulnerable groups are concerned for their safety and avoid using the Park.

Concerns raised through the consultation process related to the shared use environment and the safety of pedestrians, particularly those with disabilities. One of the main concerns was that cyclists would not be considerate to other users of the park and more vulnerable pedestrians may not be aware of approaching cyclists.

Response from consultation process conducted by HBC:

"I do not think that a cycle path in Alexandra Park is a good idea due to the following: -

- *The park is used by walking groups, dog walkers and people with disabilities. Bicycles can be a nuisance if they go fast.*
- *The lower park is used by small children who could be in danger as they often run out.*
- *Presumably some cyclists will be going straight from Silverhill to the Town and will be cycling fast. I believe there is no speed limit for cycles."*

Positive Impact:

By creating an off-road cycle facility through the Park will provide people who do not feel confident in cycling with a safe route to use.

e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?

Refer to 4.1 (e)

f) Provide details of any mitigation.

Refer to 4.1 (f)

g) How will any mitigation measures be monitored?

Refer to 4.1 (g)

4.3 Ethnicity: Testing of disproportionate, negative, neutral or positive impact.

It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact by the scheme to allow cycling in Alexandra Park.

4.4 Gender/Transgender: Testing of disproportionate, negative, neutral or positive impact Consider men, women, transgender individuals.

It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact by the scheme to allow cycling in Alexandra Park.

4.5 Marital Status/Civil Partnership: Testing of disproportionate, negative, neutral or positive impact.

It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact by the scheme to allow cycling in Alexandra Park.

4.6 Pregnancy and maternity: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County/District/Borough?

The following details have been provided by ESCC, East Sussex in Figures. These represent a projected population profile, by age, for the County and Hastings for 2018.

It is considered the likely age range of those who potentially will fall within this protected characteristic is between 16 and 54.

Population by age profile

Age Group	County		Hastings	
	Numbers	%	Numbers	%
0-10	64,373	12	12,160	13
11-17	41,157	8	7,022	8
18-24	35,464	6	7,183	8
25-34	52,653	10	11,204	12
35-44	57,278	10	10,564	11
45-54	78,101	14	13,496	15
55-64	75,257	14	11,985	13
65-74	74,843	14	10,334	11
75-84	45,623	8	5,478	6
85+	22,916	4	2,619	3
All	547,665	100	92,045	100

b) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?

As the table shows the age profile for Hastings is marginally higher compared with those for the County for these age groups.

c) Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?

New parents but more particularly their young children may be more adversely affected than the general population as they may be less aware of their surroundings, potentially walking into the path of an approaching cyclist if left unsupervised.

d) What is the proposal, project or service's impact on different ages/age groups?

Negative Impacts:

Women who are pregnant, may feel more vulnerable/less safe sharing sections of the Park with cyclists may stop using the Park.

New parents with young children may consider the Park's environment being less safe when sharing with cyclists and may stop visiting this amenity.

Positive Impact:

By allowing cycling in the Park provides less confident cyclists, such as families with young children, a safe environment to cycle.

e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?

Refer to 4.1 (e)

f) Provide details of any mitigation.

Refer to 4.1 (f)

g) How will any mitigation measures be monitored?

Refer to 4.1 (g)

4.7 Religion, Belief: Testing of disproportionate, negative, neutral or positive impact.

It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact by the scheme to allow cycling in Alexandra Park.

4.8 Sexual Orientation - Gay, Lesbian, Bisexual and Heterosexual: Testing of disproportionate, negative, neutral or positive impact.

It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact by the scheme to allow cycling in Alexandra Park.

4.9 Other: Additional groups/factors that may experience impacts - testing of disproportionate, negative, neutral or positive impact.

There are no other groups which have been identified which are likely to experience disproportionate, negative, neutral or positive impact.

4.10 Human rights - Human rights place all public authorities – under an obligation to treat you with fairness, equality, dignity, respect and autonomy. **Please look at the table below to consider if your proposal, project or service may potentially interfere with a human right.**

The scheme will not have human rights implications.

Articles	
A2	**Right to life (e.g. pain relief, suicide prevention)**
A3	**Prohibition of torture, inhuman or degrading treatment (service users unable to consent, dignity of living circumstances)**
A4	**Prohibition of slavery and forced labour (e.g. safeguarding vulnerable adults)**
A5	**Right to liberty and security (financial abuse)**
A6 &7	**Rights to a fair trial; and no punishment without law (e.g. staff tribunals)**
A8	**Right to respect for private and family life, home and correspondence (e.g. confidentiality, access to family)**
A9	**Freedom of thought, conscience and religion (e.g. sacred space, culturally appropriate approaches)**
A10	**Freedom of expression (whistle-blowing policies)**
A11	**Freedom of assembly and association (e.g. recognition of trade unions)**
A12	**Right to marry and found a family (e.g. fertility, pregnancy)**
Protocols	
P1.A1	**Protection of property (service users property/belongings)**
P1.A2	**Right to education (e.g. access to learning, accessible information)**
P1.A3	**Right to free elections (Elected Members)**

Part 5 – Conclusions and recommendations for decision makers

5.1 Summarise how this proposal/policy/strategy will show due regard for the three aims of the general duty across all the protected characteristics and ESCC additional groups.

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups

Introducing a package of measures to support and facilitate the scheme to allow cycling within the Park will reassure people about the behaviour of cyclists through use of code of conduct information and thereby help mitigate the negative impacts that have been identified and promote the Park as accessible and safe for all users.

5.2 Impact assessment outcome Based on the analysis of the impact in part four mark below ('X') with a summary of your recommendation.

X	Outcome of impact assessment	Please explain your answer fully.
	A No major change – Your analysis demonstrates that the policy/strategy is robust and the evidence shows no potential for discrimination and that you have taken all appropriate opportunities to advance equality and foster good relations between groups.	***A package of mitigation measures will be introduced to facilitate cycling in Alexandra Park. These are described in paragraph 4.1 (f) of this assessment.*** ***Once the scheme and associated mitigation measures come into effect HBC will be responsible for the enforcement of cycling in the Park and will work with cycle groups to enforce a self-management approach to cycling, whilst engage with all park users to highlight and challenge unacceptable behaviour by cyclists.***
X	**B Adjust the policy/strategy** – This involves taking steps to remove barriers or to better advance equality. It can mean introducing measures to mitigate the potential effect.	
	C Continue the policy/strategy - This means adopting your proposals, despite any adverse effect or missed opportunities to advance equality, provided you have satisfied yourself that it does not unlawfully discriminate	
	D Stop and remove the policy/strategy – If there are adverse effects that are not justified and cannot be mitigated, you will want to consider stopping the policy/strategy altogether. If a policy/strategy shows unlawful discrimination it ***must*** be removed or changed.	

5.3 What equality monitoring, evaluation, review systems have been set up to carry out regular checks on the effects of the proposal, project or service?

It is recommended that HBC should undertake further user surveys 12 months from when the permanent scheme and associated mitigation measures come into effect to determine/assess the quality of peoples experience when using the Park.

5.6 When will the amended proposal, proposal, project or service be reviewed?

12 months from when the permanent scheme and associated mitigation measures come into effect.

Date completed:	***14 Feb. 18***	**Signed by (person completing)**	***James Vaks***
		Role of person completing	***Scheme Project Manager for East Sussex Highways***
Date:	***22 Feb.18***	**Signed by (Manager)**	***Chris Weedon***

Part 6 – Equality impact assessment action plan

If this will be filled in at a later date when proposals have been decided please tick here and fill in the summary report. ü

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact
4. **If no actions fill in separate summary sheet.**

