LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment, Councillor Claire Dowling

MONDAY, 14 MARCH 2022 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 21 February 2022 *(Pages 3 - 8)*

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. Alexandra Park shared pedestrian and cycle route, Hastings *(Pages 9 - 122)*
Report by the Director of Communities, Economy and Transport

5. Petition recommending a review of the speed limits and safer crossing solutions on the A272 Station Road between North Chailey and Newick *(Pages 123 - 140)*
Report by the Director of Communities, Economy and Transport

6. Petition - request to upgrade pedestrian crossing facilities in Old Town, Eastbourne *(Pages 141 - 146)*
Report by the Director of Communities, Economy and Transport

7. East Sussex County Council Major Road Network A22 Outline Business Case Submission *(Pages 147 - 186)*
Report by the Director of Communities, Economy and Transport

8. Capital Programme for Local Transport Improvements 2022/23 *(Pages 187 - 196)*
Report by the Director of Communities, Economy and Transport

9. Devonshire Road/Havelock Road/Cornwallis Terrace/Station Approach crossroads, Hastings - Pedestrian crossing improvements *(Pages 197 - 216)*
Report by the Director of Communities, Economy and Transport

10. Formation of a South East Coast Path National Trail Partnership *(Pages 217 - 224)*
Report by the Director of Communities, Economy and Transport

11. Eastbourne Levelling Up Fund – Grant Agreement with Eastbourne Borough Council *(Pages 225 - 230)*
Report by Director of Communities Economy and Transport.

12. Member representation on the board of the Combe Valley Countryside Park Community Interest Company *(Pages 231 - 232)*
Report by the Director of Communities, Economy and Transport

13. Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

4 March 2022

Contact Simon Bailey, Democratic Services Officer,
01273 481935
Email: simon.bailey@eastsussex.gov.uk

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 21 February 2022 at Committee Room, County Hall, Lewes

---

Councillors Sam Adeniji, Godfrey Daniel, Wendy Maples, Paul Redstone, Pat Rodohan, Stephen Shing and Georgia Taylor spoke on item 4 (see minute 43)

Councillors Godfrey Daniel, Stephen Holt, Wendy Maples, Peter Pragnell, Pat Rodohan, Bob Standley and Georgia Taylor spoke on item 5 (see minute 44)

Councillors Colin Belsey, Wendy Maples, Pat Rodohan and Stephen Shing spoke on item 6 (see minute 45)

Councillors Nuala Geary and Ian Hollidge spoke on item 7 (see minute 46)

Councillor Steve Murphy spoke on item 8 (see minute 47)

39. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 17 JANUARY 2022

39.1 The Lead Member approved as a correct record the minutes of the meeting held on 17 January 2022.

40. DISCLOSURE OF INTERESTS

40.1 Councillor Steve Murphy declared a personal interest in item 8 as a resident living in close proximity to the registered land. He did not consider this to be prejudicial.

41. URGENT ITEMS

41.1 There were no urgent items.

42. REPORTS

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

43. REALLOCATION OF COMMUNITY MATCH UNDERSPEND TO ROAD SAFETY SCHEMES

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

DECISIONS

43.2 The Lead Member RESOLVED to:

(1) Approve the allocation of £0.750m from the current Community Match underspend to provide community focused road safety interventions;

(2) Approve that any future in-year underspend within the allocated Community Match budget be reallocated to fund additional community focused road safety interventions; and

(3) Approve the proposed two stage appraisal process and criteria, and delegate authority to the Director Communities, Economy and Transport to approve any future amendments to the appraisal process.

Reasons

43.3 Fewer Community Match schemes than anticipated being taken forward to construction has led to an underspend accruing. With the level of supressed demand relating to road safety interventions this funding could be re-allocated to address a range of road safety and community concerns. Reallocation of £0.750m of the historic Community Match underspend will enable the County Council to deliver a range of community focused road safety interventions.

43.4 To ensure a clear and efficient allocation of the available funding, the Department will use a two stage appraisal process and criteria.

43.5 Existing Community Match schemes that are currently going through the design, and ultimately delivery, process would still be funded from the annual Community Match allocation and the remaining underspend of £0.240m.

43.6 To ensure an efficient use of any future Community Match allocation, any in-year underspend is also allocated, on an annual basis, to deliver further road safety interventions that would provide benefit to local communities.

44. NOTICE OF MOTION FOR 20MPH ZONES

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

DECISIONS

44.2 The Lead Member RESOLVED to recommend that the Council approve an amended motion as set out below:

(1) The County Council is committed to working with all stakeholders to tackle road safety and recognises the work already carried out by the East Sussex Road Safety Programme which resulted in a reduction in speeding reoffences, crashes and casualties;

(2) That this Council recognises the range of road safety improvements that are introduced each year, which can include 20mph schemes, traffic calming and pedestrian crossings, and endorses the current multi-faceted approach as set out in the report;

(3) The County Council endorses the simple process that is in place for residents to request road safety measures, including 20mph schemes; and

(4) The County Council recognises that the review of the East Sussex County Council Local Transport Plan will commence from Spring 2022 and requests that Road Safety interventions are part of that review.

Reasons

44.3 Following the positive outcomes from the evidence based East Sussex Road Safety programme, which included a reduction in speeding reoffences, positive attitudinal and behavioural changes of young drivers and a reduction in crashes and casualties, a further comprehensive programme is currently being developed.

44.4 In terms of casualty reduction, the current approach adopted by the Road Safety Team in identifying sites or routes that display a disproportionate number of crashes has been shown to produce the best results. Roads surrounding schools and playgrounds that demonstrate a history of personal injury crashes will continue to be identified for appropriate action, which may include 20mph zones/speed limits or other interventions.

44.5 Each year the County Council develops and implements numerous local transport improvements funded through the capital programme, which can include 20mph schemes, traffic calming and pedestrian crossings. There is a simple process which residents can use to request improvements which are then assessed against clear prioritisation criteria.

44.6 The review of ESCC Local Transport Plan from 2022, will include the development of an approach to potentially deliver schemes which re-allocate road space (including School Streets).

45. EASTBOURNE CYCLE ROUTES CONSULTATION OUTCOMES

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

DECISIONS

45.2 The Lead Member RESOLVED to:

(1) Note the results of the stakeholder and public consultation on the five proposed cycle routes in Eastbourne;

(2) Agree that four cycle routes - Horsey Way Phase 1b, Eastbourne Town Centre to seafront, Willingdon Drove and Langney Rise - are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements; and

(3) Agree that one cycle route - Stone Cross to Royal Parade – will not be progressed to detailed design and construction as part of the 2022/23 Capital Programme for Local Transport Improvements, but the County Council will look to identify future funding opportunities as part of our pipeline of schemes.

Reasons

45.3 The results of the public consultation for the five proposed cycle routes in Eastbourne show that there is overall support for the implementation of all of the routes. Whilst there is concern that the proposed schemes submitted may not fully achieve all of the core design principles set out in LTN1/20, the designs have been reviewed through a Cycle Level of Service assessment, and amended accordingly, to ensure that cyclists have the highest level of provision possible, whilst also considering other road users and their safety.

45.4 At present there is £2.231m of Local Growth Fund available to deliver further improvements for walking and cycling in the Eastbourne and South Wealden area which is not sufficient to deliver all five schemes. Four of the five routes - Horsey Cycle Way Phase 1b, Town Centre to seafront, Willingdon Drove and Langney Rise – will be taken forward to detailed design as part of the 2022/23 Capital Programme for Local Transport Improvements for delivery across 2022/23 and 2023/24.

45.5 In addition, the County Council will explore future funding opportunities to progress the detailed design and construction of the Stone Cross to Royal Parade cycle route, in the future as part of our pipeline of schemes.

46. LONDON ROAD, BEXHILL TRAFFIC MANAGEMENT PROPOSALS

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

DECISIONS

46.2 The Lead Member RESOLVED to:

(1) Note the results of the stakeholder and public consultations on the London Road Traffic Management and Public Realm scheme;

(2) Agree that all elements of the London Road Traffic Management and Public Realm scheme except the Town Hall Square options are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements; and

(3) Agree that a recommended way forward on the Town Hall Square options is presented back to the Lead Member following further discussions with Rother District Council, Bexhill Town Council and other stakeholders.

Reasons

46.3 The London Road corridor scheme forms part of the wider Hastings Bexhill Movement and Access Package and seeks to improve the pedestrian environment, including the public realm, and traffic management in this part of Bexhill. The scheme would be delivered using Local Growth Fund monies, as well as £300,000 Community Infrastructure Levy funding from Rother District Council.

46.4 The results of the public consultation show that there is overall support for the proposed two mini roundabout schemes at the junctions of Beeching Road/London Road and Buckhurst Place/ Sackville Road, which also includes localised widening of the footway under the rail bridge previously introduced as a temporary measure as part of the Tranche 1 Emergency Active Travel Fund measures, as well as the proposals in Terminus Road and the Windsor Road junction. These elements of the London Road scheme will be taken forward to detailed design and construction through the Capital Programme of Local Transport Improvements.

46.5 In light of the mixed response to the two options put forward at consultation for the Town Hall Square element of the scheme, alongside Rother District Council's wider aspirations for redeveloping the Town Hall campus in Bexhill, further discussions with the District Council, Bexhill Town Council and other stakeholders is required on this element. The concerns raised in the consultation feedback will be presented back to the Lead Member on the preferred way forward for the Town Hall Square in a report later in the year.

47. APPLICATION TO DEREGISTER AND REPLACE A TOWN & VILLAGE GREEN KNOWN AS THE TRIANGLE, HAILSHAM - VG 35

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

DECISIONS

47.2 The Lead Member RESOLVED to:

(1) Agree to East Sussex County Council becoming a joint applicant in the Wealden District Council application already submitted to the Secretary of State under Section 16 of the

Commons Registration Act 2006 for the de-registration and replacement of Town & Village Green VG35 to allow highway improvement works for further housing; and

(2) Delegate authority to the Director of Communities, Economy and Transport to take all necessary steps in connection with the application, including but not limited, to signing the application form, providing evidence in support of the application and any further requirements of the Secretary of State.

Reasons

47.3 Improvements to the road junction next to the Release Land have been endorsed by the Secretary of State's decision in relation to land at Oaklands, Ersham Road.

47.4 These junction improvements can only be carried out by de-registering the existing TVG at that location.

47.5 The de-registered TVG would be replaced with a larger area of TVG with greater amenity value. Due to the existence of a Public Footpath ESCC is required to join WDC's application as a 'joint-applicant.'

47.6 Following consultation, the only public objection has been resolved on the condition that ESCC joins WDC's application.

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Alexandra Park shared pedestrian and cycle route, Hastings**
Purpose:	**To consider the petitions calling on East Sussex County Council to address cycling measures in Alexandra Park, Hastings.**

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

(1) The separate requests 'to remove the proposed section of the shared pedestrian and cycling route from the lower section of Alexandra Park' and for 'East Sussex County Council to Support the Cycleway and Walking & Cycling 'Greenway' link through Alexandra Park' have been considered; and

(2) As the proposed shared pedestrian and cycle route running through Alexandra Park meets the wider County Council objectives as set out in section 1 of the report, and that the proposed route has historically been subject to public and stakeholder consultation, further design review, road safety audits and an Equality Impact Assessment, the proposal will progress to implementation as part of the Capital Programme for Transport Improvements 2022/23.

1 Background Information

1.1. At the County Council meeting on 23 July 2021, Councillor Daniel presented a petition to the Chairman on behalf of the Lead Petitioner stating:

> *"We, the undersigned, call upon East Sussex County Council to remove their support for a shared cycle pedestrian pathway through the lower part of Alexandra Park between Dordrecht Way and Bethune Way. Otherwise, there will be inevitable conflict between pedestrians, children, dogs, buggies, cyclists, the elderly and the blind."*

1.2. In addition, at the County Council meeting on the 8 February 2022, Councillor Julia Hilton presented a petition on behalf of the Lead Member stating:

> *"We the undersigned call on East Sussex County Council to reject the petition that has been submitted in objection to this important active travel project (which was based on a campaign of misinformation and scaremongering) and to continue with the route construction when the reference to the Secretary of State has been resolved.*
>
> *This route project being taken forward by East Sussex County Council has been through a very long process of consultation, safety audits, redesign work and delays. It has been approved by the Hastings Borough Council Cabinet by a unanimous vote and has also been approved by East Sussex County Council. It is strongly supported by local groups and organisations that campaign for long overdue improvements to cycling & walking infrastructure in Hastings to encourage active travel, to reduce the ever-present risks to cyclists of injury and fatalities on the roads and to tackle climate change. The route is an essential section of the Hastings Walking & Cycling Strategy - core network of walking & cycling routes (agreed by ESCC and HBC). It would be a tragic and retrograde step to abandon the route through Alexandra Park as it would destroy the integrity of the whole routes network and undermine action to respond to the Climate Crisis".*

1.3. Copies of both petitions are available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting Information

Policy Context

2.1 The proposed Alexandra Park route forms one of the principal routes originally identified in the Hastings Walking and Cycling Strategy approved by the Lead Member for Transport and Environment on 15 September 2014. It provides the central link in the west from Bexhill/Hastings Combe Valley Greenway and the proposed cycle route between Queensway and Silverhill, and future eastern routes to the Hastings town centre and seafront as well as Conquest hospital.

2.2 Latterly, the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Cabinet in September 2021 establishes an ambitious proposed network of preferred cycling and walking routes and measures in specific areas of the county, including Hastings. The proposed Alexandra Park route is one of the identified priority schemes which supports an inclusive environment where active travel is integral and a realistic option for everyday journeys.

2.3 The scheme will contribute key County Council priorities and their associated strategies, particularly relating to climate change and the decarbonising agenda, economic growth and recovery, and health and wellbeing.

Funding

2.4 This proposal will be delivered using funding from various sources including Local Growth Fund monies secured through the South East Local Enterprise Partnership (SELEP), the County Council's capital programme for local transport improvements and development contributions. There is limited time to spend the Local Growth Fund (LGF) with an expectation that this funding is spent by March 2023.

Previous Lead Member decisions

2.5 The principle of a shared route through Alexandra Park was agreed by Hastings Borough Council's Cabinet in January 2016 subject to the removal of the route from outside the Park's café following a two-stage consultation process undertaken by the Borough Council between April and August 2015. Since 2017, a number of reports have been presented to the Lead Member for Transport and Environment in relation to the detail of the proposed cycle route alignment to run through both the Upper and Lower sections of Alexandra Park (see location plan at Appendix 1).

2.6 At the decision-making meeting on 20 March 2017, 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 (Appendix 2). The outcomes of Route Review Study on the alternative route via St Helens Road, as well as a review of both the upper and lower sections of the route through Alexandra Park for comparison, was presented to the Lead Member on 18 June 2018 (Appendix 3 and 4). Following consideration of the existing risks of both alignment options, and identification of mitigating measures to reduce such risks, the report recommended that the St Helens Road route should not be progressed, and the Lead Member resolved to progress the proposed route through Alexandra Park to detailed design and construction as part of a future year's Capital Programme of Local Transport Improvements.

2.7 The scheme was also subject to a Lead Member decision-making meeting on 28 September 2020 to consider objections to footway conversion to shared cycle use near Dordrecht Way which forms part of the proposal where it was resolved to convert the footway.

Response to Petitions

2.8 As highlighted in section 1 of the report, the Council is in receipt of two petitions regarding the Alexandra Park cycle route proposal – one for and one against.

2.9 The petition submitted in July 2021 requests the removal of the lower section of Alexandra Park from the overall proposal on safety grounds. The removal of the lower section of the Alexandra Park scheme would leave a gap in the cycle network between western Hastings and future provision for eastern Hastings and into Hastings Town Centre. This would act contrary to the objectives of the East Sussex LCWIP

2.10 Not all the current walking routes in the park would be available for cycling and the proposal is that a specified route would be designated for use by cyclists. If the scheme is delivered, Hastings Borough Council (HBC) would be responsible for the long-term maintenance of the cycle route. They would enforce the operation of the route within the park to further ensure the safety of all users. HBC officers would 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 byelaws. It is anticipated that this proportionate approach combining education and enforcement would encourage appropriate behaviour by all park users.

2.11 Following on from this initial phase of education and enforcement, the Borough Council's Cabinet previously resolved in 2016 that they would continue to monitor how the shared route was used, and should any serious concerns arise, would deploy their enforcement staff to address these issues. The Borough Council have indicated that this resolution still stands.

2.12 In terms of the safety of the route for park users, an independent safety review is conducted at key stages throughout the design process to identify potential risks in the proposed design so that they could be mitigated. In addition, a post construction Safety Audit would also be carried out should the cycle route be constructed. The last 3-year crash data up to 31 December 2021 has identified five slight crashes involving cyclists on the immediate neighbouring roads around Alexandra Park. The ages of cyclists involved range from 28 to 72 and the causation factors were cars pulling out and conflicting with the cyclists' movements. Therefore, the Alexandra Park proposal will offer a safer off-road alternative to the existing surrounding road network. An Equality Impact Assessment has also been carried out and is attached as Appendix 5.

Alternative alignments to Lower Park section

2.13 We have previously looked at alternative alignments to the route through the park. As highlighted in paragraph 2.6, the 2018 Route Review Study considered St Helens Road as an alternative. The report highlighted a number of concerns with this route - the proximity to the listed spiked fencing around the park, the potential conflict with bus users at the existing bus stop on proposed shared alignment, removal of many trees which line St. Helens Road, and the removal of most on-road parking. Therefore, it was agreed that the St Helens Road proposal was not feasible, and this recommendation was agreed by the Lead Member at their June 2018 decision making meeting.