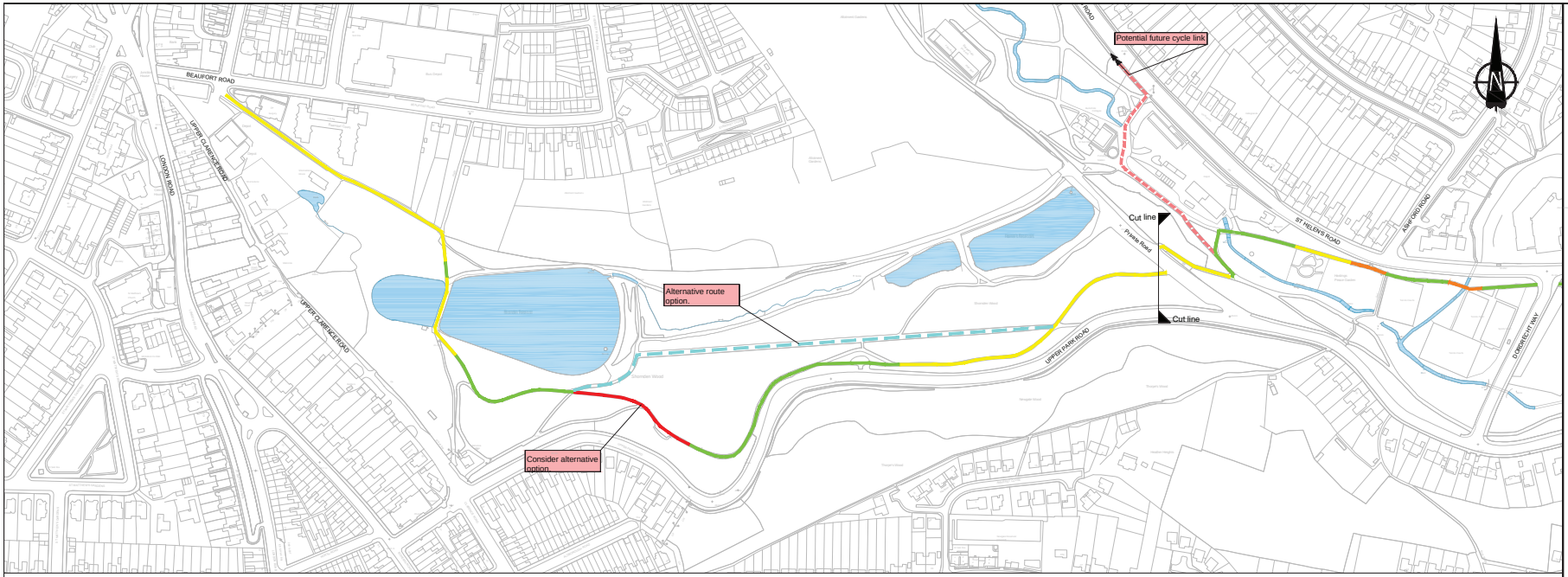
Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:

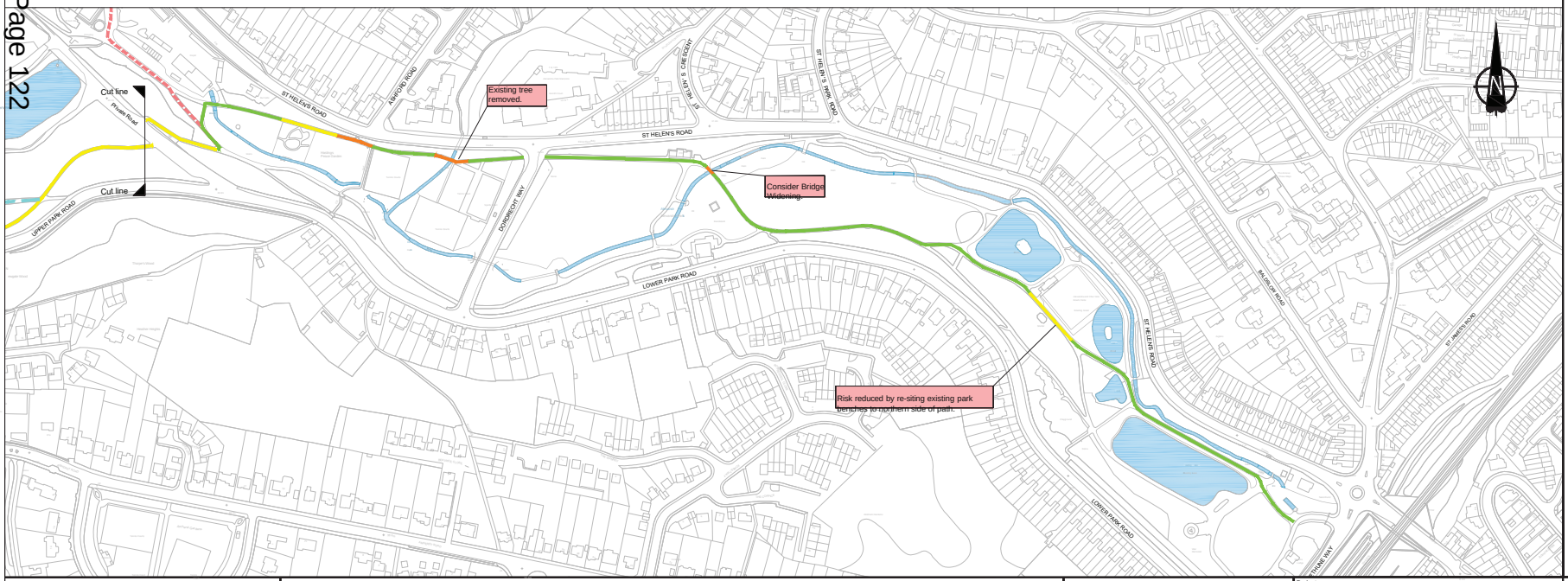
Area for improvement	Changes proposed	Lead Manager	Timescale	Resource implications	Where incorporated/flagged? (e.g. business plan/strategic plan/steering group/DMT)

6.1 Accepted Risk

From your analysis please identify any risks not addressed giving reasons and how this has been highlighted within your Directorate:

Area of Risk	Type of Risk? (Legal, Moral, Financial)	Can this be addressed at a later date? (e.g. next financial year/through a business case)	Where flagged? (e.g. business plan/strategic plan/steering group/DMT)	Lead Manager	Date resolved (if applicable)





NOTES:

1. Background based on Ordnance Survey mapping only.
2. Refer to Risk Assessment Matrices in Appendix D of Review Report for additional details.
3. Risk assessment is based on the proposed layout following the introduction of mitigation measures.

KEY

- Sections that achieve a low risk score (1-3) and are broadly acceptable.
- Sections that achieve a medium risk score (4-6) and are tolerable only if further mitigation measures are not reasonably practical.
- Sections that achieve a high risk score (7-9) and are not acceptable unless further mitigation measures are applied or the design amended.
- Sections that achieve a very high risk score (10-12) but no suitable alternative route option is available.
- Potential future cycle link to Hastings District General Hospital.
- Potential alternative route alignment to avoid narrow section through woodland.

Appendix A – General Arrangement Plan

0 50 100 200

SCALE 1:2000 (A1)
SCALE 1:4000 (A3)
METRES

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd
P03	S3	11/05/2018	Route alignment updated through Lower Park	IT	JV	JV
P02	S3	22/01/2018	Minor amends to risk classifications	IT	JV	JV
P01	S3	01/12/2017	First Issue	IT	JV	GW

KEY PLAN:

East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN
SUGGESTED ROUTE OPTION

Status	S3
Revision	P03
Scale	1:2000
Date	01/12/2017
Drawn By	I Tingley
Checked By	J Vaks
Approved By	C Weedon
Project No.	3520000
Originator	ESH
Original Size	A1

Drawing number: 3520000-ESH-HGN-SCH0009-DR-CH-0015

3520000-ESH-HGN-SCH0009-DR-CH-0015.dwg

Report to:	**Lead Member for Transport & Environment**
Date of meeting:	**18 June 2018**
By:	**Director of Communities, Economy and Transport**
Title:	**Hailsham/Polegate/Eastbourne Movement and Access Corridor**
Purpose:	**To consider the outcomes of the consultation on the first phase of the Hailsham/Polegate/Eastbourne Movement and Access Corridor Study and the recommended package of proposals to be taken forward to detailed design and construction.**

RECOMMENDATIONS: **The Lead Member is recommended to:**

(1) note the outcome of the Hailsham/Polegate/Eastbourne Movement and Access Corridor consultation undertaken in Autumn 2017 as detailed in Appendix 1 of this report; and
(2) approve the recommended package of proposals as set out in paragraph 2.4 to be taken forward to detailed design and construction.

1. Background

1.1. The South Wealden and Eastbourne Transport Study (SWETS), was completed in 2010 to support the now adopted Wealden Local Plan Core Strategy, and identified a number of infrastructure interventions necessary (at a strategic level) to mitigate the impact of the planned large scale development across the South Wealden and Eastbourne areas.

1.2. Movement and Access Strategies (MAS) for Hailsham and Hellingly, and for Polegate were developed in 2012 and 2013 respectively, to further evaluate the highway interventions identified in the SWETS Study. Both strategies identified that improvements to a number of key strategic junctions on the A22 and A27 were required, both on the Highways England and county road network - in order to mitigate for the increased traffic generated from the proposed housing development in the Eastbourne South Wealden area.

1.3. It was recognised in the 2010 SWETS that improvements to the key A22/A27 junctions alone, would not be sufficient to mitigate for the additional traffic generated by the proposed housing developments; improvements would also be required to the local road network, together with bus priority measures and cycling and walking measures, to provide a greater travel choice, and facilitate a 'step change' in the use of sustainable transport. This was accepted by both the Local Plan Inspectors at the respective Examinations in Public of the adopted Wealden and Eastbourne Local Plans.