2.14 Following receipt of the July 2021 petition, other alternative on road alignments have been considered including the use of Lower Park Road which runs to the south of the lower section of Alexandra Park and connects with Dordrecht Way. However, there are a number of issues that have been initially identified with this option which would affect its deliverability or support locally:

- the existing footway which runs around this section of the park is too narrow to accommodate pedestrians and cyclists and therefore would need to be widened and converted to a shared pedestrian and cycle path
- Similar to St Helens Road, the spiked railing also runs along the perimeter of this section of the park so the width would need to be sufficient to keep cyclists an appropriate distance away from the railings
- In addition, the width of the shared path would need to meet the LTN1/20 guidance for such facilities which would potentially necessitate the removal of existing parking which runs along the park. It is understood there was a petition presented to the County Council in August 2021 requesting an extension to existing parking along Lower Park Road, which will

be considered as part of a wider parking review for Hastings. On these grounds, it is assumed that any loss of parking would also not be acceptable locally

Scheme Programme and Governance

2.15 The detailed design for the scheme was programmed for completion as part of the 2021/22 Capital Programme for Transport Improvements approved by the Lead Member for Transport and Environment at the decision-making meeting on 15 March 2021. In undertaking the detailed design, the County Council has been acutely aware of Alexandra Park's historic and environmental importance as it is listed as a 'Registered Park' with Historic England. Therefore, particular focus has been given to ensuring all materials are sympathetic to the local environment. These have been consulted on and approved by Historic England.

2.16 Whilst the local County Councillors do not support the proposal on safety grounds, Hastings Borough Council has continued to indicate their support for the proposal through a Statement of Support submitted to the County Council by Councillor Evans, their Environment Portfolio Holder. The Borough Council has recently publicly consulted on proposed changes to their existing Byelaws within Hastings parks which would permit cycling on the proposed designated route through Alexandra Park. Responses to this process are currently being considered by the Secretary of State, and the decision on this process is scheduled to be considered by the Borough Council in June 2022. Therefore, implementation of the Alexandra Park route is subject to this decision.

2.17 Subject to the outcome of the Hastings Borough Council Byelaw consultation in June 2022, construction of the route is currently proposed to commence in late 2022 in line with SELEP Local Growth Fund delivery timescales.

Strood Road section

2.18 Whilst most of the route is covered by the Byelaw referenced in paragraph 2.16 there is a short section of footpath along Strood Road, covered by an existing 'Right of Way' footpath which would require conversion under a Cycle Track Order (CTO). A CTO was advertised on 2 July 2021 for a 4-week period. The advertisement generated over 170 responses from members of the public. Most comments objected to the premise of cycling through the park on safety grounds.

2.19 All objections to a CTO need to be submitted to the Secretary of State (SoS) for Transport in accordance with Cycle Tracks Act 1984, for consideration. The caseworker for the SoS has confirmed that in their experience, many CTOs proceed to a Public Inquiry.

2.20 Careful consideration has been given to the benefits and disbenefits of progressing the CTO given the likelihood it progresses to Public Inquiry. The time and cost of preparing for and attending a Public Inquiry (for example, legal preparation, venue, hiring of expert witnesses etc) could be considerable and would have to be funded by the County Council. There is also no guarantee of a positive outcome on what is a relatively short section of a much longer route. Therefore, on balance it is not considered an appropriate use of the County Council's resources and available funding to proceed with the CTO process for the Strood Road section of the route.

2.21 An alternative option has been considered for this short section which would involve the installation of 'cyclist dismount' signs at the proposed section at Strood Road alongside retaining its current status. This would then be monitored over a 12-month period to see how effective this is and whether it requires further enforcement.

3 Conclusion and Reasons for Recommendations

3.1 The 2014 Hastings Cycling Strategy and latterly the East Sussex Local Cycling and Walking Infrastructure Plan, approved in September 2020, identifies the route through Alexandra Park as a priority for delivery and an integral part of a network of cycle routes for the town, linking to the proposed route between Silverhill and Queensway in western Hastings and future eastern routes to the Hastings town centre and seafront as well as Conquest hospital.

3.2 Following Lead Member approval in June 2018 to progress the scheme to detailed design

and construction, there has been significant and careful consideration given to ensuring any potential risks to pedestrians and cyclists using the proposed cycle route through both the Upper and Lower sections of Alexandra Park are mitigated and incorporated into the design of the scheme. This process has included independent road safety audits at preliminary and detailed design stages to consider the overall safety of the scheme, and identify any recommended changes, as well as assessing the equalities impacts of the scheme on those groups with protected characteristics. Throughout this process, HBC have remained supportive of the scheme and have agreed to monitor the operation of the route through the park, educate users and where necessary undertake enforcement.

3.3 Despite looking at alternative on road routes, which have been discounted for technical feasibility reasons, the recommended route through the Lower section of Alexandra Park remains the most practicable solution for providing for cyclists in this part of Hastings and would support the Council's strategies and objectives relating to reducing carbon emissions, supporting economic recovery and growth, and improving health & wellbeing.

3.4 It is therefore recommended that both sets of petitioners be informed that the County Council will progress with the delivery of the proposal as per the current alignment, through both the Upper and Lower sections of Alexandra Park, subject to the outcome of the Hastings Borough Council Byelaw consultation in June 2022.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Tracy Vaks
Tel. No. 01273 482123
Email: Tracy.Vaks@eastsussex.gov.uk

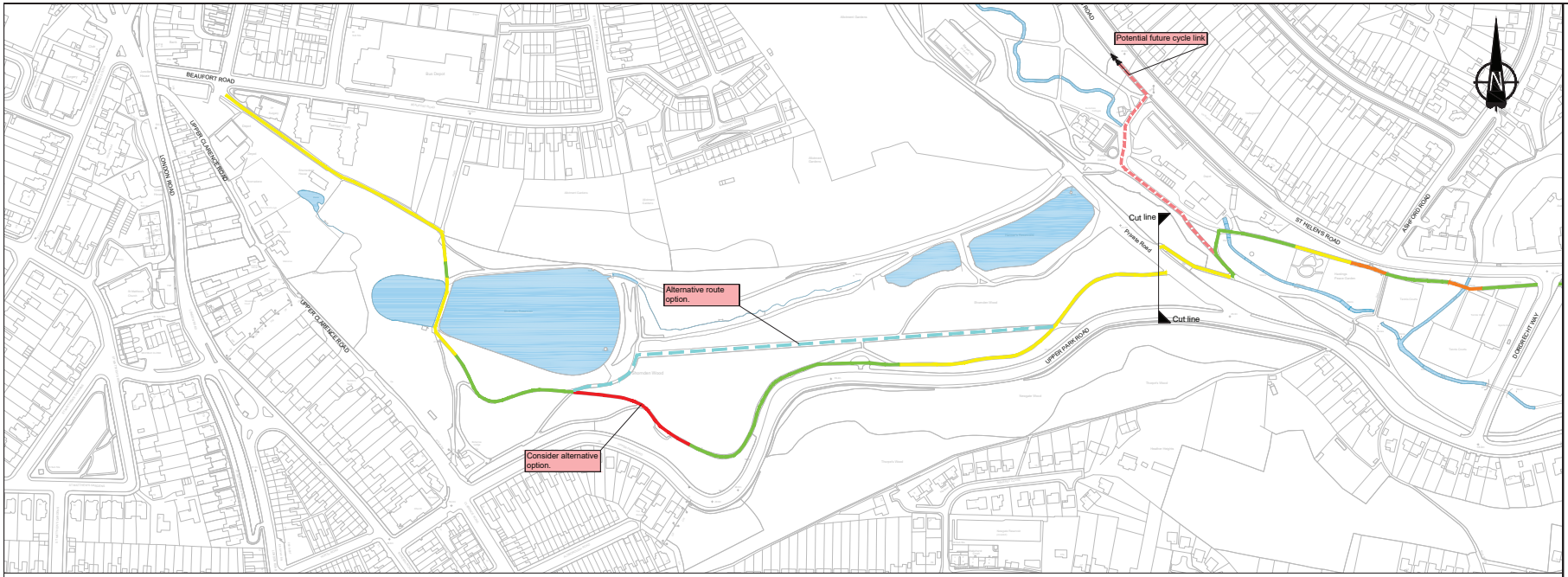
LOCAL MEMBERS

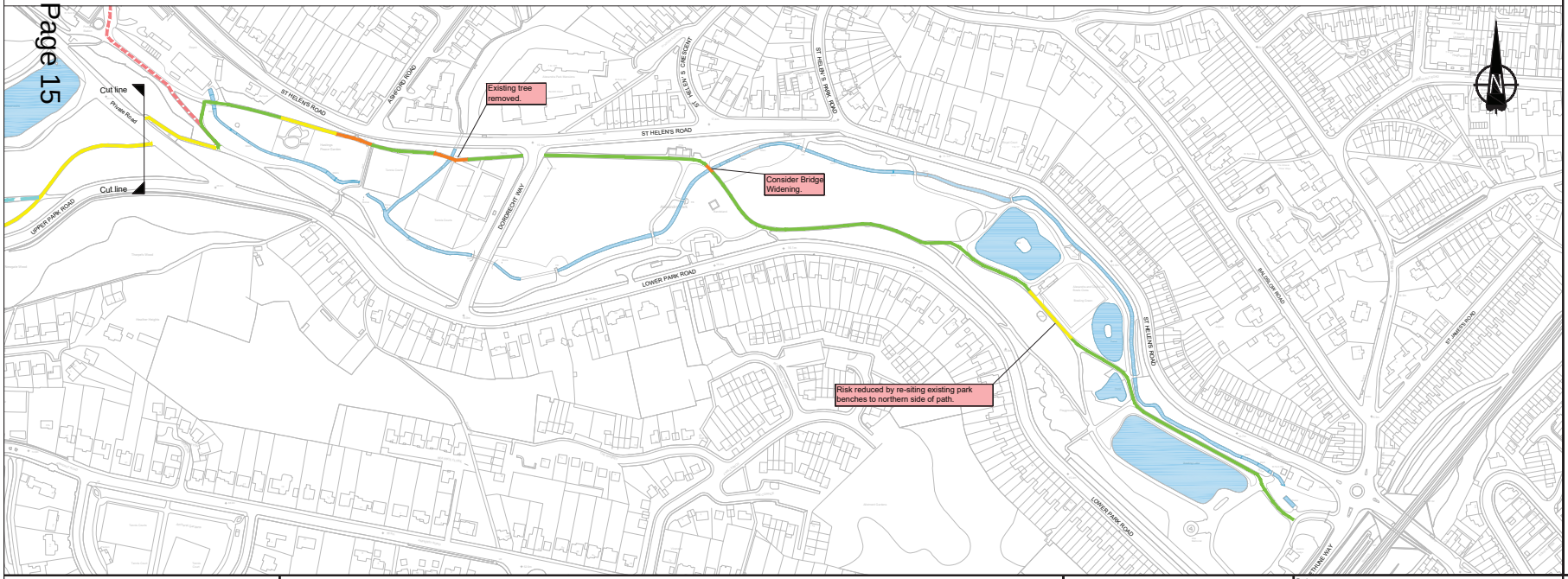
Councillors Daniel, Marlow-Eastwood.

BACKGROUND DOCUMENTS

None

This page is intentionally left blank





Page 15

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 1

0 50 100 200

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

METRES

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

This page is intentionally left blank

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.

---

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.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Tracy Vaks
Tel. No. 01273 482123
Email:Tracy.Vaks@eastsussex.gov.uk

LOCAL MEMBERS
Councillors Daniel and Rogers

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

This page is intentionally left blank

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

Contact Officer: Tracy Vaks
Tel No. 01273 482123
Email: tracy.vaks@eastsussex.gov.uk

LOCAL MEMBER
Councillor Godfrey Daniel and Councillor Martin Clarke

BACKGROUND DOCUMENTS
None

This page is intentionally left blank

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

Ringmer Offices
The Broyle
Ringmer
East Sussex
BN8 9NP

Contents

Section Page

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.

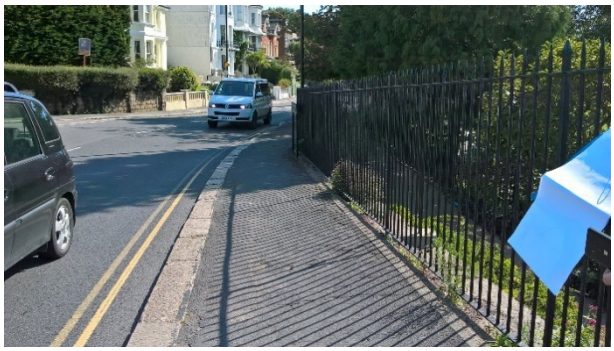
7.1.2.4 Section H

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]

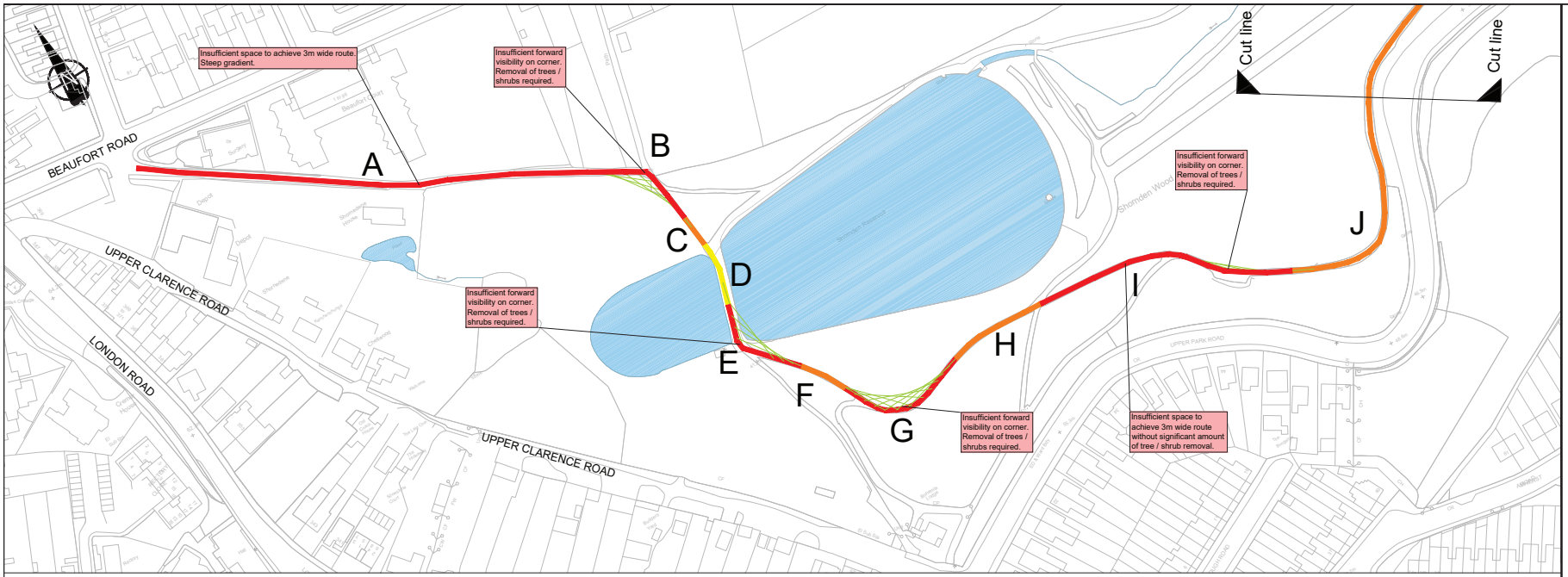
Options 1&2 With Mitigation Risk Assessment [HGN-SCH0009-DR-CH-0014]

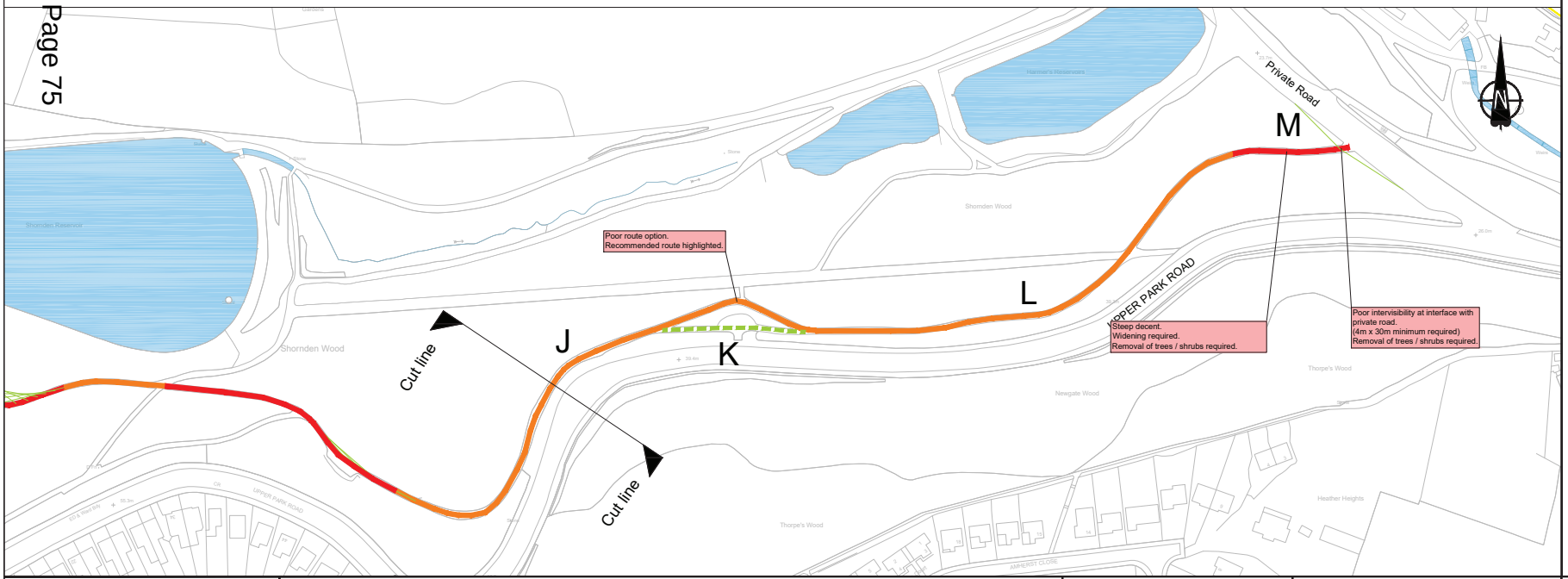
Options 3 Risk Assessment [HGN-SCH0009-DR-CH-0017]

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

Suggested Route

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





Page 75

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

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

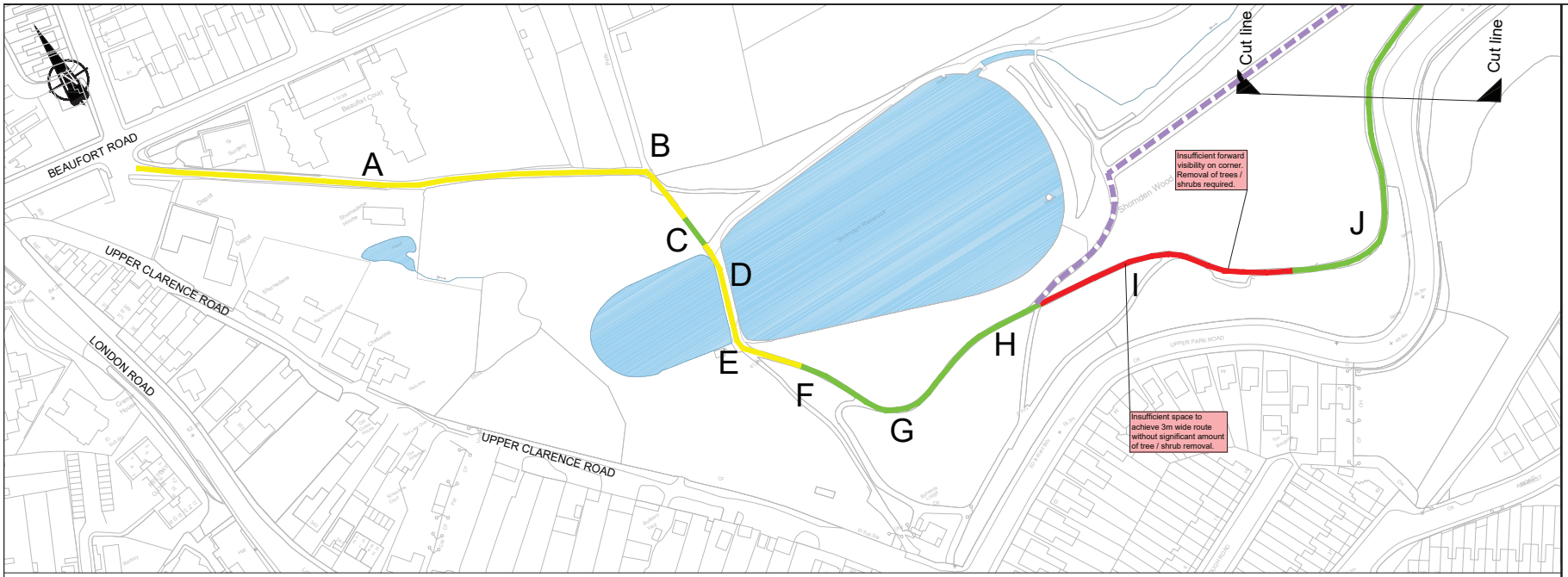
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

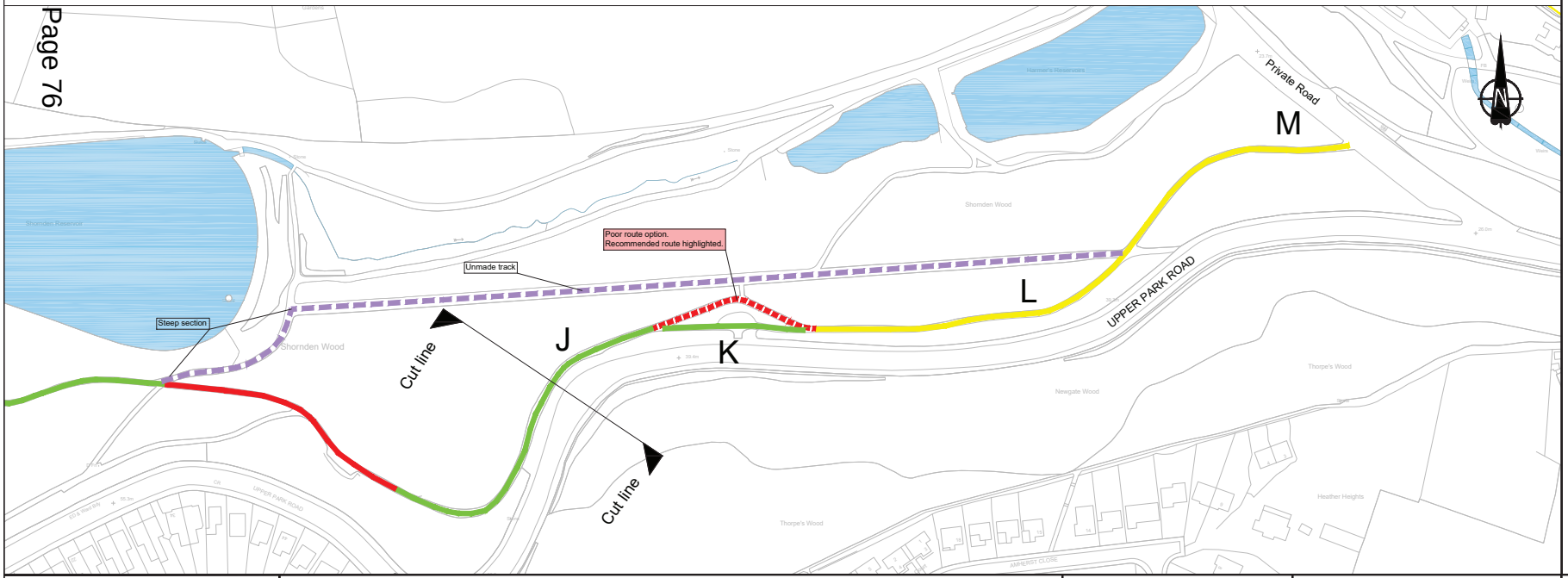
Project: ALEXANDRA PARK HASTINGS, CYCLE FACILITY

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.

0 10 20 30 40 50 60 70 80 90 100

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

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

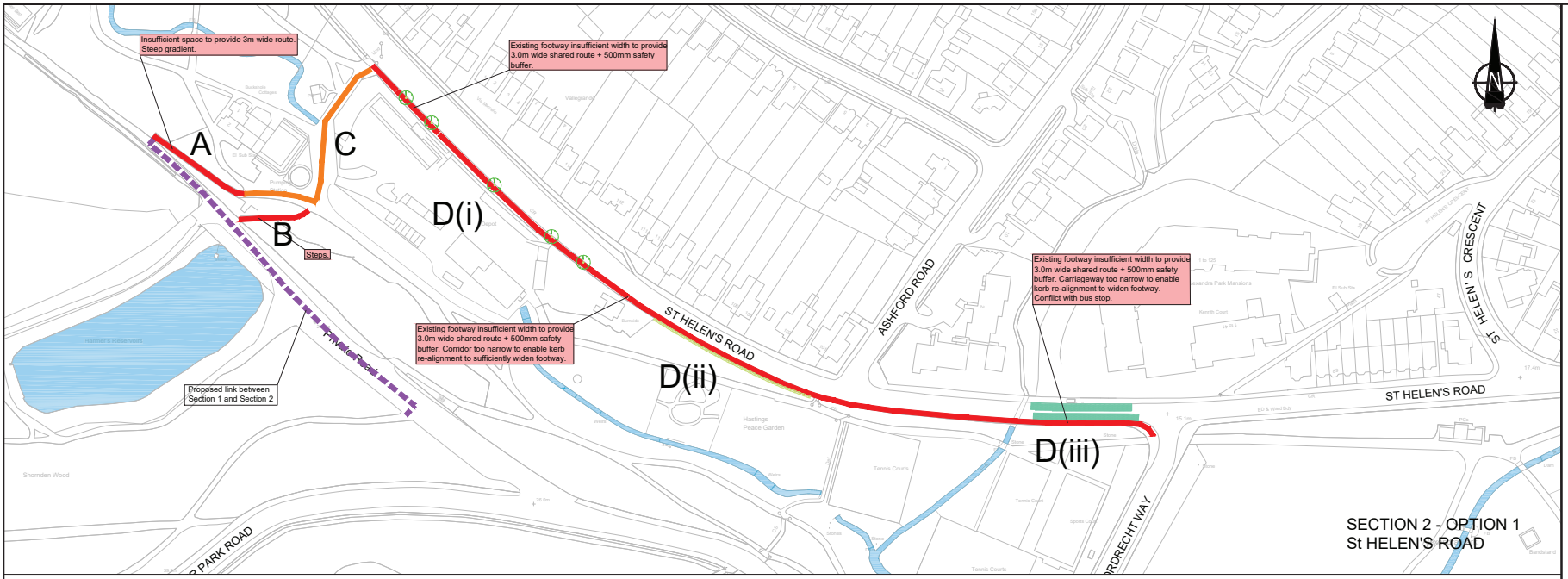
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

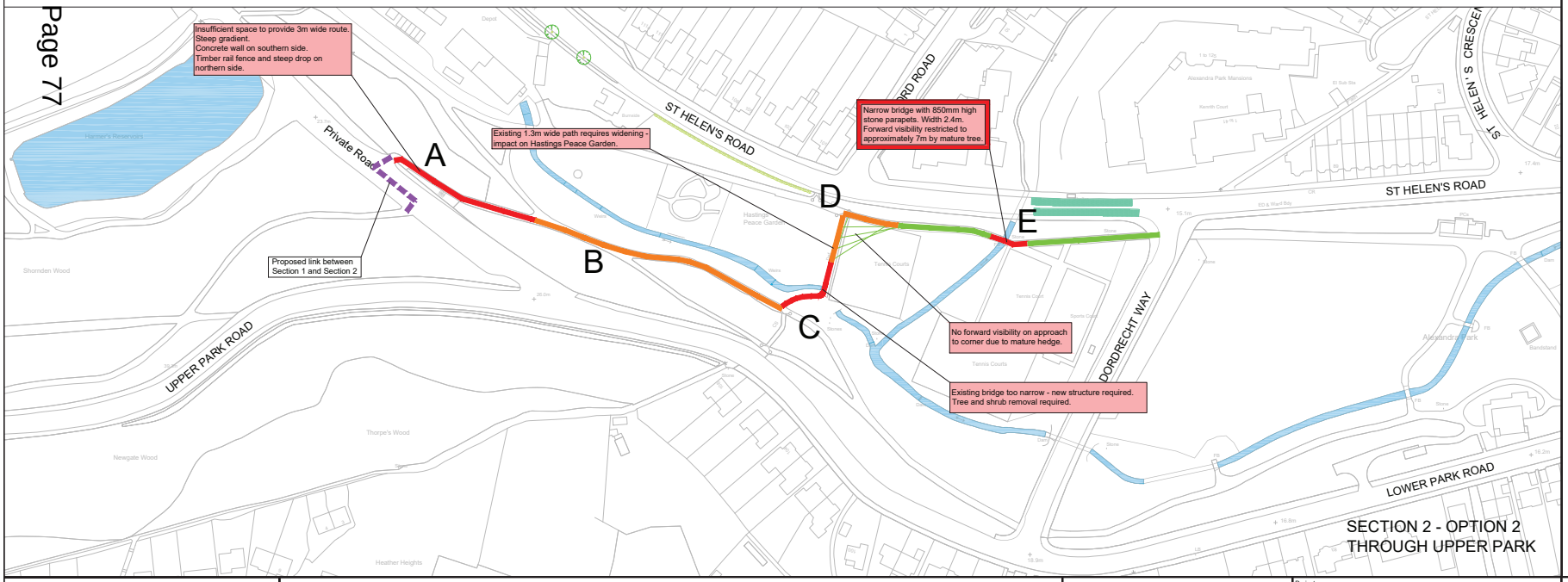
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

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

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

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

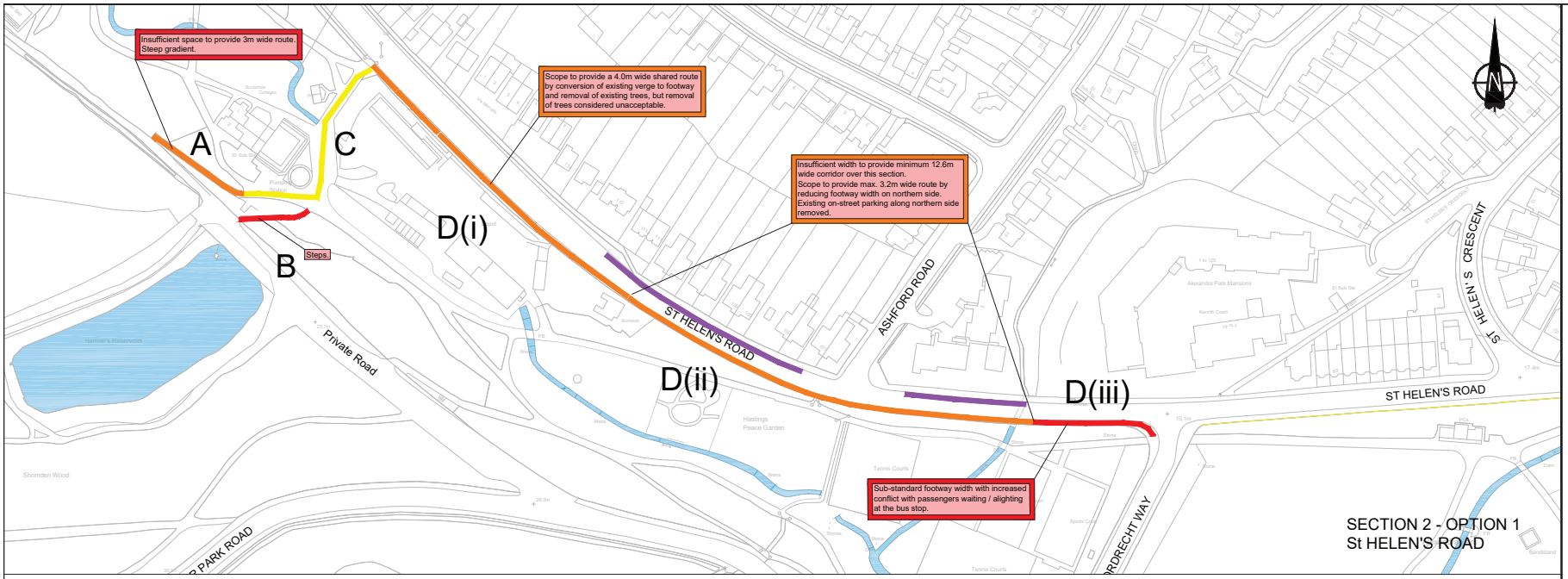
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

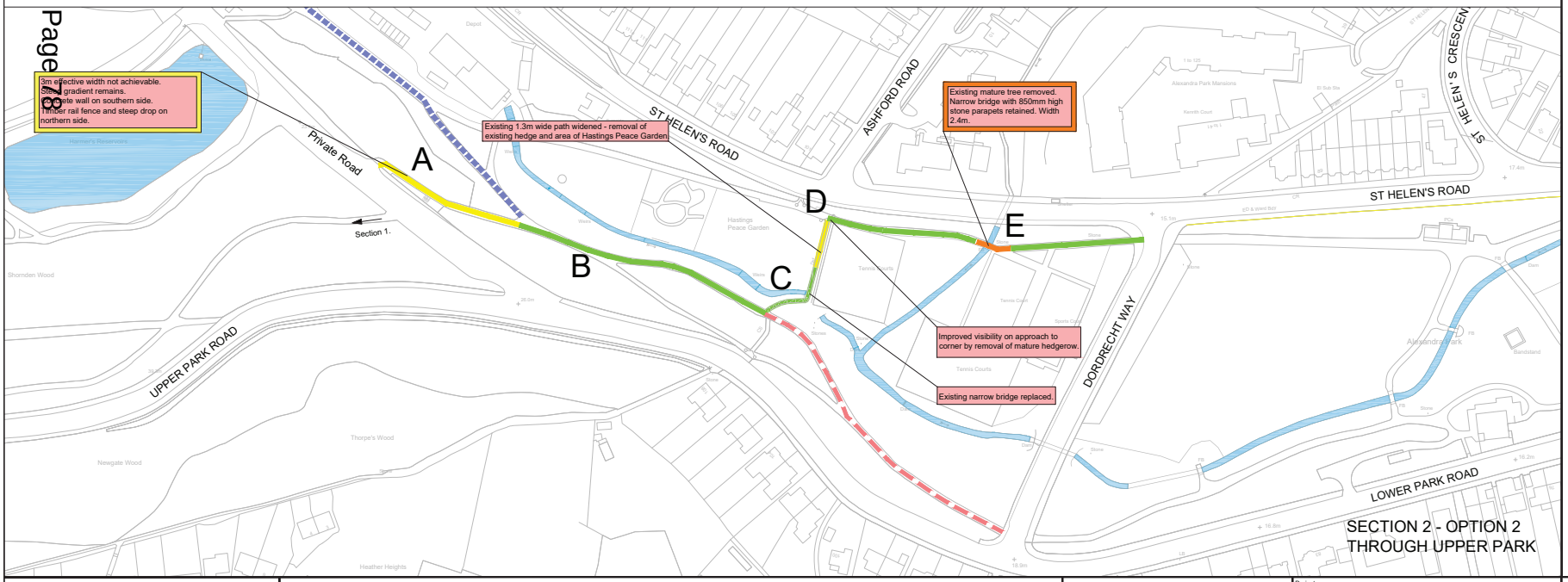
Project: ALEXANDRA PARK CYCLE FACILITY

Drawing title: PRELIMINARY DESIGN 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