1.4. Accordingly, the Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study was commissioned to identify and assess a package of local improvements with a particular focus on sustainable transport improvements for buses, cyclists and pedestrians on the A295, A22/A27, A2270 and A2021 corridors, linking Hailsham, Polegate and Eastbourne which would support the proposed development in the Eastbourne and South Wealden areas. The outcomes of the study were reported to the Lead Member for Transport and Environment's decision making meeting on 19 June 2017. The transport modelling study recently undertaken by the County Council and Wealden District Council in relation to the emerging Wealden Local Plan, and published in January 2018, re-affirms the need for the package of Movement and Access Corridor improvements to support the proposed growth in the south Wealden area.

1.5 A business case was submitted to the South East Local Enterprise Partnership (SE LEP) in November 2016 to release the £2.1m of Local Growth Fund monies available, for the delivery of the Movement and Access Corridor measures. The business case focussed on utilising the funding, subject to the outcomes of the consultation, to progress the first phase of measures (Willingdon) to detailed design and construction. The SE LEP approved the business case in February 2017, subject to this funding being spent by 2019/20. This phase has been prioritised, because it can be delivered independently, and then integrated with the other phases and other schemes within this area, as they come forward.

1.6 At the Lead Member for Transport and Environment's decision making meeting on 19 June 2017, it was resolved that consultation be undertaken on the proposed measures in September 2017, and that the outcomes of the consultation are reported back to a future decision making meeting, with the recommended package of proposals to be taken forward to detailed design and construction. Future phases relating to the other sections of the Hailsham/Polegate/Eastbourne Movement and Access Corridor will continue to be developed with our Highways team and consulted upon locally in due course.

2. Supporting information

2.1 Consultation on the first phase of the Movement and Access Corridor improvements which focussed on the section in Polegate and Willingdon took place between 15 September and 10 November 2017. As part of the consultation, two day exhibitions were held at Willingdon Community School and Ratton Academy and the consultation proposals were available on the East Sussex consultation hub. In summary, the consultation proposed the following measures:

- Wannock Road/Polegate High Street junction
    - Junction capacity improvements at the signalised junction including pedestrian phases on all four arms
- Eastbourne Road (A2270)
    - Bus lanes on the A2270 southbound from just north of Thurrock Close to Huggett's Lane; northbound from Thurrock Close to Broad Road and northbound from Coopers Hill to Huggett's Lane
    - Off-road shared footway/cycleways on eastern side of A2270 Eastbourne Road from Broad Road to Huggett's Lane and on western side from Huggett's Lane to Cooper's Hill along with removal of the existing on-road cycle lanes and widening of the existing traffic island near Broad Road to a pedestrian/cycle refuge
    - Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing and provision of cycle Advanced Stop Lines
    - Introduction of a new 30mph speed limit along Eastbourne Road between Cooper's Hill and A27 junction in Polegate
- Willingdon Road
    - Provision of an on-road cycle route along Cooper's Hill and Wish Hill (signage only) and an off-road cycle route on the western side of Willingdon Road from Wish Hill to Victoria Drive
    - Upgrade of the existing signalised junction to a Toucan crossing – allows cyclists to cross into Park Avenue
- Park Avenue/Park Lane
    - Signed cycle route from Willingdon Road to Kings Drive
    - 20mph zone along Park Avenue and Park Lane with traffic calming measures – in addition to the existing limited 20mph zone
- Victoria Drive
    - Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction with two options:
        (1) Introduction of a 20mph speed limit (between Farlaine Road and the Willingdon Road junction) and limited number of parking bays of Victoria Drive (south side)

(2) Retain 30mph speed limit and introduce parking restrictions in Victoria Drive (south side between Farlaine Road and the Willingdon Road junction)

- Bus stop improvements along the length of the Phase 1 corridor

2.2 Following reports that residents in Ratton did not receive notification of the consultation, and a request from Ratton Neighbourhood Panel to discuss local concerns about the proposals for Park Road and Park Avenue as well as the cycle route alongside Eastbourne Road in the Ratton ward, a public meeting was held at Ratton Academy in January 2018 which was attended by over 100 people.

2.3 A summary of the consultation outcomes and recommendations for each of the proposals are set out at Appendix A to the report. Detailed comments received from the consultation and from stakeholders are attached at Appendix B to the report.

2.4 Based on the outcome of the consultation, including the public meeting of the Ratton Neighbourhood Panel, the following measures are recommended to be taken forward to detailed design:

- Wannock Road/Polegate High Street junction capacity improvements
- Eastbourne Road (A2270)
    - Bus lanes on the A2270 southbound from just north of Thurrock Close to Huggett's Lane; northbound from Thurrock Close to Broad Road and northbound from Coopers Hill to Huggett's Lane
    - Consider the off-road footway/cycleway on the eastern side of the road between Broad Road and Huggett's Lane
    - Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing and provision of cycle Advanced Stop Lines
    - Introduction of a new 30mph speed limit along Eastbourne Road between Cooper's Hill and A27 junction in Polegate
- Victoria Drive - northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction, with the retention of the 30mph speed limit and introduction of parking restrictions in Victoria Drive on south side between Farlaine Road and the Willingdon Road junction (Option 2)
- Bus stop improvements along the length of the Phase 1 corridor

2.5 In light of the concerns raised locally at the exhibitions and Neighbourhood Panel meeting regarding the loss of trees and the visual impact of the proposed raised path, it is recommended not to proceed with the cycle route alongside Willingdon Road. In addition, with the lack of support for the Wish Hill/Coopers Lane cycle route, it is recommended that this is not progressed. The provision of a quality cycle route connecting South Wealden and Eastbourne is an essential element of the HPE MAC, to ensure that the package meets with the overall scheme aim, in providing transport choices for all users. To enable a suitable route to be identified, which is acceptable to all parties, further work will be undertaken on scheme identification, as part of East Sussex County Council's Cycling & Walking Infrastructure Plan (LCWIP).

2.6 In addition, whilst there was a level of support from the consultation there were some concerns raised about the necessity for the traffic calming or 20mph proposals for Park Lane and Park Avenue particularly at the Ratton Neighbourhood Panel meeting in January 2018. Therefore, in response to the consultation comments, it is recommended to not progress with any of the traffic calming or 20mph proposals for Park Lane and Park Avenue.

2.7 As highlighted in paragraph 1.5, the recommended Phase 1 improvements will be funded from £2.1m Local Growth Fund monies secured from the SE LEP towards the Hailsham/Polegate/Eastbourne Movement and Access Corridor Improvements

3 Conclusion and reasons for recommendations

3.1 The increase in traffic generated from the proposed additional housing and employment in the South Wealden and Eastbourne area, will result in increased levels of congestion on the road network unless a package of mitigation measures is delivered. The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study identified the need for improvements to key junctions, along with the provision of bus lanes and other bus infrastructure together with new cycle routes and pedestrian improvements.

3.2 The first phase of the Movement and Access Corridor proposals, focussed on the A2270 corridor from the Wannock Road/Polegate High Street junction to Victoria Drive through Polegate Willingdon and Ratton, were consulted upon in Autumn 2017. The responses and comments made by local residents and stakeholders through the consultation process have helped shape the recommended package of Phase 1 improvements, as set out in paragraph 2.4 of the report, to be taken forward to detailed design and construction.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officers: Jon Wheeler
Email: jon.wheeler@eastussex.gov.uk
Tel. No: 01273 482212

LOCAL MEMBERS
Councillors Belsey, D Shing, S Shing, Ungar

BACKGROUND DOCUMENTS

Stakeholder Consultation Summary Report (Amey)	Sept 2012
Existing Infrastructure Audit – Summary Report (Amey)	Sept 2012
Hailsham & Hellingly Movement & Access Strategy (Halcrow)	Nov 2012
Polegate Movement & Access Strategy (CH2M HILL)	Jan 2015
HPE MAC Phase 4 Report (Amey)	Feb 2015
HPE MAC Consultation Analysis Report (East Sussex Highways)	Nov 2017

HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR CONSULTATION OUTCOMES

INTRODUCTION

A consultation was held between 15 September and 10 November 2017 on highway proposals in Polegate, Willingdon and Eastbourne. This was the first of a series of public consultations on measures proposed along the Hailsham to Eastbourne transport corridor. Public exhibitions were held at the following locations/dates/times:

- Willingdon Community School, Broad Road, Willingdon
    - 15 September 6pm – 8pm
    - 16 September 10am – 3pm
    -
- Ratton School, Park Avenue, Eastbourne
    - 22 September 5pm – 8pm
    - 23 September 10am – 3pm

The consultation period ended on 10 November 2017.

PUBLICITY

To advertise the consultation, 60,000 postcards were printed and delivered to addresses within the areas covered by post codes BN20, BN21, BN22, BN23, BN26-5 and BN26-6. These were posted by Royal Mail week commencing 4 September 2017.

In addition to the postcards, advertisements were placed in the Eastbourne Herald on 8th, 15th, 22nd and 29th September. Social Media posts regarding the events started on 1st September, once a day until the events and then every couple of days afterwards with links to the consultation. East Sussex County Council also issued a Press Release on 6 September.

Details of the consultation were sent to Elected Members of East Sussex County Council, Eastbourne Borough Council, Wealden District Council, Polegate Town Council, and Willingdon Parish Council on 4 September.

In addition to the above, posters were located at the following locations on 8 September:

- Polegate library
- Polegate Town Council offices
- Willingdon Parish Council offices
- Hampden Park library
- Old Town library
- Eastbourne library

During the consultation, reports were received from some residents that they had not received a postcard. Royal Mail was asked to confirm that they delivered the postcards as requested by East Sussex Highways.

In response to a request from the Ratton Neighbourhood Panel, where the majority of residents reported not receiving notification of the exhibition, the County Council attended a public meeting was held on Monday 21 January at Ratton Academy to listen to the comments of local residents on the Willingdon Road and Park Lane/Park Avenue proposals.

CONCLUSIONS AND RECOMMENDATIONS

Although the number of completed questionnaires only totalled 264, this is normal for consultations on transport issues held on behalf of the County Council. Many comments were received as can be seen from the feedback shown in Appendix 2.

Many good comments were received in relation to the design of the measures and some of this feedback will result in design changes being taken forward.

The following summarises the level of support for each of the proposals for Phase 1 of the Movement and Access Corridors, lists the main design issues raised in relation to each of the measures proposed together with comments and recommendations on the way forward.

(1) Wannock Road/High Street Junction

Summary of Proposals

The proposals for Wannock Road/High Street junction comprised:

- Introduction of a left-turn slip road from the High Street into Eastbourne Road
- Provision of an additional lane for vehicles travelling north along Eastbourne Road
- Provision of an additional lane on the northern side of the junction to accommodate northbound traffic
- Pedestrian phases on all arms of the junction

Consultation response to proposals for Wannock Road/High Street junction

Response	Number	Percentage of responses
Strongly Support	58	21.97%
Support	97	36.74%
No Opinion	24	9.09%
Oppose	23	8.71%
Strongly Oppose	34	12.88%
Don't Know	14	5.3%
Not Answered	14	5.%
TOTAL	264	

In summary 155 (58.71%) respondents were for the proposals with 57 (21.59%) against.

Design Issues for consideration

Design Issues Raised	Comments
The proposed traffic island preventing right turns into and out of the local access road was a major issue of concern.	It has been agreed that this right turn ban is flawed and further design will need to be undertaken. Stagecoach has confirmed that the northbound bus stop is still required. The design will need to be further developed to remove the island and still enable the bus lane to be retained.
2. It has been proposed that feeder lanes be provided to enable cyclists to reach the ASL's.	The design will be reviewed to see if there is enough space to provide these feeder lanes without compromising traffic flow or safety.

Design Issues Raised	Comments
3. It has been proposed that a yellow box will stop drivers from blocking the junction.	This will be investigated but we need to ensure that traffic flow is not compromised at such a busy junction. The calculation of the traffic signal timings will need to take account of the potential blocking issue.
4. It has been proposed that discussions be held between ESCC and HE in the provision of facilities for cyclists between this junction and the A27.	ESCC will discuss this with HE as the proposals for the A27 junction mature.

Recommendation

This measure received the most support from the public but concerns were raised about the dialogue between ESCC and HE in relation to the implementation of improvements to the A27.

It is recommended that this measure be progressed to detailed design and construction taking into account the issues raised above.

(2) Eastbourne Road

Summary of proposals

The proposals for Eastbourne Road comprised:

- Provision of a southbound bus lane from just north of Thurrock Close to Huggett's Lane – 630m
- Provision of a northbound bus lane from Thurrock Close to Broad Road – 540m
- Provision of a northbound bus lane from Coopers Hill To Huggett's Lane – 70m
- Provision of an off-road shared footway/cycleway on the eastern side of Eastbourne Road from Broad Road to Huggett's Lane – 1000m
- Provision of an off-road shared footway/cycleway on the western side of Eastbourne Road from Huggett's Lane to Cooper's Hill – 70m
- Removal of existing on-road cycle lanes
- Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing
- Provision of cycle Advanced Stop Lines
- Widening of the existing traffic island near Broad Road to a pedestrian/cycle refuge
- Introduction of a new 30mph speed limits along Eastbourne Road between Cooper's Hill and A27 junction in Polegate

Consultation response to Eastbourne Road proposals

Response	Number	Percentage of responses
Strongly Support	43	16.29%
Support	83	31.44%
No Opinion	29	10.98%
Oppose	33	12.5%
Strongly Oppose	49	18.56%
Don't Know	12	4.55%
Not Answered	15	5.68%
TOTAL	264	

In summary 126 (47.73%) respondents were for the proposals with 82 (31.06%) against.

Design Issues for Consideration

Design Issues Raised	Comments
Stagecoach has suggested that the southbound bus lane be extended northwards at the expense of the northbound bus lane.	Transport modelling has been undertaken and there are no benefits in changing the current design.
It has been suggested that the shared footway/cycleway be located on the other side of Eastbourne Road to reduce the number of road crossings.	Designs for a shared facility on either side of the road have been prepared but the option of taking the cycleway along the western side of the road was considered the better option as most of the existing properties were on that side of the road. The option of using the eastern side of the road will be reviewed. It should be noted that land either side of the road is classified as "Common Land" but there should be sufficient "highway" land on the eastern side of the road to avoid any conflict.
The Mornings Mill Farm and Broderick Farm developments will impact on these proposals.	ESCC will need to work with Wealden District Council to ensure that the access roads do not impact on the proposals for Eastbourne Road
There have been a few comments about the proposed route along Coopers Hill and Wish Hill. Residents have suggested that cyclists should not be using this route.	The route along Cooper's Hill and Wish Hill was originally suggested by the cycling group Bespoke. An extension of the route along Eastbourne Road towards Willingdon Roundabout (via the old section of Willingdon Road) may be a possibility but this will need to be properly evaluated

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by both residents and cyclists that warrant a review of the cycling proposals along the northern section of Eastbourne Road.

There are two options that could be considered for progressing this scheme, these are:

(1) Progress with the bus lane works but leave out all cycling measures until a route can be agreed following the outcomes of the consultation on the County Council's Local Cycling and Walking Implementation Plan.
(2) Progress with the bus lanes and consider the off-road footway/cycleway on the eastern side of the road between Broad Road and Huggett's Lane. The route south of Huggett's Lane (ie, Wish Hill/Coopers Lane) is not progressed.

It is recommended that Option 2 is progressed at this juncture. In doing, it is recommended that provision is made as part of the Mornings Mill development to enable the off road footway/cycleway on the eastern side of the road between Broad Road and Huggetts Lane. The off-road route will need to tie into the current on-road cycle route on the A2270 at either end.

It is recommended that the proposed cycle route along Wish Hill/Coopers Hill is not progressed.

The Local Cycling and Walking Investment Plan, which will be subject to consultation this Autumn, will consider an appropriate and acceptable network of corridors, and measures within them, for cyclists within the town.

(3) Willingdon Road

Proposals for Willingdon Road

- Provision of an on-road cycle route along Cooper's Hill and Wish Hill – requires signage only
- Provision of an off-road cycle route on the western side of Willingdon Road – 420m
- Upgrade of the existing signalised junction to a Toucan crossing – allows cyclists to cross into Park Avenue

Consultation response to proposals for Willingdon Road

Response	**Number**	**Percentage of responses**
Strongly Support	39	14.77%
Support	87	32.95%
No Opinion	36	13.64%
Oppose	27	10.23%
Strongly Oppose	51	19.32%
Don't Know	9	3.41%
Not Answered	15	5.68%
TOTAL	264	

In summary 126 (47.72%) respondents were for the proposals with 78 (29.55%) against.

Design Issues for Consideration

Design Issues Raised	**Comments**
A lot of criticism was received about the proposed raised section of cycleway with the railings. The area has a high amenity value which may well be impacted by the proposals.	A route along the eastern side of the road may be possible (which will not require railings) but there are other issues that will need to be overcome. This would still involve loss of verge and some trees.
Several objections were received from the local community about the concept of a shared footway/cycleway along Willingdon Road.	Shared footway/cycleways are an acknowledged way of providing off-road cycling facilities where space is a premium. Few

Design Issues Raised	Comments
	pedestrians use the footway.

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by the public with regards to a shared facility along Willingdon Road.

With the current suggestions of extending the cycle route further along Eastbourne Road to Kings Drive, it is recommended that the Willingdon Road proposals are not taken forward.

The Local Cycling and Walking Investment Plan, which will be subject to consultation this Autumn, will consider an appropriate and acceptable network of corridors, and measures within them, for cyclists within the town.