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

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
P01	S3	02/11/2017	First Issue	IT	JV	CW

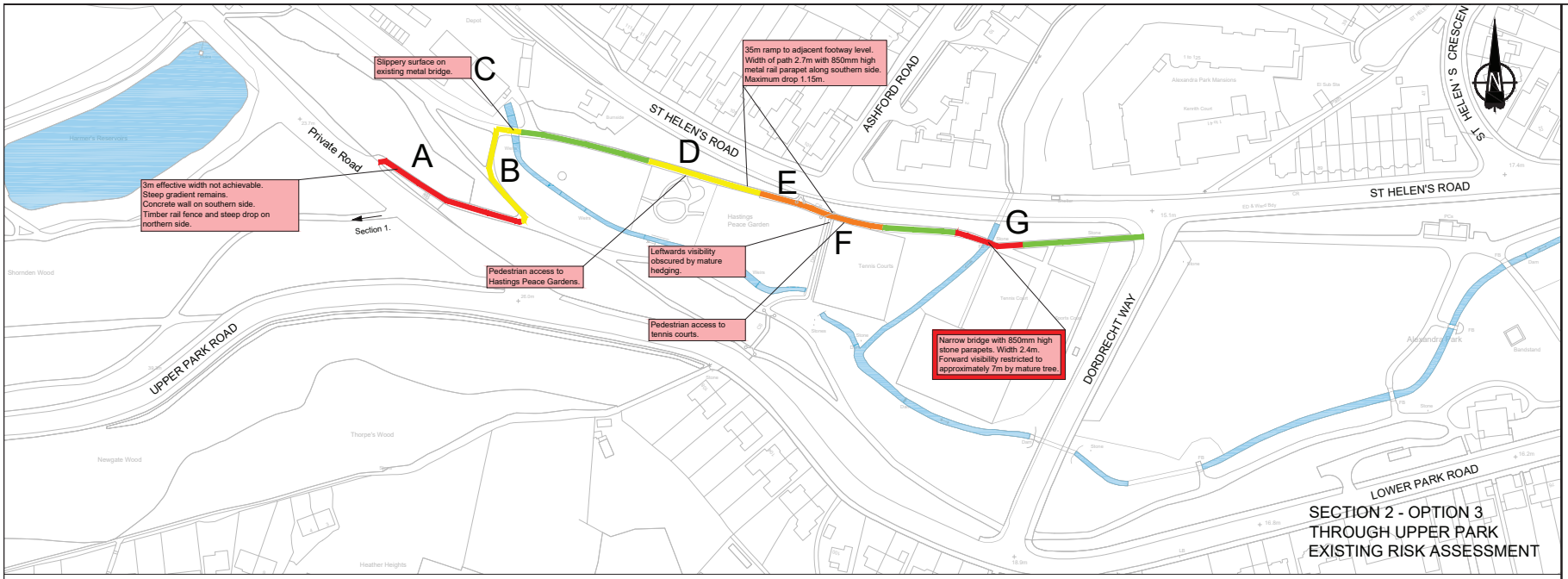
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: ALEXANDRA PARK CYCLE FACILITY

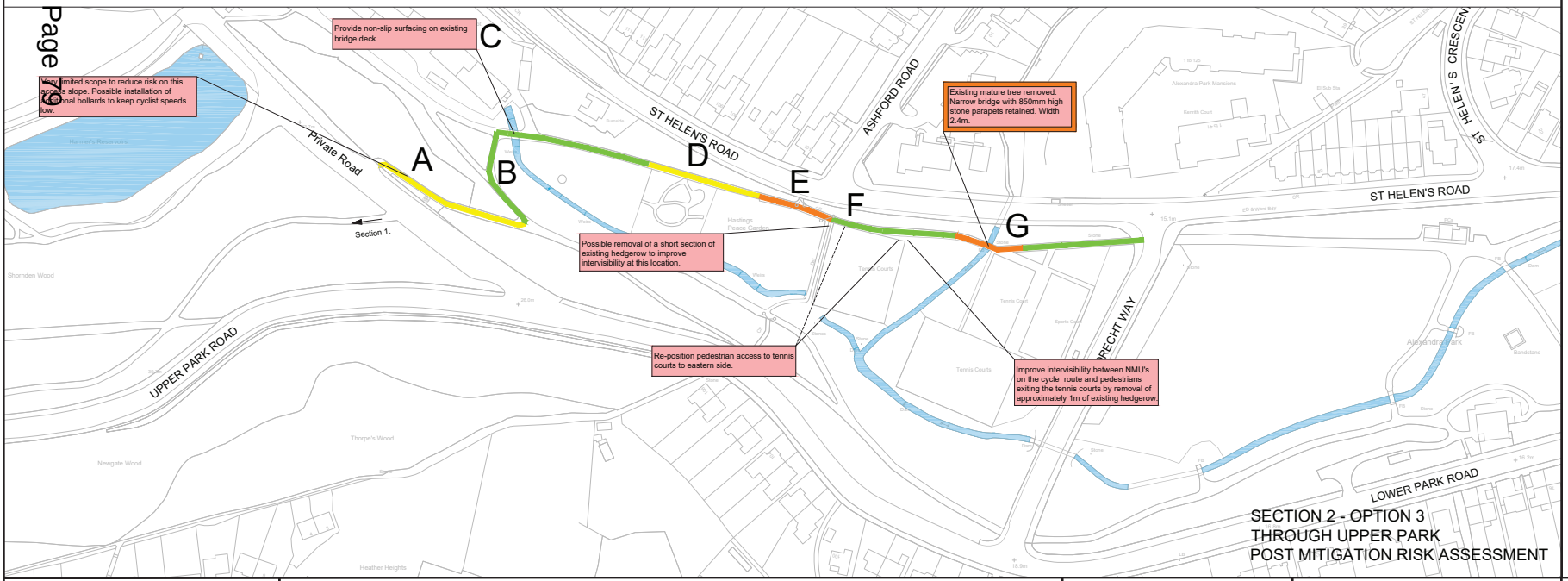
Drawing title:
PRELIMINARY DESIGN
SECTION 2 - OPTIONS 1 AND 2
PRIVATE ROAD TO DORDRECHT WAY
POST MITIGATION RISK ASSESSMENT

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



SECTION 2 - OPTION 3
THROUGH UPPER PARK
EXISTING RISK ASSESSMENT



SECTION 2 - OPTION 3
THROUGH UPPER PARK
POST MITIGATION RISK ASSESSMENT

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 60 70 80 90 100
METRES

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

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

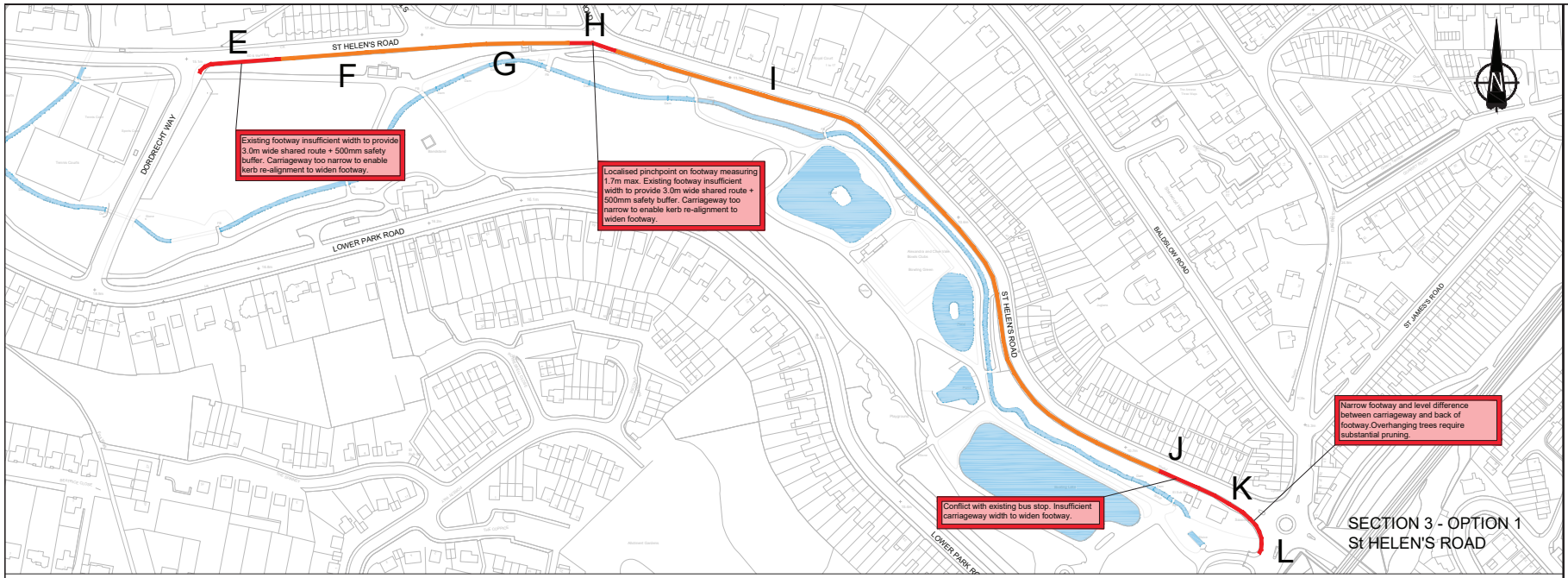
East Sussex Highways
A partnership between: COSTAIN CH2M AMEY
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

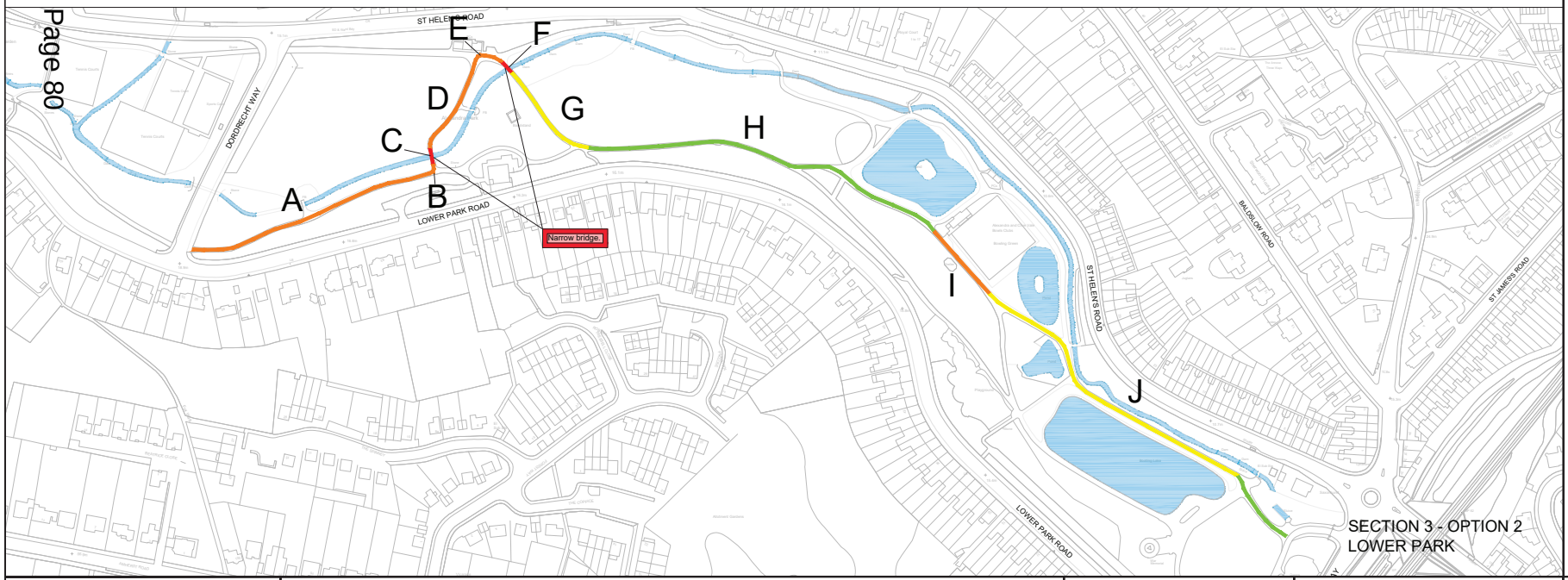
Project
ALEXANDRA PARK CYCLE FACILITY

Drawing title
PRELIMINARY DESIGN
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
Volume | Design Alt. | Type | Role | Number
HGN-SCH0009-DR-CH-0016





Page 80

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.

0 10 20 30 40 50 100

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

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

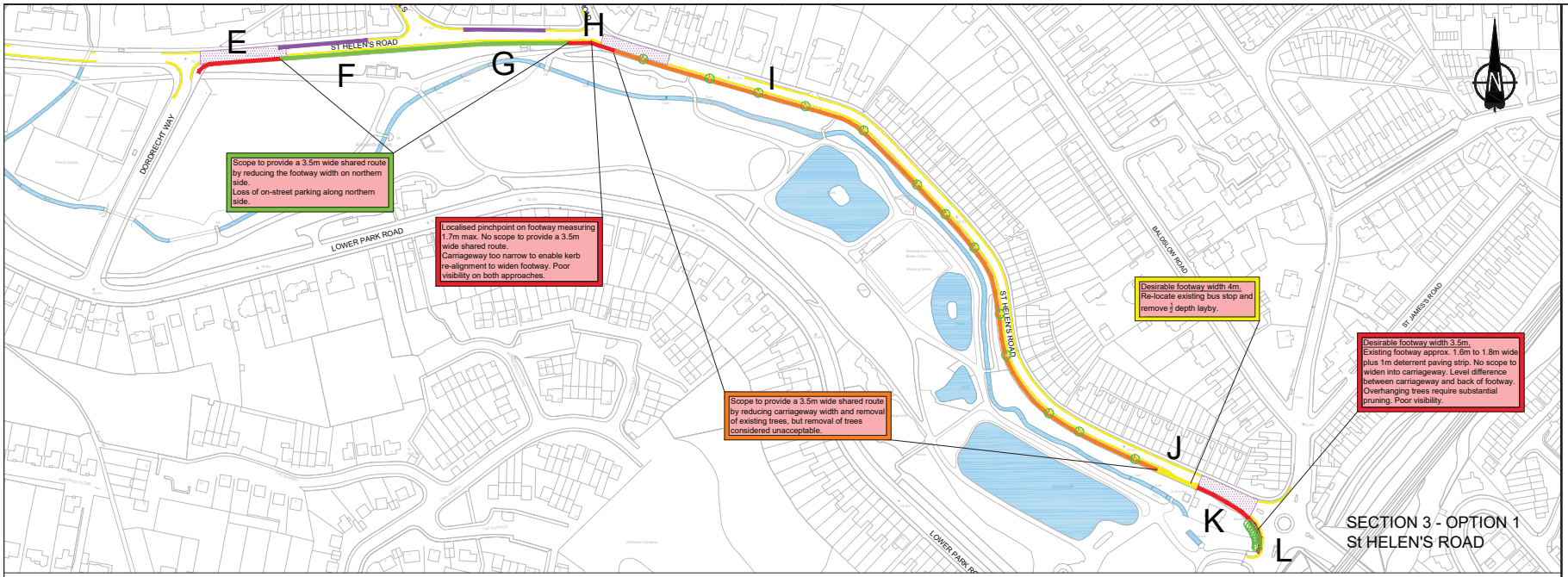
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

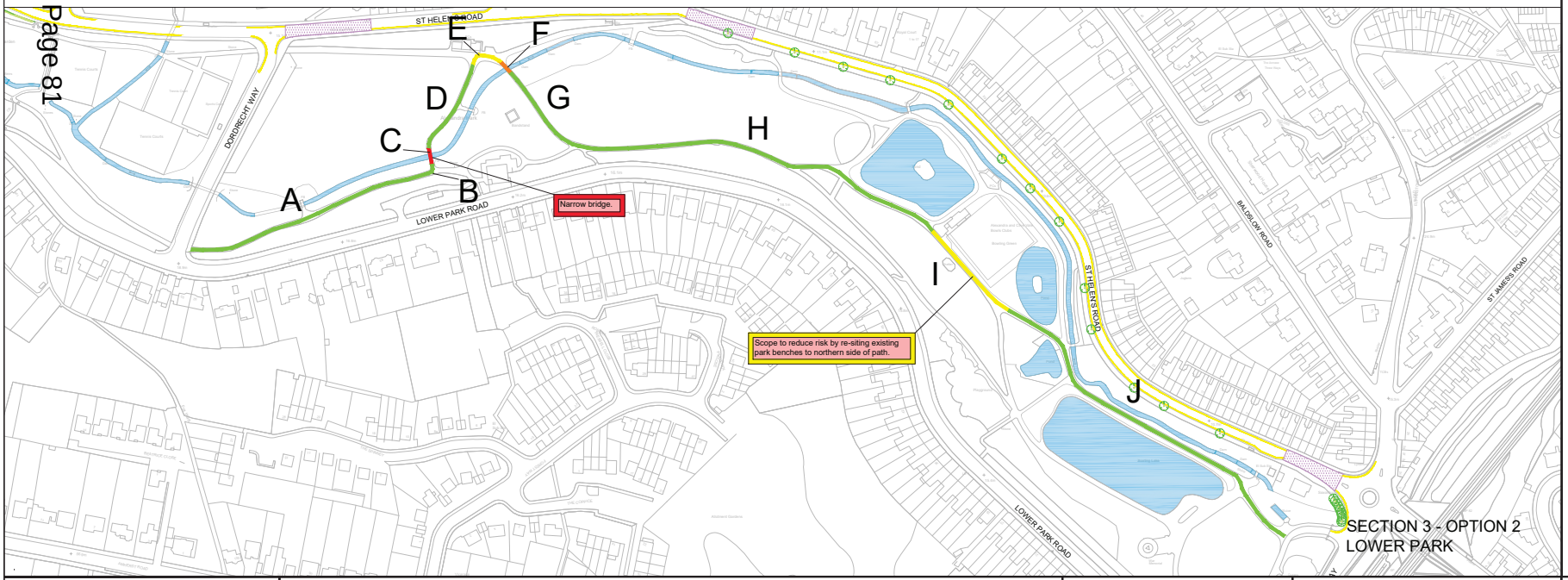
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