(4) Park Avenue/Park Lane

Proposals

- Provision of a signed cycle route from Willingdon Road to Kings Drive
- Introduction of a 20mph zone along Park Avenue and Park Lane with traffic calming measures – improves safety for cyclists and children attending Ratton School (in addition to the existing limited 20mph zone

Support for proposals for Park Avenue/Park Lane

Response	Number	Percentage of responses
Strongly Support	34	12.88%
Support	85	32.2%
No Opinion	61	23.11%
Oppose	18	6.82%
Strongly Oppose	36	13.64%
Don't Know	17	6.44%
Not Answered	13	4.92%
TOTAL	264	

In summary 119 (45.08%) respondents were for the proposals with 54 (20.46%) against.

Design Issues for consideration

Design Issues Raised	Comments
Concern was raised about the need for speed humps.	A different option for traffic calming could be considered.
Some properties had no off-road parking and these residents would be severely affected	The exact location of the speed humps could be reviewed to accommodate the residents with no off-road parking.

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by the public through the consultation and January 2018 public meeting with regards to the need for the proposed speed humps and the parking restrictions.

Therefore, it is recommended that the proposals for Park Avenue /Park Lane are not progressed at this time.

(5) Victoria Drive

Summary of proposals

Option 1

- Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction
- Introduction of a 20mph speed limit (between Farlaine Road and the Willingdon Road junction)
- Provision of a limited number of parking bays of Victoria Drive (south side)

Option 2

- Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction
- • Introduction of parking restrictions in Victoria Drive (south side between Farlaine Road and the Willingdon Road junction)
- Retention of 30mph speed limit

Consultation response to Victoria Drive proposals

Response	**Number**	**Percentage of responses**
Strongly Support	30	11.36%
Support	80	30.2%
No Opinion	62	23.48%
Oppose	24	9.09%
Strongly Oppose	29	10.98%
Don't Know	16	6.06%
Not Answered	23	8.71%
TOTAL	264	

In summary 110 (41.56%) respondents were for the proposals with 53 (20.07%) against.

Respondents were asked which of the two options - introduction of a 20mphvspeed limit and the retention of on-street parking or retain 30mph speed limit but remove on-street parking was preferred.

Response	Number	Percentage of responses
Option 1 - Introduction of a 20mph speed limit and the retention of onstreet parking	63	23.86%
Option 2 - Retain 30mph speed limit but remove on-street parking	101	38.26%
Undecided, either option	34	12.88%
Neither option	38	14.39%
Not answered	28	10.61%
TOTAL	264	

Design Issues for Consideration

Design Issues Raised	Comments
There were many residents reporting that the on-street parking was the major issue contributing to congestion, especially a school times.	This is reflected in that many of residents responding to this question chose Option 2.
Concern was raised about the need for speed humps	A different option for traffic calming could be considered.
Many people objected to the 20mph speed limit	The speed reduction would be necessary to provide a safe route for cyclists (on road) if on-road parking was retained.

Recommendation

The majority of residents were supportive of this measure. The Option that received most support was the one that retained the 30mph speed limit but removed parking (Option 2). This was also the opinion of many in the comments made. Option 2 would also avoid the loss of trees.

It is recommended that Option 2 be progressed to detailed design and construction. Since the Willingdon Road proposals are also not recommended, it is recommended that the cycling measures are removed from the Victoria Drive proposals.

(6) Bus Stop Improvements

Proposals

As part of the Phase 1 work bus stops along this section of the corridor will be improved to provide better facilities for passengers. This will include the construction of raised kerbs, shelters, flag poles and Real Time Passenger Information signs. At some stops space is limited and therefore it may not be possible to provide all the facilities needed. A list of the bus stops proposed to be improved as part of the Phase 1 works are below:

Polegate

- opp St George's Church
- adj St George's Church
- adj Brightling Road
- opp Brightling Road
- adj Wannock Road Rec
- opp Wannock Road Rec
- adj Farmlands Way
- opp Farmlands Way

Lower Willingdon

- adj Broad Road
- opp Broad Road
- adj Thurrock Close
- opp Thurrock Close
- opp The Triangle
- adj The Triangle
- adj Coppice Avenue Post Office
- opp Coppice Avenue Post Office
- opp Tott Yew Road
- adj Tott Yew Road
- N/B at Broad Road
- S/B at Broad Road
- adj Farmlands Way Shops
- opp Farmlands Way Shops
- adj Coopers Hill
- opp Coopers Hill
- S/B at Church Street
- N/B at Church Street

Eastbourne

- adj Woodland Avenue
- opp Woodland Avenue
- adj Park Avenue
- adj Garnet Drive
- opp Garnet Drive
- opp Wish Hill
- adj Wish Hill
- adj Willingdon Golf Club
- opp Willingdon Golf Club

Consultation response to bus stop improvements proposals

Response	Number	Percentage of responses
Strongly Support	48	18.18%
Support	66	25%
No Opinion	79	29.92%
Oppose	20	7.58%
Strongly Oppose	20	7.58%
Don't Know	12	4.55%
Not Answered	19	7.2%
TOTAL	264	

In summary 114 (43.18%) respondents were for the proposals with 40 (15.16%) against.

Recommendation

Although there were mixed opinions about the need for bus stop improvements, the proposal did receive a good level of support from the public.

It is recommended that the bus stops are improved along the corridor covered by the Phase 1 proposals (i.e. from Wannock Junction to the junction of Willingdon Road and Victoria Drive).

HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR
DETAILED COMMENTS FROM CONSULTATION AND OTHER CORRESPONDENCE

KEY ISSUES RAISED BY RESPONDENTS (THEMES)

Wannock Road/High Street Junction

Theme	Description	Number of respondents making this comment	Comments
1	Will not improve matters until A27 junction is improved	30	As part of the package of smaller scale interventions announced in September 2017, Highways England will be improving the capacity of the A27/A2270 signalised junction as well as provided two lanes in both directions from the signals to the Cophall roundabout. HE are currently programmed to commence work on this junction by 2020 at the latest. Both junctions need to be upgraded to achieve the improvements in traffic flow.
2	Changes proposed will achieve little/waste of money	11	The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package (as part of a series of wider transport improvements) is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
3	The slip road will not reduce traffic queues (unless longer)/ unsafe for pedestrians and/or cyclists	11	There is limited space for a longer slip road. The small slip road will make a slight improvement in traffic flow. All arms of the junction (including the slip lane) are signal controlled which will make it safer for pedestrians to cross.
4	There is no safe route for cyclists travelling north through the junction/no ASL feeder lanes	11	The main purpose of this scheme is to improve the traffic capacity of the junction and introduce a bus lane. We will investigate if feeder lanes for cyclists to reach the ASL can be introduced.
5	Good proposal to have two northbound lanes	9	Noted

Theme	Description	Number of respondents making this comment	Comments
6	There will still be a problem turning right from Wannock Road towards Eastbourne/provide filter lanes to allow drivers to turn right from High Street and Wannock Road would be safer. Phase the lights.	6	The proposals already include dedicated lanes for right turning movements from High Street and Wannock Road. The new signals will be phased according to the amount of traffic approaching the junction.
7	Implementing the proposals will have a positive impact on traffic flow.	6	Noted
8	The slip road is a good idea	5	Noted
9	The removal of the right turn facility in/out of the access lane is unacceptable	5	Agreed. This part of the scheme will be reviewed to allow right turns into and out of this access.
10	Planning proposals will have an impact	5	The proposed development at Mornings Mill and its access arrangements will need to be factored into the detailed design for the elements taken forward on the Eastbourne Road section of the scheme.
11	Would like to see a link from Cophall roundabout to the A27, by-passing Polegate.	5	As part of the package of smaller scale interventions announced in September 2017, Highways England will be improving the capacity of the A27/A2270 signalised junction as well as provided two lanes in both directions from the signals to the Cophall roundabout
12	Traffic signals not working as they should/need rephasing	4	The existing traffic signals will be fully upgraded as part of the proposals.
13	Synchronise the signals of the two Polegate junctions	3	Noted. The potential for synchronising the two sets of signals will be investigated further in conjunction with Highways England through the detailed design stage.
14	Cyclists could use the Cuckoo Trail	3	The current consultation relates to Phase 1 of the HPE MAC proposals. Proposals relating to the Cuckoo Trail will be the subject of a future consultation.
15	Need dual carriageway as far south as possible	3	Where possible we will seek to extend the approaches to the junction to increase capacity but only where land is available. In this instance, there is limited highway land south of the Wannock Road/High Street junction to construct a two lane approach.

Theme	Description	Number of respondents making this comment	Comments
16	Need a yellow box to prevent vehicles blocking the junction	3	Noted - this may be considered as part of the detailed design work.
17	Should be good for buses	3	Noted
18	Do not support the bus lane	3	The introduction of the bus lanes will improve bus journey times and improve reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor.
19	Could a slip road by provided from Wannock Road northbound?	2	This has been considered previously but was discounted as it would increase rat running via Farmlands Way/Coppice Avenue.
20	Air pollution already high	2	Noted. Air pollution is directly associated with the volume of traffic and whether it is moving or stationary. Improving the flow of traffic should reduce pollution. As part of the before and after monitoring we will evaluate the impacts on air pollution.
21	Would it be possible to create a roundabout?	2	There is not enough space available to provide the appropriately sized roundabout to accommodate the volume of traffic currently traveling through the junction.
22	What will be the impact on the Manor Park Doctor's surgery?	2	With the introduction of the improvements to the traffic signals at the A2270/Wannock Road/Polegate High Street junction, there is not expected to be any negative impacts – the existing Keep Clear markings into the Surgery car park will remain.
23	Should improve safety	2	Noted
24	Welcome proposals that will encourage more walking, cycling and use of public transport	2	Noted
25	The proposals will make the junction worse	2	Transport modelling has shown that the traffic flow through this junction will improve following the implementation of the changes proposed.
26	More traffic calming along Farmlands Way needed due to speeding traffic/rat running an issue	2	This is not within the scope of the HPE MAC scheme. Speeding traffic is a matter for Sussex Police who are responsible for the enforcement of speed limits.

Theme	Description	Number of respondents making this comment	Comments
27	Biggest problem is the railway crossing	2	It is acknowledged that the level crossing in Polegate High Street does create queuing issues both north and south of the crossing. The level crossing is the responsibility of Network Rail and the timings of the level crossing are dictated by trains as they run through the signalling system along the East Coastway line on which Polegate sits. Therefore, there is little that East Sussex County Council as the highway authority can do to address this.
28	Happy to see more provision for cyclists	2	Noted
29	Need to carry out highway improvements before houses are built	2	We acknowledge that there is a need for the timely delivery of infrastructure in conjunction with the delivery of housing, however the delivery of infrastructure is subject to securing the necessary funding which means sometimes this is not always possible.

Eastbourne Road

Theme	Description	Number of respondents making this comment	Comments
1	Bus lanes add little value/will not encourage more bus travel	13	The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor. Where bus lanes have been used elsewhere in East Sussex (A259 South Coast Road), they have been successful in increasing the number of bus journeys and passengers.
2	Banning the left turn from Eastbourne Road into Coopers Hill serves no purpose and will result in increased traffic through the village.	11	This ban is required to allow the safe operation of the bus lane and at present very little traffic makes this left turn. Access to the village from the south can be achieved via Wish Hill or Church Street. Any proposed restriction would be subject to the advertisement of a Traffic Regulation Order
3	Will not reduce traffic queues/will increase congestion	10	The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor.
4	Disagree with shared footway/cycleways, need segregation	8	Shared footway/cycleways are an accepted method of providing safe cycling routes where space is limited. The proposed shared facilities are 3m in width. Segregated walking and cycling routes require more space than this.
5	The use of Coopers Hill/Wish Hill is dangerous, should continue along main road	7	This route was proposed by the cycling group who were consulted on the HPE MAC proposals. However, following the outcomes of the consultation it is proposed not to take this element of the proposals forward
6	You cannot do 30mph along Eastbourne Road now/speed limit unnecessary	7	The speed limit is required to meet the safety requirements necessary for the construction of bus lanes.

Theme	Description	Number of respondents making this comment	Comments
7	Waste of money	7	The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
8	The new Mornings Mill Farm development will cause traffic problems	6	Wealden District is responsible for considering planning applications in consultation with statutory consultees including East Sussex County Council. The County Council will provide its advice on the transport impacts of the development to the District Council based on the information provided by the developer, and it will be for the District Council to determine the application.
9	Need bus lanes on both sides of the road/ need bus lanes to Polegate/extend bus lanes	6	The extent of the proposed bus lanes is dictated by two factors. (1) The benefits of a bus lane are on the approach to busy junctions as buses can bypass the queue to reach the junction. It is not cost effective to build bus lanes where queues are minimal or are non- existent. (2) The existing road space is not sufficient to construct longer bus lanes.
10	Prefer continuous cycleways with priority at junctions/no Toucan crossings	6	It is not always possible to provide continuous cycle routes with priority at junctions and this will be dependent on the location etc. Therefore, the proposed cycle routes are being provided within the constraints of the existing highway network.
11	Proposals do not tackle the traffic problem/will make matters worse	5	The proposals will improve the traffic flow at key junctions and providing infrastructure to make public transport and cycling more attractive along the A2270 corridor through Polegate and Willingdon. By improving travel choices and providing facilities for public transport, cycling and walking, the proposals along the whole corridor seek to limit the increase in congestion generated by the proposed housing developments in the Eastbourne/South Wealden area.

Theme	Description	Number of respondents making this comment	Comments
12	No provision for cyclists travelling between Broad Road and Polegate	5	The purpose of the HPE MAC Study was to create a safe off-road cycle route between Hailsham and Eastbourne. This identified the upgrade of the Cuckoo Trail, which will be brought forward as part of a future phase of the MAC, which would take cyclists to Pevensey Road and then across to Eastbourne Road via the development identified within the Wealden Local Plan (Mornings Mill Farm - SD4). As part of the Study we considered routes via the A2270/Polegate High Street/Wannock Road junction and no safe options were identified.
13	Cyclists have to cross road twice	5	Noted. The proposal necessitated the need for two crossings because of constraints on highway land. However, following the outcomes of the consultation, it is proposed to review this element of the scheme and provide a cycle route on the eastern side of the road which would avoid the need for multiple crossings.
14	Need to improve the A27	4	A study is currently being undertaken to investigate the feasibility for a new dual carriageway road between Lewes and Polegate running north of the existing A27.
15	Good for residents/Good idea	4	Noted
16	Happy with bus lanes	4	Noted
17	Reducing the carriageway width to get a bus lane in will cause congestion	3	The existing capacity of the road network (for general traffic) will be unaffected by the bus lane being introduced with two lanes (one in each direction) being maintained. The necessary roadspace is being gained by the removal of the existing two 1m wide on-road cycle lanes, removing some central hatching and reducing the traffic running lane width slightly.
18	Provide more traffic capacity along Eastbourne Road (more lanes/dual carriageway)	3	There is limited scope to provide additional traffic capacity, in terms of more lanes etc, on Eastbourne Road without the loss of properties or verges/trees which is likely to be publicly unacceptable. Therefore, the focus of the Movement and Access Corridor is to provide capacity at junctions where possible but also provide measures which encourage the use of public transport, cycling and walking.

Theme	Description	Number of respondents making this comment	Comments
19	Proper off-road cycleways are a must	3	Noted
20	Provide a Park & Ride scheme to reduce traffic coming into town	2	Park and Ride can only realistically be successful as part of an overall parking strategy for the town which includes a parking restraint policy and resident parking schemes coupled with the promotion of walking, cycling and public transport and the associated infrastructure. In order for park and ride to be successful, cost effective and attract motorists, the following are considered necessary: • There needs to be limited supply of on and off street parking • Cost of parking in the town centre is high • The number of private non-residential parking in the town centre is limited • Park and ride buses must offer competitive journey times relative to travelling by car into the town centre with bus priority/lanes on the key routes from the site direct into the town centre • There are suitable sites, with at least 500 – 600 spaces to ensure a cost effective and viable bus operation, on the edge of the urban area and on the key radial routes coming into the town.
21	Make sure buses increase in numbers to fill bus lanes	2	Stagecoach is actively looking at ways to invest in passenger growth by introducing new fleets of lower emission buses fitted with attractive features such as wi-fi, charging points and upgraded seating.
22	Drivers should use Jubilee Way and not the A2270 into Eastbourne	2	The traffic signs on the A27 west of Polegate and the A22 south of Hailsham positively direct traffic into Eastbourne via the A27 and A22 Golden Jubilee Way. Whilst we can positively encourage road users to use particular routes, with the increased use of sat-nav systems and local knowledge of the road network in the area, then road users will use routes that are known to them,
23	Need to review right turn movements into Eastbourne Road from The Triangle and visa versa.	2	This is not within the scope of the HPE MAC Study and as a consequence these proposals are not currently being investigated.
24	The whole road is inadequate now	2	The proposals will improve the traffic flow at key junctions and provide infrastructure to make public transport and cycling more attractive along the A2270 corridor through

Theme	Description	Number of respondents making this comment	Comments
			Polegate and Willingdon. By improving travel choices and providing facilities for public transport, cycling and walking, the proposals along the whole corridor seek to limit the increase in congestion generated by the proposed housing developments in the Eastbourne/South Wealden area.
25	More people should be encouraged to use the bus	2	Noted. The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use on the corridor thereby relieving congestion along the corridor. ESCC will be working with Stagecoach to make improvements to the bus fleet.
26	Current cycling provision not good/safe	2	The purpose of the off-road cycle routes is to provide a safer cycling experience.
27	Support bus lanes	2	Noted