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 81

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)

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P03	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

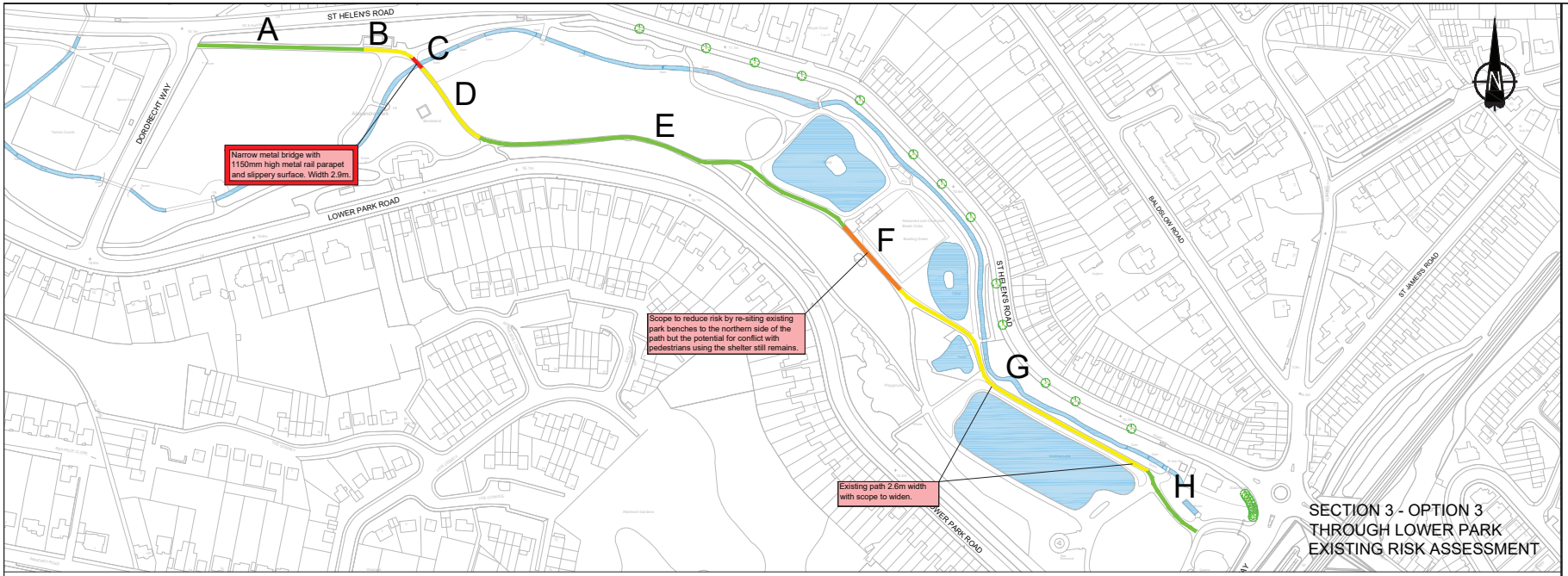
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

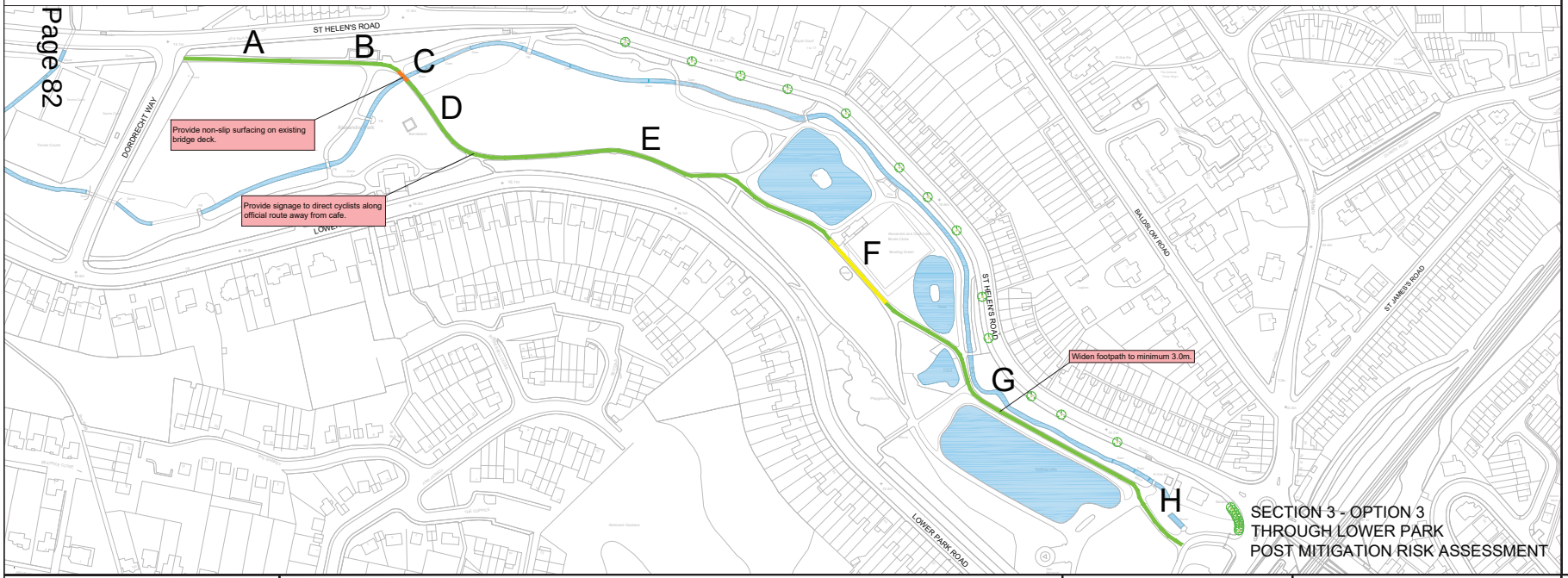
Drawing title: PRELIMINARY DESIGN REVIEW
SECTION 3 - OPTIONS 1 AND 2
ST HELEN'S ROAD AND LOWER PARK
POST MITIGATION RISK ASSESSMENT

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



SECTION 3 - OPTION 3
THROUGH LOWER PARK
EXISTING RISK ASSESSMENT



SECTION 3 - OPTION 3
THROUGH LOWER PARK
POST MITIGATION RISK ASSESSMENT

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)

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

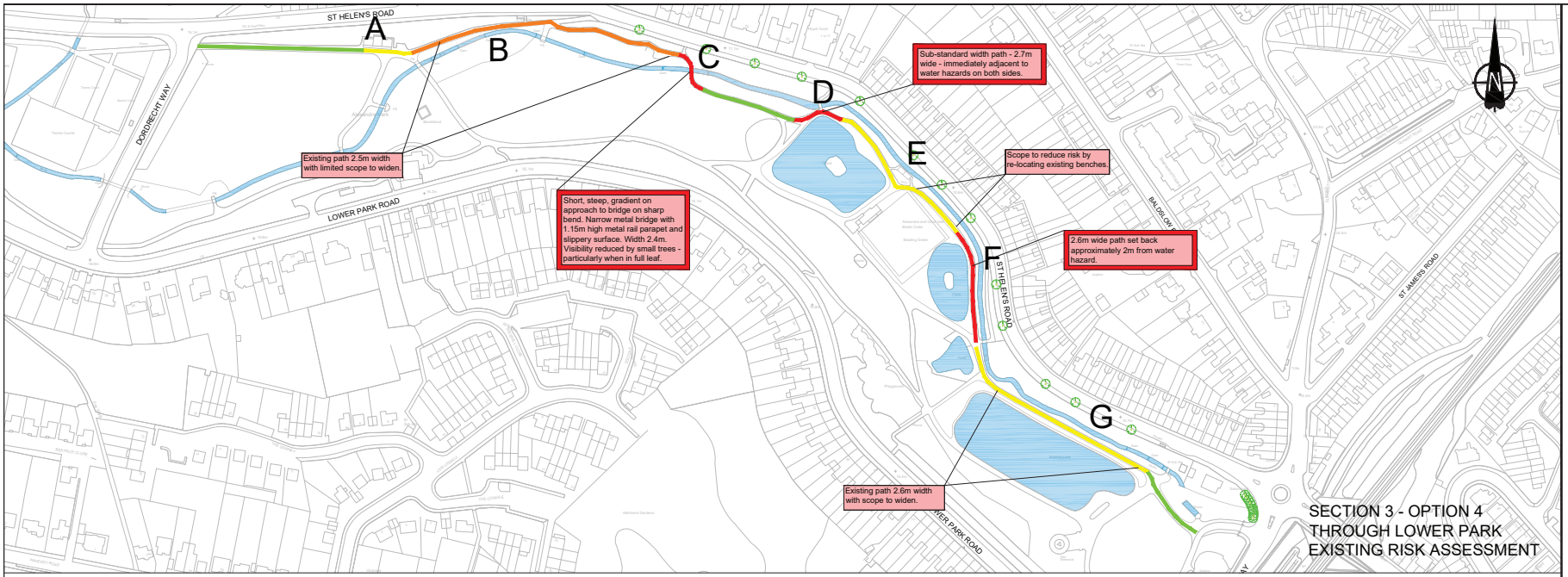
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

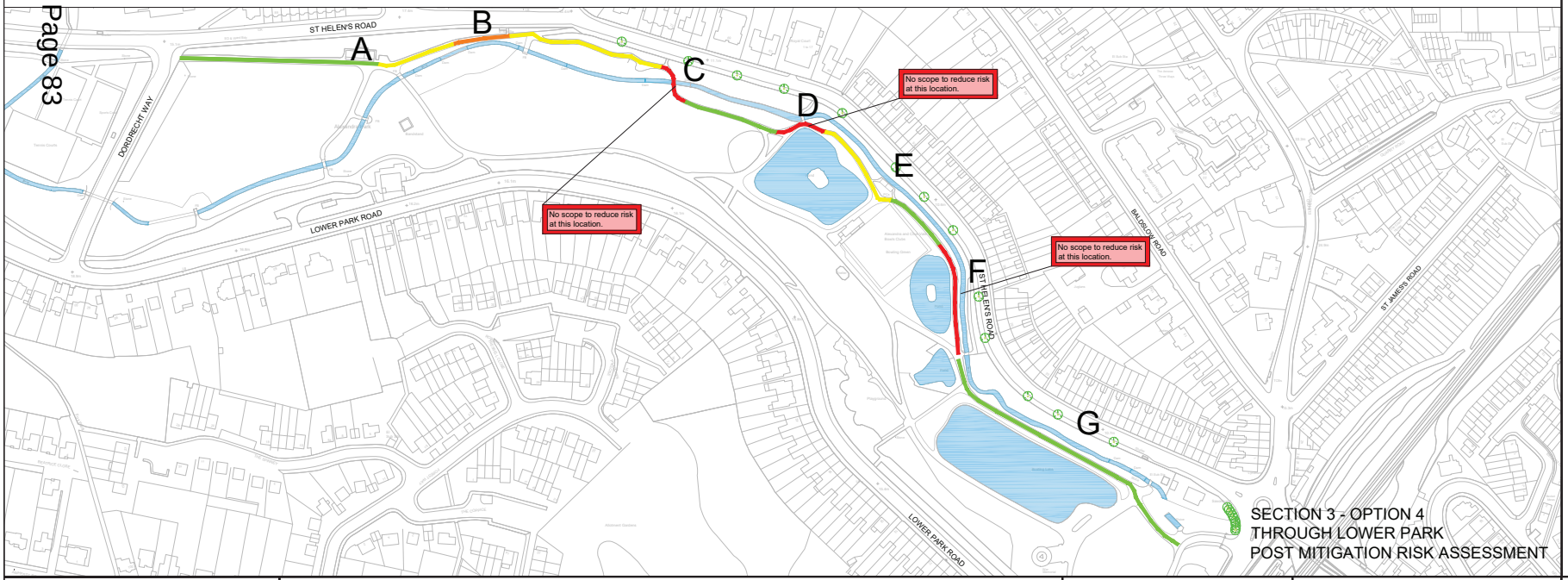
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

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

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

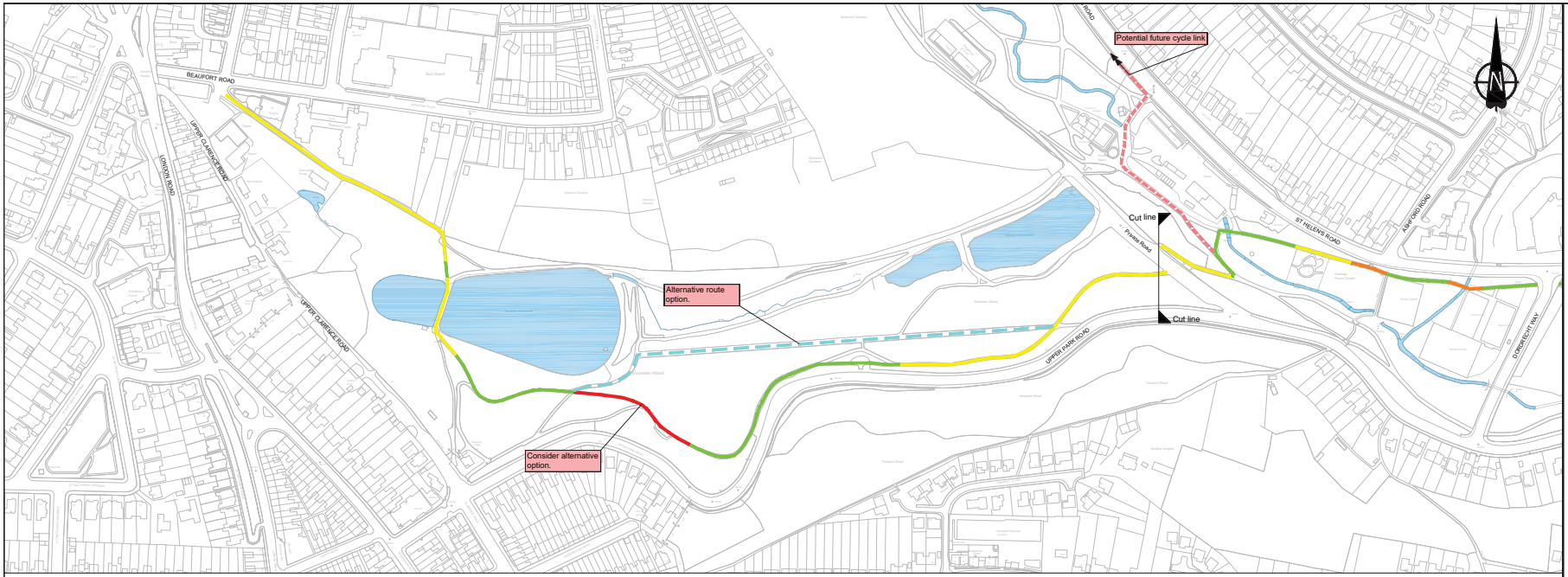
East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

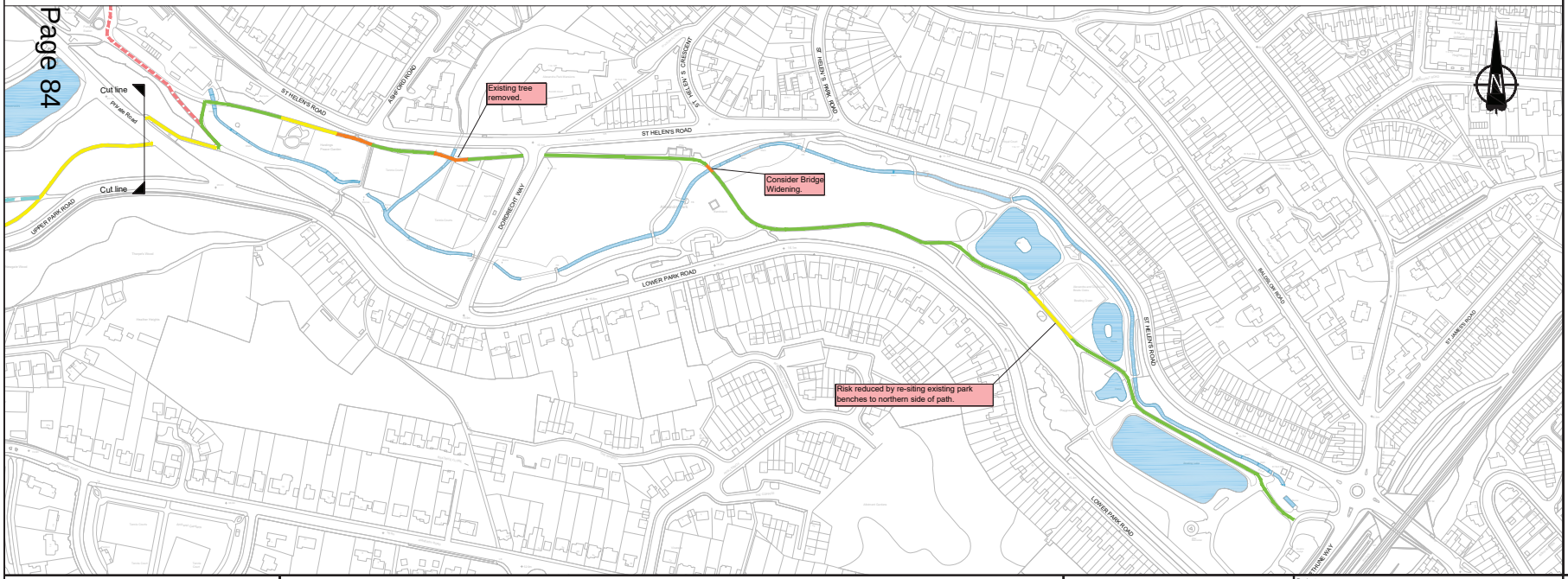
Project
ALEXANDRA PARK, HASTINGS - CYCLE FACILITY

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

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
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

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.

This page is intentionally left blank

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:

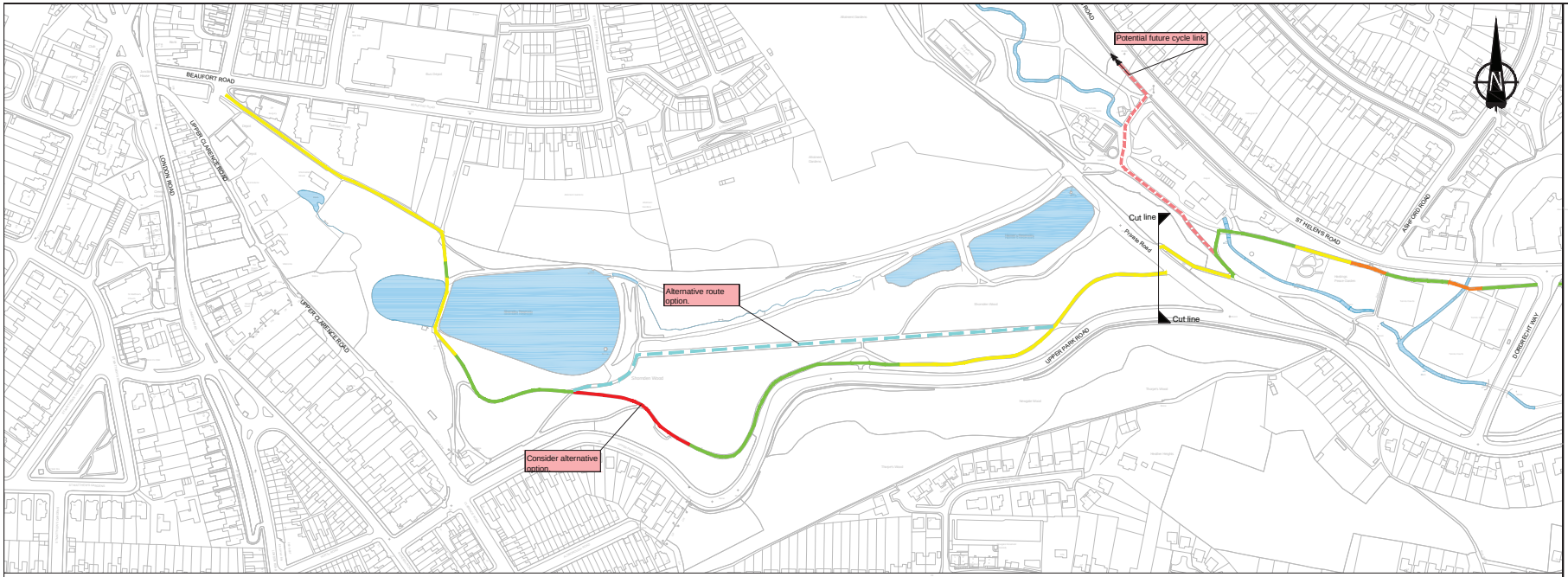
Page 120

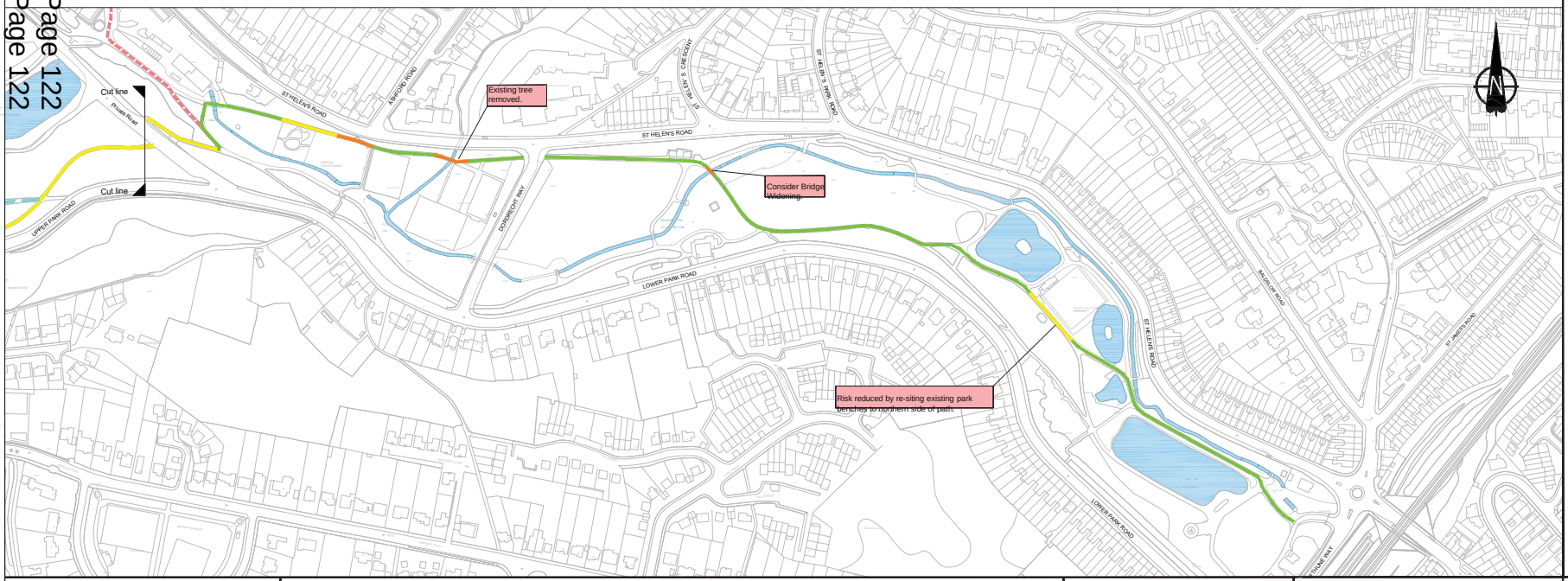
Area for improvement	Changes proposed	Lead Manager	Timescale	Resource implications	Where incorporated/flagged? (e.g. business plan/strategic plan/steering group/DMT)

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 METRES

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

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
Volume I Originator I Role I Number	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 and Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Petition recommending a review of the speed limits and safer crossing solutions on the A272 Station Road between North Chailey and Newick.**
Purpose:	**To consider the petition recommending a review of the speed limits and safer crossing solutions on the A272 Station Road between North Chailey and Newick.**

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

(1) An investigation into a lower speed limit on the A272 between North Chailey and Newick is not a priority for the County Council at the present time;

(2) A scheme to introduce safer crossing solutions does not meet the benchmark score for consideration within a future capital programme; and

(3) The petitioners may wish to contact Chailey Parish Council to determine their interest in a Feasibility Study and possible community funded measures through the Community Match scheme.

1 Background Information

1.1 At the County Council meeting on 7 December 2021, Councillor Matthew Milligan presented a petition to the Chairman of the Council. The petition states:

> "On behalf of the many residents living on and near the A272, North Chailey, I am strongly recommending a review of the speed limits and safer crossing solutions. Sandwiched between a 30mph speed limit at the King's Head roundabout, the speed limit at Station Road jumps to 50mph which many believe is too fast. Then when approaching Newick, it becomes 40mph and then 30mph. Recently we have seen new housing developments, and there is a need for an up-dated review of the speed and safety".

A Location Plan is included in Appendix 1.

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting Information

2.1 The A272 is subject to a 50mph speed limit between the existing 30mph speed limit at North Chailey and a point 45 metres west of Oxbottom Lane. It reduces to a 40mph speed limit between a point 45 metres west of Oxbottom Lane and the existing 30mph speed limit at Newick. The extent of the existing speed limits is shown in Appendix 2.

2.2 Two speed surveys have been carried out within the extent of the existing 50mph speed limit on the A272 Station Road. One survey was carried out approximately 25 metres west of

Hazeldene Lane, and another approximately 70 metres east of Lower Station Road. The surveys recorded the average two-way traffic flow to be 11,307 vehicles to the west of Hazeledene Lane, and 11,001 vehicles to the east of Lower Station Road between the 10 and 19 January 2022. The location and results of the surveys are shown in Appendix 3.

2.3 The survey carried out to the west of Hazeledene Lane, recorded the average speed of traffic to be 38mph westbound and 42mph eastbound, with 85th percentile speeds (the speed that 85% of drivers are travelling at or below) of 44mph westbound and 50mph eastbound. The survey carried out to the east of Lower Station Road, recorded the average speed of traffic to be 38mph westbound and 42mph eastbound, with 85th percentile speeds of 44mph westbound and 49mph eastbound. The results of the speed surveys are summarised in Appendix 3 and the full results are included in Appendix 4. The surveys indicate that the 50mph speed limit is well adhered to.

2.4 The recorded average speeds are in line with the threshold for a 40mph speed limit as defined by adopted policy. However, the difference between the average and 85th percentile speeds would indicate some engineering/traffic management measures would be required to effectively slow down faster drivers in accordance with a lower speed limit.

2.5 The resources that are available for road safety are limited and priority must be given to locations with a history of personal injury crashes. To prioritise our work the Road Safety Team uses a three-year assessment period, this helps to ensure that our resources are targeted at locations that will produce the biggest impact in terms of casualty reduction.

2.6 There have not been any personal injury crashes reported to the Police in the latest available three-year period (01/01/2019 to 31/12/2021) within the extent of the 50mph speed limit on the A272 Station Road. There have been three slight personal injury crashes within the extent of the 40mph speed limit in the same time period. Only one of those crashes involved a speed related causation factor as defined by the Sussex Safer Roads Partnership and none of the crashes involved a pedestrian. The location of the crashes is shown in Appendix 5.

2.7 As part of last year's Road Safety Programme for Local Safety Sites, we identified 59 locations where at least four personal injury crashes occurred in the three-year study period of 01/01/2018 to 31/12/2020. These locations were within a 25 metre radius in urban areas, and a 50 metre radius in more rural locations, where crashes tend to be spread out over longer sections of road. The crash record on the section of A272 between the 30mph speed limit at North Chailey and the 30mph speed limit at Newick, does not identify the location as a current road safety priority for the County Council.

2.8 Previous assessments of the 'A' and 'B' class road network in the county, including the most recent Speed Management Programme, have also not identified the A272 between North Chailey and Newick as being a priority for further investigation.

2.9 There are three sets of bus stops with laybys on this part of the A272, near The Lodge, Lower Station Road and Allington Road. There is a continuous footway on the southern side of the road between North Chailey and Newick, and a footway on the northern side of the road between North Chailey and the bus stop to the west of Lower Station Road. The location of the bus stops, and extent of the footways is shown in Appendix 1.

2.10 A scheme to introduce safer crossing solutions on the A272 has been assessed, using the High Level Sift process, to see whether it might be a priority for future consideration as part

of the Capital Programme for Transport Improvements. However, it did not achieve the benchmark score required to enable a more detailed assessment to be taken forward.

2.11 Although a reduction in the speed limit, with some speed reducing measures, or safer crossing solutions on this part of the A272 are not identified priorities for the County Council, the petitioners may wish to contact Chailey Parish Council to determine their interest in a community funded scheme. A Feasibility Study would need to be commissioned at a cost of £500 plus VAT.

3 Conclusion and Reasons for Recommendations

3.1 It is recommended that the Petitioners be advised that a lower speed limit on the A272 between North Chailey and Newick is not an identified current priority for the County Council.

3.2 It is recommended that the Petitioners be advised that a scheme to introduce safer crossing solutions does not meet the benchmark score required for consideration within a future capital programme.

3.3 Although a lower speed limit or safer crossing solutions on this part of the A272 are not an identified current priority for the County Council, the petitioners may wish to contact Chailey Parish Council to determine their interest in a community funded scheme.

RUPERT CLUBB

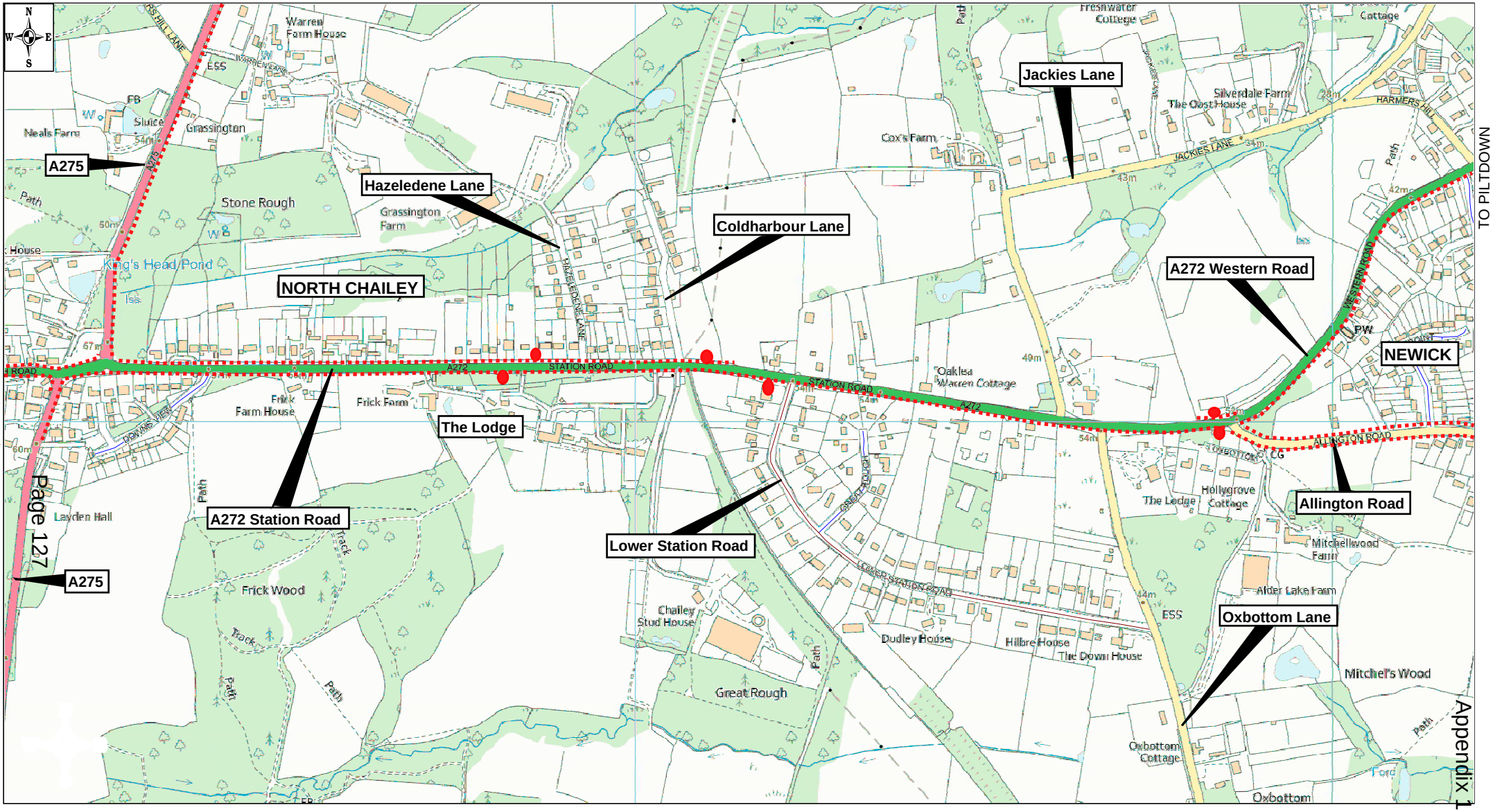
Director of Communities, Economy and Transport

Contact Officer: Michael Higgs
Tel.No. 01273 482106
Email: michael.higgs@eastsussex.gov.uk