Willingdon Road

Theme	Description	Number of respondents making this comment	Comments
1	Shared footway/cycleway is ugly	19	It is recognised that the artists impression of the final shared route along Willingdon Road did look "harsh" and the fence shown sought to prevent cyclists from falling into the carriageway. However, it is recommended that the shared footway/cycleway proposal alongside Eastbourne Road is not taken forward.
2	The proposals offer no environmental improvements/object to lost trees and verges	19	Noted. It was recognised that there would be a loss of tree and verges with the proposed cycle route alongside Willingdon and a replanting scheme would have been provided, in agreement with the local community, to compensate for any trees/verges lost. However, it is recommended that the shared footway/cycleway proposal alongside Eastbourne Road is not taken forward.
3	Problems with shared footway/cycleway	18	Shared footway/cycleways are an accepted method of providing safe cycling routes where space is limited. The proposed shared facilities are 3m in width. Segregated walking and cycling routes require more space than this.
4	Coopers Hill/Wish Hill is a dangerous route	13	This potential route alignment was agreed with the cycling group Bespoke as it is less dangerous than cycling along the main Eastbourne Road. However, following feedback from the consultation it is recommended not to take forward this aspect of the Movement and Access corridor.
5	Off-road cycle lane good idea/good for students	13	Noted
6	Waste of money	8	The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor

Theme	Description	Number of respondents making this comment	Comments
			improvements. However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.
7	Cannot see many people using the cycle lane	7	At present, cyclists are dissuaded from cycling because of the perceived (or actual) dangers of cycling on road due to the speed and volume of traffic. Therefore, the proposed construction of the cycle lanes sought to provide a safer facility that encouraged increased levels of cycling. However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.
8	Don't build any houses until we have a major road improvement	4	The need for house building is such that it may not be possible to secure resources/agreements on the necessary road improvements in time.
9	Need to make the Butts Lane/Wish Hill junction safer for pedestrians and cyclists	3	Following the consultation outcomes, it is recommended not to take forward the proposed cycle route along Coopers Lane/Wish Hill.
10	Good for residents/positive way forward	3	Noted
11	Need to improve the A27	3	A study is currently being undertaken to investigate the feasibility for a new dual carriageway road between Lewes and Polegate running north of the existing a27.
12	Unlikely to improve traffic flow	2	Traffic flow along Willingdon Road is not the main problem seeking to be addressed by the MAC proposals. From our analysis of the traffic along the A2270 corridors, queues form in particularly at the A27/A2270 and the A2270/Polegate High Street/Wannock Road junction, and in turn the impacts this has going into and coming out of Eastbourne. Therefore, the focus of the Movement and Access Corridor is to provide capacity at junctions where possible but also provide measures which encourage the use of public transport, cycling and walking.

Theme	Description	Number of respondents making this comment	Comments
13	Footway little used by pedestrians	2	Noted.
14	Junctions should have cycle priority	2	It is not always possible to provide continuous cycle routes with priority at junctions and this will be dependent on the location etc. At signalised junctions, where possible advanced cycle lanes are provided.
15	Place new cycle lanes in Kings Drive	2	There are proposals to introduce a shared footway/cycleway along Kings Drive but this will the subject of consultation on a future phase of the Movement and Access Corridor.
16	Pedestrian/cycle path should be wider	2	The minimum recommended width of a shared footway/cycleway is 3m. This was the width of the proposed scheme and there was no scope to provide a wider facility due to the limited space available. However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.
17	Proposals will improve traffic situation when housing development occurs.	2	Noted

Park Avenue/Park Lane

Theme	Description	Number of respondents making this comment	Comments
1	No speed humps/use other forms of calming/use cameras instead	16	The traffic calming measures were required to achieve a 20mph speed limit. Other forms of traffic calming could be introduced (e.g. chicanes) but these will be more expensive and may result in more parking being removed. . Speed cameras may only be installed at sites where there is a proven casualty record associated with excessive speed, and as such, there are strict criteria which must be met before a speed camera can be investigated further. However, following the outcomes of the consultation, and the concerns raised about the introduction of traffic calming measures, it is recommended not to progress with the Park Lane and Park Avenue elements of the consultation proposals
2	Support 20mph	12	Noted
3	Will make it safer	9	Noted
4	Will they make any difference/waste of time and money	7	The proposed housing developments will increase traffic flow and we cannot do nothing otherwise congestion will become worse. Money is available from the governments "Local Growth Fund" to make such improvements.
5	No mention of pollution	6	Pollution is not a specific issue in Park Avenue or Park Lane
6	Double yellow lines will cause me problems in parking outside my house/parking is a premium	4	Most residences have off-road parking. There is ample on-road parking. Residents do not have a legal right to park outside their properties.
7	Extend the double yellow lines further along Park Avenue (east)	3	Extending the double yellow lines is unnecessary to achieve the 20mph speed limit in Park Avenue. Following the outcomes of the consultation, and the concerns raised about the introduction of traffic calming measures, it is recommended not to progress with the Park Lane and Park Avenue elements of the consultation proposals

Theme	Description	Number of respondents making this comment	Comments
8	Footpath needed in Park Lane	3	This is outside the remit of the HPE MAC scheme
9	No to 20mph speed limits	3	Reduced speed limits are required in Park Avenue and Park Avenue to improve the safety of cyclists and school children.
10	Need to look at the junction of Broad Road, Farmlands Avenue and Coppice Avenue (accident waiting to happen)/traffic calming.	2	This is outside the remit of the HPE MAC scheme
11	Makes sense to introduce traffic calming	2	Noted
12	Traffic calming already exists (i.e. parked cars)	2	Following the outcomes of the consultation, it is recommended that the traffic calming scheme in Park Lane and Park Avenue are not progressed.
13	Need raised tables for cyclists	2	Not necessary along Park Avenue/Lane
14	Parking to drop off/pick up children is a dangerous problem	2	Noted. A school safety zone was introduced outside Ratton Academy in 2016 to help highlight the presence of the school and that children are being dropped off/picked up
15	Need to remove parking	2	The loss of parking is potentially an emotive issue and therefore is not something being considered.

Willingdon Road and Park Lane/Park Avenue proposals - Questions raised by Ratton Neighbourhood Panel

Many of the issues raised through the consultation were raised at the meeting on the Ratton Neighbourhood Panel held at Ratton Academy on 21 January 2018. However a number of specific questions were raised following the meeting which are outlined below.

Question	Description	Comments
1	Has a survey been undertaken re the number of cyclists currently using these roads?	A variety of traffic surveys were undertaken, including of vehicles and non-motorised users, to inform the development of the proposals
2	Was a safety audit carried out regarding the proposal?	Yes a safety audit was undertaken on the preliminary designs which were subject to the public consultation.
3	Is the auditor fully trained in 'access issues'?	As part of the Road Safety Audit, the auditor would consider the safety of vulnerable road users to ensure that the proposed design being put forward is safe. In doing so, they would highlight any areas of concern and make recommendations for consideration by the scheme designer
4	Has ESCC carried out an environmental impact assessment?	No EIA was undertaken
5	Which company executed the assessment?	
6	Has a property impact assessment taken place and, if so, who carried this out?	No. As these were only consultation proposals, no property assessment had taken place.
7	If properties are negatively impacted (price) have owners been consulted?	See answer to Qu. 6 above
8	Has a costing exercise been undertaken regarding long term maintenance to a concrete embankment which will attract more anti-social behaviour such as dog fouling, litter and graffiti?	No costing exercise has been undertaken regarding the long term maintenance – this would only be done on proposals as they progress to detailed design. However, following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
9	Government guidelines state shared paths should be a minimum width of 3 metres. If the paths have physical barriers lining the outer edges of the path, the path needs to be wider than 3 metres. Can you advise the width of the	The proposed cycle path was 3 metres wide and would have required special dispensation. However, following the outcome of the consultation, it is recommended

Question	Description	Comments
	proposed path adheres to these Government guidelines?	that the shared footway/cycleway along Willingdon Road is not progressed
10	A letter from the Department for Transport to Eastbourne Access Group clearly stated that they prefer pedestrians to remain separate from cyclists and commented that pedestrians should always be prioritised. Fast commuter cycle routes should be as direct as possible. Cycles are vehicles and as such vehicles should not be passing close to multiple entrances and exits (driveways for example) stairwell, staircases, business entrances and exits, which will include bridal paths.	The proposed cycle routes are designed in accordance with the Department for Transport's Local Transport Note (LTN) 1/12 – Shared Use Routes for Pedestrians and Cyclists which is informed by LTN 2/08 Cycle Infrastructure Design. There are a number of underlying principles when designing a scheme for pedestrians and cyclists, which include convenience, accessibility, safety, comfort and attractiveness. The design is further influenced by the category of likely users of the route (utility, recreational, adult or child) and traffic speeds and flows. Finally the availability of highway space or other land within which to construct the cycling facility will also be a determining factor in the design options.
11	Grass verges are useful tools in helping to soak up rainwater and currently Garnet Drive and Ratton Drive are like small streams and the drains struggle to cope. Has an environmental survey been undertaken as to how to address the anticipated increase of surface water on the A2270 and potential hazard thus created?	Issues relating to drainage and surface water run off would be considered in more detail at the detailed design stage. Following the outcome of the consultation, it is recommended that the shared footway/cycleway is not progressed and therefore the grass verges will be retained.
12	Has ESCC paid attention to the Government's recently published policy document "A green future: our 25 year plan to improve the environment."? The very first policy in this document is "embedding an 'environmental net gain' principle for development, including housing and infrastructure". The scheme needs to meet this requirement. Please advise.	'A green future' was published in January 2018 which was after the development of the proposals and the consultation; therefore there was not the opportunity to reflect the 'environment net gain' principle within the design process.
13	Has the Arboriculturist at Eastbourne Borough Council been consulted re these proposals to remove recently planted trees and could we have a copy of his comments please?	Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed. Therefore the trees along the verge of Willingdon Road will be retained.