LOCAL MEMBER:
Councillor Matthew Milligan

BACKGROUND DOCUMENTS:
None

This page is intentionally left blank



East Sussex County Council

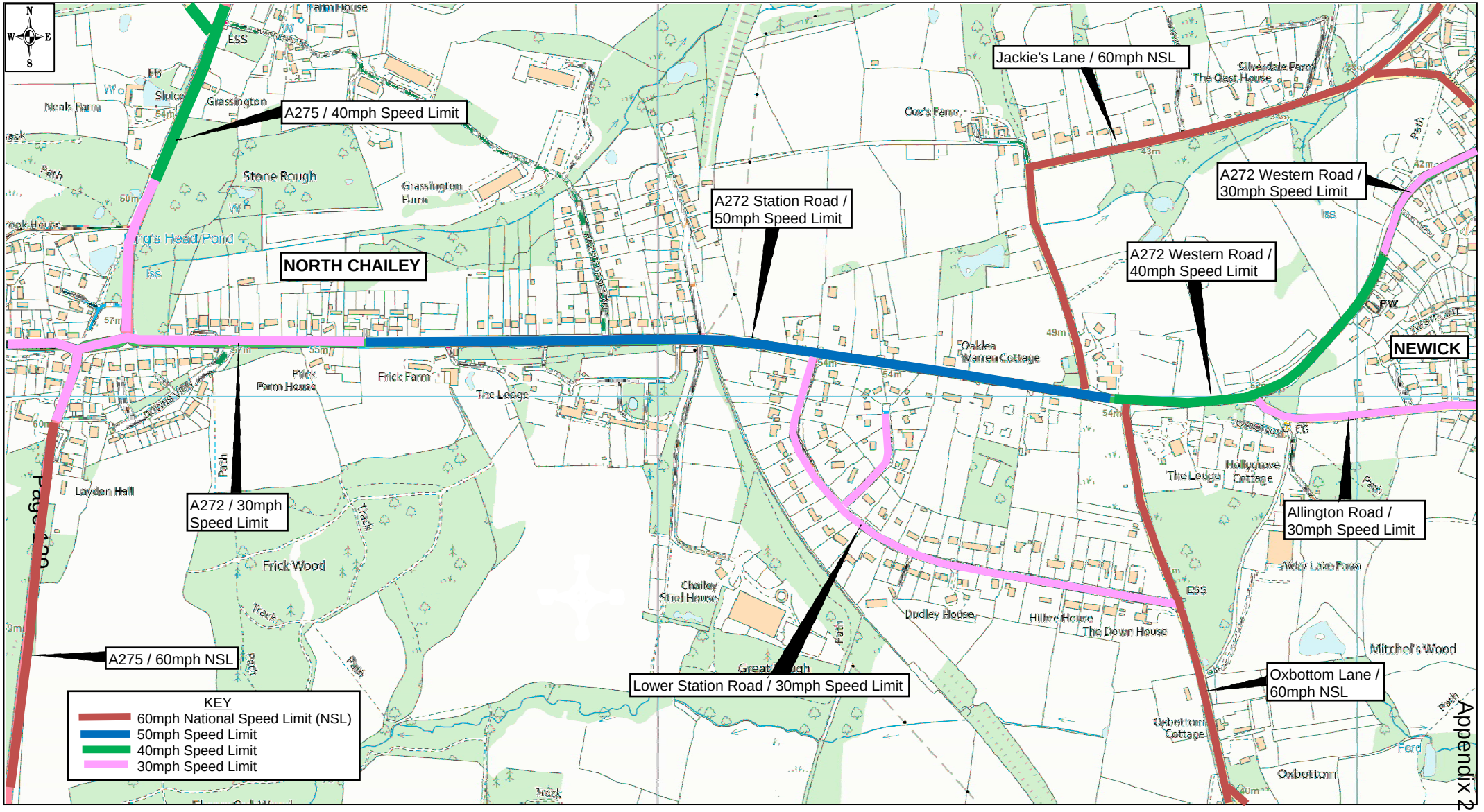
Location Plan

AccsMap version 6.2

KEY
Bus Stop
Footway

SCALE	1 : 7500
DATE	02/02/2022
DRAWING NO.	APPENDIX 1
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank



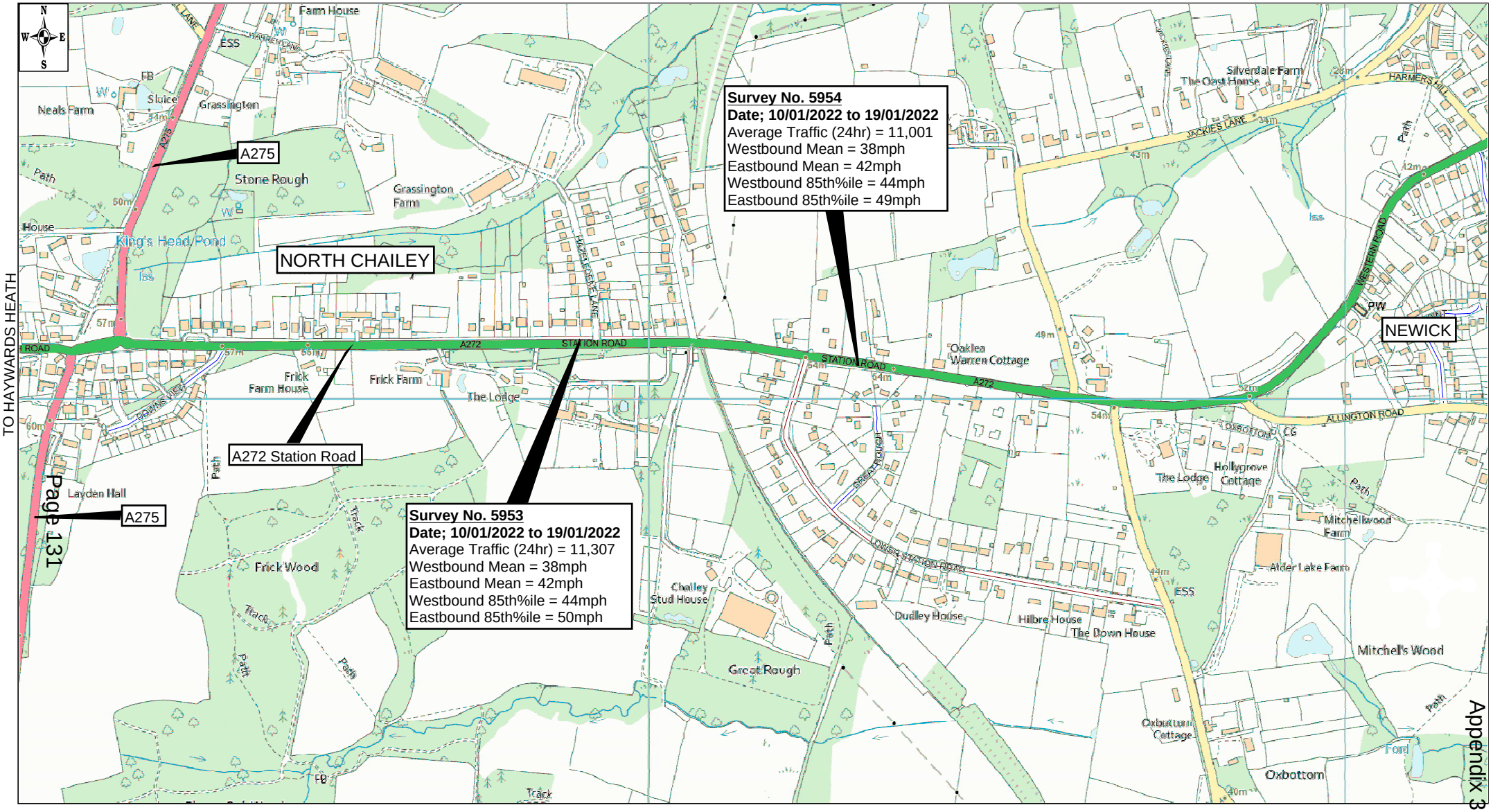
East Sussex County Council

Existing Speed Limits

A272 Station Road - North Chailey

SCALE	1:7500
DATE	24/01/2022
DRAWING NO.	APPENDIX 2
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank



Appendix 3

East Sussex County Council

Summary of Speed Survey Results

A272 Station Road, North Chailey

AccsMap version 6.2

SCALE	1 : 7500
DATE	31/01/2022
DRAWING NO.	APPENDIX 3
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank

A272 Station Road,North Chailey,Wof Hazeldene Lane

Site Number: 00005953 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005953

Speed Summary (All Days) Report | No Filters Applied | Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	13	48	42	7	0	0	0	0	2	4	4	2	1	0	0	0	0
01:00	6		41	9	0	0	0	0	1	2	1	0	0	0	0	0	0
02:00	4		45	6	0	0	0	0	0	1	1	2	0	0	0	0	0
03:00	8		45	6	0	0	0	0	1	2	2	2	1	0	0	0	0
04:00	12	51	46	7	0	0	0	0	0	3	4	3	1	0	0	0	0
05:00	50	53	46	7	0	0	0	0	2	11	14	11	8	1	1	0	0
06:00	171	46	41	6	1	0	1	4	21	67	52	16	7	2	0	0	0
07:00	509	42	36	6	4	7	16	50	163	174	77	12	4	1	0	0	0
08:00	534	42	37	6	6	3	12	43	165	207	82	11	4	1	0	0	0
09:00	438	43	38	6	3	4	8	20	114	188	82	16	3	0	0	0	0
10:00	412	43	37	6	3	6	11	21	112	167	80	11	2	0	0	0	0
11:00	407	43	37	6	3	7	6	23	108	165	79	14	3	0	0	0	0
12:00	379	43	38	6	2	4	4	18	97	164	73	15	3	0	0	0	0
13:00	358	44	38	6	3	2	5	19	82	147	84	13	3	0	0	0	0
14:00	381	43	38	5	3	2	5	21	97	154	85	12	2	0	0	0	0
15:00	412	43	37	6	2	2	9	28	117	164	72	14	2	0	0	0	0
16:00	436	42	37	5	2	2	9	35	128	174	73	10	2	0	0	0	0
17:00	400	42	37	6	2	5	8	35	118	157	63	10	2	0	0	0	0
18:00	271	44	38	6	2	2	4	13	62	113	60	11	3	0	0	0	0
19:00	170	45	39	6	1	1	2	10	36	63	44	10	3	0	0	0	0
20:00	108	47	41	6	0	0	0	2	17	36	34	12	4	1	0	0	0
21:00	62	47	41	6	0	0	0	2	8	23	19	8	2	1	0	0	0
22:00	58	49	43	7	0	0	0	0	6	16	21	9	4	1	0	0	0
23:00	22	49	43	7	0	0	0	0	2	7	7	3	1	1	0	0	0
Total																	
12H(7-19)	4935	43	37	6	34	44	98	327	1363	1974	909	149	32	4	2	0	0
16H(6-22)	5448	43	37	6	35	45	101	344	1445	2163	1059	195	49	8	3	1	0
18H(6-24)	5528	43	38	6	36	45	101	344	1453	2186	1087	208	54	10	4	1	0
24H(0-24)	5620	44	38	6	36	45	101	345	1459	2208	1114	227	65	13	5	1	1
AM Peak	08:00	05:00	04:00	01:00	08:00	07:00	07:00	07:00	08:00	08:00	09:00	06:00	05:00	06:00	05:00	05:00	05:00
	534	53	46	9	6	7	16	50	165	207	82	16	8	2	1	0	0
PM Peak	16:00	22:00	23:00	22:00	14:00	17:00	15:00	16:00	16:00	16:00	14:00	12:00	20:00	20:00	23:00	22:00	22:00
	436	49	43	7	3	5	9	35	128	174	85	15	4	1	0	0	0

Local Events Included & Include All Globals

Printed at: 09:29 on 18 January 2022

A272 Station Road,North Chailey,Wof Hazeldene Lane

Site Number: 00005953 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005953

Speed Summary (All Days) Report | No Filters Applied | Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	18	58	51	8	0	0	0	0	0	1	2	5	4	2	1	0	0
01:00	7		47	11	0	0	0	0	0	1	1	1	1	1	0	0	0
02:00	7		51	10	0	0	0	0	0	0	1	2	1	1	1	0	0
03:00	4		48	11	0	0	0	0	0	0	1	0	1	0	0	0	0
04:00	5		49	9	0	0	0	0	0	1	1	1	1	2	0	0	0
05:00	23	59	49	10	0	0	0	1	1	2	4	6	4	3	2	0	0
06:00	87	55	47	8	0	0	0	2	2	13	21	22	17	7	2	0	0
07:00	302	50	43	7	1	1	3	7	29	86	87	55	24	6	2	1	0
08:00	419	48	40	8	5	6	6	17	59	128	114	57	22	4	1	0	0
09:00	342	49	41	8	4	4	8	15	40	97	91	58	19	5	1	0	0
10:00	346	49	41	8	4	4	3	10	43	103	98	53	21	5	1	1	0
11:00	398	49	42	7	3	5	7	12	34	123	119	65	23	7	1	0	0
12:00	413	49	42	8	5	6	7	13	39	111	122	70	30	7	2	1	0
13:00	401	50	43	7	2	2	4	10	30	101	127	76	35	10	2	1	0
14:00	428	50	42	7	1	2	4	12	41	117	127	80	34	8	2	0	0
15:00	542	48	41	7	2	3	8	22	65	182	154	74	27	4	1	0	0
16:00	601	47	40	7	3	4	11	24	97	196	167	72	22	4	0	0	0
17:00	512	48	41	7	3	4	6	18	70	163	150	67	24	7	1	0	0
18:00	351	50	42	8	3	2	5	14	32	93	103	62	25	8	2	0	0
19:00	191	54	46	8	1	1	1	2	10	30	51	49	28	12	5	1	1
20:00	120	55	47	8	0	0	1	1	5	16	30	31	24	8	3	1	0
21:00	81	56	48	8	0	0	0	0	3	10	17	22	17	7	3	1	1
22:00	54	56	49	8	0	0	0	0	1	6	12	13	12	5	2	1	1
23:00	36	59	51	8	0	0	0	0	1	3	7	7	9	6	2	1	1
Total																	
12H(7-19)	5054	49	41	7	36	42	72	175	578	1500	1459	787	306	75	18	4	1
16H(6-22)	5533	49	42	8	38	44	74	180	598	1569	1577	912	391	110	30	7	3
18H(6-24)	5624	50	42	8	38	44	74	180	600	1578	1597	932	412	121	34	9	4
24H(0-24)	5687	50	42	8	39	44	75	181	602	1583	1608	948	425	130	38	9	5
AM Peak	08:00	05:00	00:00	03:00	08:00	08:00	09:00	08:00	08:00	08:00	11:00	11:00	07:00	11:00	07:00	10:00	05:00
	419	59	51	11	5	6	8	17	59	128	119	65	24	7	2	1	0
PM Peak	16:00	23:00	23:00	23:00	12:00	12:00	16:00	16:00	16:00	16:00	16:00	14:00	13:00	19:00	19:00	21:00	19:00
	601	59	51	8	5	6	11	24	97	196	167	80	35	12	5	1	1

Local Events Included & Include All Globals

Printed at: 09:29 on 18 January 2022

A272 Station Road,North Chailey,Wof Hazeldene Lane

Site Number: 00005953 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005953

Speed Summary (All Days) Report | No Filters Applied | All Channels

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	31	55	47	9	0	0	0	0	3	4	6	7	6	3	1	0	0
01:00	13	55	44	10	0	0	0	0	1	3	3	2	1	2	0	0	0
02:00	11	55	48	9	0	0	0	0	1	1	3	3	2	1	1	0	0
03:00	11	53	46	8	0	0	0	0	1	2	3	2	2	1	0	0	0
04:00	16	55	47	8	0	0	0	0	0	3	5	3	2	2	0	0	0
05:00	73	55	47	8	0	0	0	1	3	13	18	17	12	4	3	1	1
06:00	259	51	43	7	1	0	1	5	23	80	73	38	24	9	2	0	0
07:00	811	45	39	7	5	8	19	57	192	260	165	67	27	7	3	1	0
08:00	953	45	38	7	10	9	18	60	224	336	196	68	26	5	1	0	0
09:00	780	46	39	7	7	8	16	35	155	285	173	73	21	5	1	0	0
10:00	758	45	39	7	7	9	15	31	154	270	178	64	23	6	1	1	0
11:00	804	46	39	7	6	12	13	35	141	287	197	79	26	8	1	0	0
12:00	793	46	40	7	7	10	11	31	136	275	195	84	33	7	2	1	0
13:00	758	48	41	7	5	3	9	29	112	248	211	90	38	10	3	1	0
14:00	809	47	40	7	4	4	8	33	138	271	212	92	36	8	2	0	0
15:00	954	46	39	7	4	5	17	50	182	346	226	88	30	4	1	0	0
16:00	1037	45	39	6	5	6	19	60	225	371	240	82	24	5	1	0	0
17:00	911	45	39	7	5	8	14	53	188	320	212	77	25	7	1	0	0
18:00	621	47	40	7	4	4	9	27	95	206	163	73	28	9	2	0	0
19:00	361	51	43	8	1	2	3	12	46	93	95	59	31	12	5	1	1
20:00	229	52	44	8	1	0	1	3	23	52	64	43	28	9	3	1	0
21:00	143	54	45	8	0	0	0	2	10	33	36	30	19	8	3	1	1
22:00	112	54	46	8	0	0	0	1	6	23	33	22	16	6	2	1	1
23:00	58	57	48	8	0	0	0	0	3	10	14	10	10	7	2	1	1
Total																	
12H(7-19)	9989	46	39	7	70	86	170	501	1941	3474	2368	937	338	79	19	4	1
16H(6-22)	10981	46	40	7	74	89	175	523	2044	3732	2636	1107	440	118	33	8	3
18H(6-24)	11152	47	40	7	74	89	175	524	2053	3764	2684	1140	466	131	37	10	4
24H(0-24)	11307	47	40	7	75	90	176	526	2061	3791	2722	1174	491	143	43	11	6
AM Peak	08:00	00:00	02:00	01:00	08:00	11:00	07:00	08:00	08:00	08:00	11:00	11:00	07:00	06:00	05:00	10:00	05:00
	953	55	48	10	10	12	19	60	224	336	197	79	27	9	3	1	1
PM Peak	16:00	23:00	23:00	23:00	12:00	12:00	16:00	16:00	16:00	16:00	16:00	14:00	13:00	19:00	19:00	21:00	22:00
	1037	57	48	8	7	10	19	60	225	371	240	92	38	12	5	1	1

Local Events Included & Include All Globals

Printed at: 09:29 on 18 January 2022

A272 Station Road,North Chailey,EofLower StationRd

Site Number: 00005954 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005954