Question	Description	Comments
14	The Park Avenue scheme will have a pinch effect and cause major problems or both Park Lane and Selmeston Road, both of which are struggling already with various issues. Can you provide a copy of ESCC proposals to mitigate this anticipated effect please?	Following the outcomes of the consultation, and the concerns raised regarding the introduction of traffic calming and the 20mph limits in Park Avenue and Park Lane, and the impacts this would have, it is recommended not to progress with this element of the Movement and Access Corridor proposals.
15	Will the adoption of ESCC proposals include the widening of the current cycle lanes which currently do not show the design engineer is familiar with best practice	Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
16	Will the adoption of your proposals include moving the bus stop on the Willingdon Road near the traffic lights junction with Victoria Drive and Park Avenue as currently it causes the bus to have to cross two lanes of traffic to resume its route turning right into Victoria Drive. This causes many bus drivers to ignore passengers at that stop if the traffic is heavy?	Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
17	Could we be made aware please of the engineer's calculations regarding sight lines when proposing the installation of railings along the 'shared area' which will restrict the view of vehicles entering Ratton Drive who will not be able to see vehicles exiting Willingdon Road until the last moment. The question of causational knowledge has been called into question when it comes to the importance of sight lines.	
18	There is no consideration for 'escape route' for cyclists using the road as they would be trapped by a guard rail.	
19	We would like details of the rationale behind the thinking that there is a need to widen the pavement along the A2270. It is currently used by children going to school and using their bicycles, scooters or on foot with no issues having arisen thus far. The Home Office has released very clear guidelines about allowing young cyclists to use the pavement where sensible.	

Question	Description	Comments
20	Can you give the rationale please of why there is a slip lane for cyclists at the junction of Willingdon Road and Park Avenue which encourages cyclists to go up the nearside of cars (which may well intend turning left) so that they can access the space immediately in front of the lights. This is particularly dangerous and we would be pleased to know why the engineers could have designed such a manoeuvre?	

Victoria Drive

Theme	Description	Number of respondents making this comment	Comments
1	On street parking (particularly at school times) is the cause of the traffic problems	12	The objective of the proposals for Victoria Drive is to improve the journey time for buses on the approach to Willingdon Road. The problem of parking outside or near Ocklynge School is not within the remit of this scheme and a proposed school safety zone scheme for the school will be implemented this financial year (2018/19) through the capital programme of local transport improvements
2	Cannot see point of bus lane especially if no priority at the junction/no justified for bus lane	10	The bus lanes not only serve to reduce bus journey times (when queues are present) but also to improve reliability. The latter is key to Stagecoach improving the bus timetables.
3	Don't want speed humps/pollution issue/use other forms of calming (e.g. cameras)	7	The installation of speed humps is a legitimate method by which to reduce the speed at which drivers travel, especially where space is a premium. Without speed humps, it would be difficult to achieve a 20mph speed limit. However, following the outcome of the consultation it is proposed to retain the 30mph (Option 2)
4	Impact of displaced parking	5	The existing parking along the section of road where the bus lane is proposed is relatively minor. It is therefore not expected that there will be much displaced parking.
5	There is not much parking already/Need on street parking	5	Many households have off-road parking leaving many spaces for other drivers to park. The provision of parking spaces is outside the remit of the HPE MAC Study.
6	Introducing a 20mph speed limit is ridiculous/unnecessary	4	The introduction of the 20mph speed limit was necessary to provide safety for cyclists as part of the proposals put forward for Option 1. However, following the outcome of the consultation it is proposed to retain the 30mph (Option 2)
7	Proposals unnecessary/waste of money	4	The proposed housing developments will increase traffic congestion and the work

Theme	Description	Number of respondents making this comment	Comments
			undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
8	Ban parking near school	4	Parking near schools is an emotive subject and is an issue not just in East Sussex but across the country. ESCC do seek to encourage schoolchildren where possible to walk or cycle to school (or use public transport depending on the distance travelled). In Eastbourne, which has civil parking enforcement, any illegal parking outside schools can be enforced by the parking officers.
9	Bad parking an issue	3	If drivers park in a way that causes an obstruction to people carrying out their lawful business, then Sussex Police should be informed. See also theme (1) above
10	Removing on-street parking not fair on people living in the area	3	Many residents have off-road parking so will not be disadvantaged by the removal of some parking. The removal of parking will only be required for Option 2.
11	Option 2 is better as parking space lost is not much used, keeping trees more important	3	Noted. Following the outcomes of the consultation, the recommended option to be taken forward is Option 2.
12	Need speed humps along Victoria Drive/Need speed cameras on all roads near schools	3	Speed cameras may only be installed at sites where there is a proven casualty record associated with excessive speed, and as such, there are strict criteria which must be met before a speed camera can be investigated further.
13	How does slower speeds and less parking help the Town?	3	East Sussex County Council are responsible for ensuring that traffic flows as best as possible and providing a road network that is safe for all road users. The reduction in speed or removal of some parking is necessary to provide the required level of safety for cyclists travelling up Victoria Drive from Willingdon Road.
14	Residents can use their driveways	2	Noted

Theme	Description	Number of respondents making this comment	Comments
15	Provide double yellow lines outside school/dangerous for cyclists	2	See theme (1) above.
16	Not sure how either option will improve situation/would inconvenience everyone	2	The benefit of both options is to improve public transport reliability and so encourage more people to use public transport. Whilst it is acknowledged that some people may be inconvenienced slightly, this is outweighed by the reduction in congestion on the network.
17	Controlled parking is needed, not a bus lane	2	The introduction of bus lanes is required to improve journey time and reliability for buses. Eastbourne introduced civil parking enforcement in 2008 and parking restrictions are enforced by the County Council through the use of parking enforcement officers.
18	Victoria Drive not wide enough for a bus lane (parked cars).	2	There is ample space to incorporate a bus lane and retain sufficient width for two opposing lanes of traffic. The option that retains parking (Option 1) involves moving this parking partly onto the existing verge.
19	Intermittent on-street parking causes problems for cyclists	2	This problem is resolved in both Options 1 and 2 that were put forward as part of the consultation. Following the consultation outcomes, it is recommended that Option 2 is taken forward.
20	Will be good/Improve traffic flow	2	Noted
21	Cyclists will use side roads	2	Noted
22	Will the 20mph speed limit be enforced?	2	Moving traffic offences are enforced by Sussex Police.
23	Reducing the speed of cars and the number of parked cars is welcome	2	Noted

Bus stop improvements

Theme	Description	Number of respondents making this comment	Comments
1	Waste of money/Will not achieve growth in public transport use	9	The improvement of the bus stops is part of the comprehensive package of improvements for public transport use along the Movement and Access Corridor which will provide an overall uplift in the quality of bus infrastructure with the introduction of raised kerbs, real time passenger information at key stops, shelters etc
2	Reliable bus indicator boards should be installed at all bus stops	5	The most appropriate locations for real time passenger information signs will be discussed with Stagecoach, the local bus operator.
3	Would like hybrid/electric buses	4	As part of the introduction of the improvements to bus infrastructure along the corridor, we will explore with Stagecoach the opportunities for the introduction of hybrid/electric buses along the Hailsham – Polegate – Eastbourne route as well as elsewhere in the town
4	Not enough buses to warrant the changes	3	The introduction of the bus improvements along the corridor will improve bus journey times and reliability, thereby encouraging greater use of public transport. In turn, we will explore the potential for the bus operator to improve the frequency of bus services on the corridor.
5	Bus fares too costly/not flexible enough	3	Noted
6	Need to reduce car use	2	Noted
7	Need to improve facilities for bus users	2	Noted
8	Maybe more people will use buses with more reliable, real time information	2	Noted
9	Good idea	2	Noted