Speed Summary (All Days) Report | No Filters Applied | Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	13	47	42	6	0	0	0	0	2	3	5	1	1	0	0	0	0
01:00	5		41	9	0	0	0	0	1	1	1	1	0	0	0	0	0
02:00	4		44	5	0	0	0	0	0	1	1	2	0	0	0	0	0
03:00	8		44	7	0	0	0	0	1	2	2	2	1	0	0	0	0
04:00	14	50	44	7	0	0	0	0	1	3	5	2	1	0	0	0	0
05:00	56	51	44	6	0	0	0	0	4	14	15	14	6	2	0	0	0
06:00	188	46	42	5	0	0	0	1	18	74	65	23	7	1	0	0	0
07:00	505	42	37	5	1	0	4	34	162	204	84	14	3	0	0	0	0
08:00	535	42	37	5	1	1	9	40	177	214	77	14	2	0	0	0	0
09:00	426	43	37	5	1	1	5	26	122	180	75	14	2	0	0	0	0
10:00	403	43	37	5	1	1	6	18	129	166	71	9	2	0	0	0	0
11:00	400	43	38	5	0	0	2	19	119	170	77	10	2	0	0	0	0
12:00	375	43	38	5	1	0	2	15	106	164	72	11	3	0	0	0	0
13:00	352	44	38	5	0	0	2	14	84	158	81	11	2	0	0	0	0
14:00	375	43	38	5	0	0	4	21	100	169	68	11	1	0	0	0	0
15:00	410	42	37	5	0	0	2	29	137	164	65	9	2	1	0	0	0
16:00	441	43	37	5	0	1	3	28	132	184	81	10	1	0	0	0	0
17:00	412	43	38	5	0	0	6	24	113	174	80	13	2	0	0	0	0
18:00	271	44	39	5	0	0	1	8	52	125	69	12	3	0	0	0	0
19:00	169	45	40	5	0	0	1	5	28	68	49	14	3	0	0	0	0
20:00	108	47	42	6	0	0	1	2	12	36	37	14	5	0	0	0	0
21:00	63	46	41	5	0	0	0	2	7	20	25	7	2	0	0	0	0
22:00	58	49	43	5	0	0	0	0	4	16	22	11	3	1	0	0	0
23:00	23	48	43	6	0	0	0	0	2	7	9	2	2	0	0	0	0
Total																	
12H(7-19)	4905	43	38	5	5	5	44	276	1435	2072	901	138	23	4	1	0	0
16H(6-22)	5433	43	38	5	6	5	46	285	1500	2270	1078	196	39	6	2	1	0
18H(6-24)	5514	43	38	5	6	5	46	285	1506	2294	1109	210	44	7	2	1	0
24H(0-24)	5614	44	38	5	6	5	46	286	1515	2318	1138	232	55	9	3	1	0
AM Peak	08:00	05:00	05:00	01:00	09:00	10:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	05:00	04:00	07:00	10:00
	535	51	44	9	1	1	9	40	177	214	84	23	7	2	0	0	0
PM Peak	16:00	22:00	22:00	23:00	12:00	16:00	17:00	15:00	15:00	16:00	16:00	20:00	20:00	15:00	22:00	20:00	21:00
	441	49	43	6	1	1	6	29	137	184	81	14	5	1	0	0	0

Local Events Included & Include All Globals

Printed at: 11:07 on 18 January 2022

A272 Station Road,North Chailey,EofLower StationRd

Site Number: 00005954 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005954

Speed Summary (All Days) Report | No Filters Applied | Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	16	54	48	7	0	0	0	0	0	1	3	7	4	1	0	0	0
01:00	6		46	8	0	0	0	0	0	1	1	2	1	0	0	0	0
02:00	6		48	8	0	0	0	0	0	1	2	2	1	0	1	0	0
03:00	4		47	7	0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	5		48	9	0	0	0	0	0	0	1	2	1	1	0	0	0
05:00	26	55	47	9	0	0	0	1	2	4	4	5	5	3	1	0	0
06:00	93	54	46	8	0	0	0	2	8	15	22	24	16	5	1	0	0
07:00	284	49	42	7	1	1	3	13	39	69	77	60	16	4	0	1	0
08:00	389	48	41	7	0	1	6	19	68	97	109	67	20	2	0	0	0
09:00	320	49	41	7	1	1	3	15	48	78	90	63	19	3	0	0	0
10:00	322	49	42	6	1	0	2	10	45	86	93	67	17	2	0	0	0
11:00	373	49	42	7	1	1	2	14	47	92	118	78	17	2	0	0	0
12:00	390	49	42	7	1	1	5	18	50	94	111	82	25	3	0	0	0
13:00	377	49	42	7	1	1	3	11	44	84	117	89	25	2	0	0	0
14:00	411	49	42	7	0	0	3	18	55	98	126	85	23	2	0	0	0
15:00	512	47	41	6	1	0	2	22	86	147	154	79	18	3	0	0	0
16:00	566	46	40	6	0	0	4	38	123	163	151	72	13	2	0	0	0
17:00	491	48	41	6	0	0	3	26	91	125	140	84	19	1	0	0	0
18:00	331	50	43	7	0	1	2	11	39	72	99	78	25	3	0	0	0
19:00	185	52	45	7	0	0	0	3	13	28	48	60	27	5	1	0	0
20:00	117	53	46	7	0	0	0	1	7	17	30	36	19	6	0	0	0
21:00	76	54	47	7	0	0	0	1	3	12	17	23	13	4	1	0	0
22:00	52	54	47	7	0	0	0	1	2	7	12	15	10	4	1	0	0
23:00	34	57	49	8	0	0	0	0	0	4	7	10	6	4	2	0	0
Total																	
12H(7-19)	4767	49	41	7	7	7	38	216	733	1205	1385	903	237	30	3	1	0
16H(6-22)	5237	49	42	7	7	7	39	223	764	1276	1502	1046	312	51	7	2	1
18H(6-24)	5323	49	42	7	7	7	39	224	766	1287	1521	1071	328	58	11	2	1
24H(0-24)	5387	49	42	7	7	7	39	226	769	1295	1533	1090	340	64	13	3	1
AM Peak	08:00	05:00	04:00	05:00	11:00	09:00	08:00	08:00	08:00	08:00	11:00	11:00	08:00	06:00	06:00	07:00	11:00
	389	55	48	9	1	1	6	19	68	97	118	78	20	5	1	1	0
PM Peak	16:00	23:00	23:00	23:00	13:00	12:00	12:00	16:00	16:00	16:00	15:00	13:00	19:00	20:00	23:00	14:00	19:00
	566	57	49	8	1	1	5	38	123	163	154	89	27	6	2	0	0

Local Events Included & Include All Globals

Printed at: 11:07 on 18 January 2022

A272 Station Road,North Chailey,EofLower StationRd

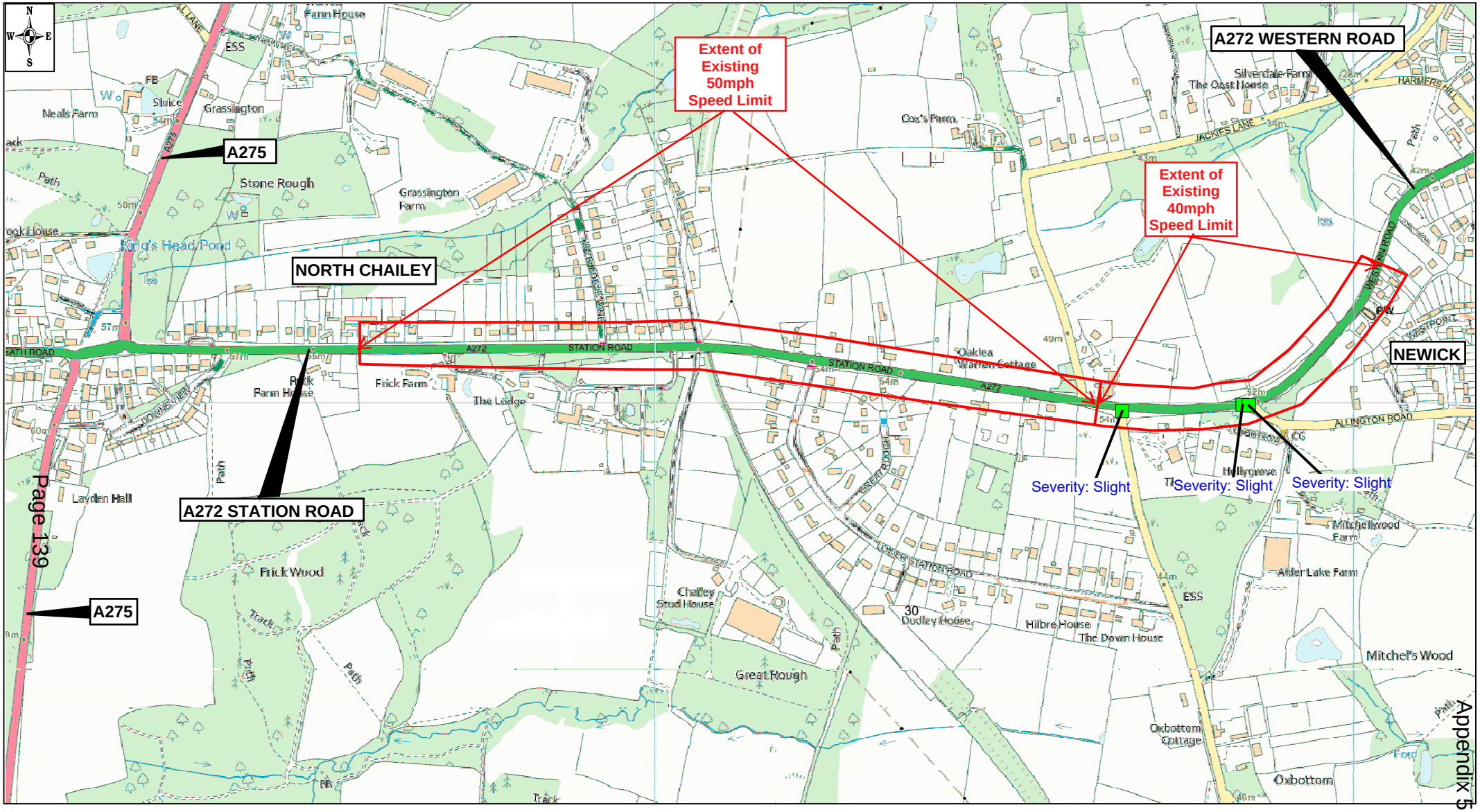
Site Number: 00005954 | From 10/01/2022 To 19/01/2022 | Site Reference: 00005954

Speed Summary (All Days) Report | No Filters Applied | All Channels

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	29	52	46	7	0	0	0	0	2	4	8	8	5	1	0	0	0
01:00	12	50	43	8	0	0	0	0	2	2	2	4	1	0	0	0	0
02:00	11	50	47	7	0	0	0	0	0	2	3	4	1	0	1	0	0
03:00	12	51	45	7	0	0	0	0	1	2	3	3	2	1	0	0	0
04:00	19	53	45	8	0	0	0	0	2	3	6	4	2	2	0	0	0
05:00	81	53	45	7	0	0	0	2	5	18	19	19	12	5	1	0	0
06:00	281	50	43	6	0	0	1	2	25	89	87	47	22	6	2	0	0
07:00	789	45	39	6	1	1	7	47	201	273	161	73	19	4	0	1	0
08:00	923	45	39	6	1	2	15	59	245	311	186	81	22	2	0	0	0
09:00	746	46	39	6	2	2	7	41	170	257	165	77	21	3	0	0	0
10:00	726	46	39	6	1	2	7	28	174	252	165	76	19	2	0	0	0
11:00	773	46	40	6	2	1	4	33	166	262	194	88	19	3	0	0	0
12:00	765	46	40	6	1	1	8	33	156	259	184	93	28	3	0	0	0
13:00	729	47	40	6	1	1	5	25	128	241	198	100	27	2	0	0	0
14:00	786	46	40	6	1	0	7	38	154	267	195	96	24	3	0	0	0
15:00	922	45	39	6	1	0	4	51	223	311	219	88	20	4	1	0	0
16:00	1007	45	39	6	0	1	7	67	255	348	232	82	14	2	0	0	0
17:00	903	46	39	6	0	1	9	51	204	299	220	97	21	2	0	0	0
18:00	602	48	41	6	0	1	3	19	92	198	167	91	28	4	0	0	0
19:00	354	50	43	7	0	0	1	8	41	96	98	73	31	5	1	0	0
20:00	225	51	44	7	0	0	1	2	19	53	67	50	24	7	1	0	0
21:00	139	51	44	7	0	0	0	3	9	32	43	30	15	4	1	0	0
22:00	109	52	45	7	0	0	0	1	6	24	34	26	13	4	1	0	0
23:00	57	55	47	8	0	0	0	0	2	11	16	12	8	4	3	0	0
Total 12H(7-19)	9672	46	39	6	12	12	82	493	2169	3277	2285	1042	260	34	4	2	1
16H(6-22)	10671	46	40	6	12	12	84	508	2264	3546	2580	1242	352	57	9	2	1
18H(6-24)	10837	46	40	6	12	12	85	509	2272	3581	2630	1280	373	65	13	3	1
24H(0-24)	11001	47	40	6	12	12	85	512	2284	3613	2670	1322	395	73	16	3	1
AM Peak	08:00	05:00	02:00	01:00	09:00	09:00	08:00	08:00	08:00	08:00	11:00	11:00	06:00	06:00	06:00	07:00	10:00
	923	53	47	8	2	2	15	59	245	311	194	88	22	6	2	1	0
PM Peak	16:00	23:00	23:00	23:00	12:00	13:00	17:00	16:00	16:00	16:00	16:00	13:00	19:00	20:00	23:00	14:00	19:00
	1007	55	47	8	1	1	9	67	255	348	232	100	31	7	3	0	0

Local Events Included & Include All Globals

Printed at: 11:07 on 18 January 2022



East Sussex County Council

A272 Station Road - North Chailey

Personal Injury Crashes (01/01/2019 to 31/12/2021)

AccsMap version 6.1

KEY

Slight Personal Injury Crash

SCALE	1 : 7500
DATE	24/01/2022
DRAWING NO.	APPENDIX 5
DRAWN BY	MJH
ORIGINAL SIZE	A4

This page is intentionally left blank

Report to:	**Lead Member for Transport & Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Petition – Request to upgrade pedestrian crossing facilities in Old Town, Eastbourne**
Purpose:	**To consider and respond to the petition presented by Councillor Ungar at Full Council on 7 December 2021 requesting the Church Street zebra crossing be upgraded to a signalised crossing and the introduction of pedestrian crossing phases at the Summerdown Road/A259 Church Street/Victoria Drive/A259 East Dean Road signalised crossroads in the Old Town area of Eastbourne**

RECOMMENDATIONS:

The Lead Member is recommended to advise the petitioners that:

(1) The implementation of an upgrade of the existing zebra crossing in Church Street, Eastbourne, to a signalised crossing, is not presently a priority for funding through the County Council's 2022/23 capital programme for local transport improvements; and

(2) The introduction of pedestrian crossing phases at the Summerdown Road/A259 Church Street/Victoria Drive/East Dean Road signalised crossroads in the Old Town area of Eastbourne is not presently a priority for funding through the County Council's capital programme for local transport improvements

1 Background Information

1.1. At the County Council meeting on 7 December 2021, a petition was presented by Councillor Ungar in relation to pedestrian crossings in Eastbourne Old Town. The petition, with 169 signatories, requested:

> "*We want the Zebra Crossing on Church Street, Eastbourne to be upgraded to a Pelican Crossing. We also want a pedestrian phase installed on the traffic lights at the junction with Summerdown Road, Church Street, Victoria Drive and East Dean Road, Eastbourne. The County Council has acknowledged that both these crossings meet the criteria to be upgraded but has not agreed to fund these upgrades. Both these crossings are used by children on their way to and from school and the roads are very busy.*"

1.2. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting Information

2.1 The County Council has previously received requests for the upgrade of the Church Road zebra crossing to a signalised crossing and the introduction of pedestrianised phases at the Summerdown Road/ A259 Church Street/Victoria Drive/A259 East Dean Road signalised crossroads, most recently in March 2021. A location plan is at Appendix 1.

2.2 A petition was also considered by the Lead Member for Transport and Environment in May 2019 requesting improvements at the signalised crossroads for vulnerable road users such as pedestrians and cyclists. The Lead Member resolved to advise the petitioners that the request had

been assessed through our high level sift and detailed assessment processes but was not a high enough priority at the time for inclusion in the 2019/20 capital programme of local transport improvements.

Scheme Assessment process

2.3 The County Council has a limited amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. To help us prioritise the numerous requests received for improvements, we developed a two-stage process to determine which schemes should be considered for funding through our capital Programme for Transport Improvements.

2.4 The first stage is a high level sift which assesses the level to which the scheme would contribute towards delivering the County's Local Transport Plan (LTP) objectives – improve economic competitiveness and growth; improve safety, health and security; tackle climate change; improve accessibility and enhance social inclusion and improve quality of life.

2.5 Subject to meeting high level sift benchmark score, schemes are then progressed to a second, detailed appraisal stage. This detailed appraisal assesses at a more granular level the extent to which the scheme would fulfil the LTP objectives, its relative value for money, and the potential risks associated with its delivery. In addition, an assessment is made as to the level of benefit and impact the scheme would have upon the local community, whether the proposals feature within a known area for regeneration, and also whether any sources of external funding are available, such as development contributions.

2.6 The outcomes of the detailed appraisal create a prioritised list of schemes for potential inclusion in the capital programme of local transport improvements. The number of new schemes entering the programme on an annual basis will be dependent on several factors including the number of ongoing scheme commitments within the current programme, the funding associated with these that must be taken forward, time limited funding associated with particular improvements as well as the need to ensure that the scheme programme has a mix of schemes of different sizes and types to ensure that the overall programme is deliverable.

Church Street zebra crossing

2.7 Following the request received in March 2021, the conversion of the Church Street zebra crossing to a puffin crossing met the high level sift benchmark score and progressed to a detailed appraisal. Following the detailed appraisal, the scheme was ranked 22 out of 71 prioritised requests conducted in March 2021. As a result, the scheme was not put forward for possible inclusion into the capital programme for local transport improvements for 2021/22.

2.8 In February 2022, the detailed appraisal for the scheme request – as with all other prioritised schemes - has been reassessed. As a result of several new detailed appraisals having recently been added to the list, the scheme now ranks 24 out of the 79 detailed appraisals conducted. Therefore, the scheme was not included in the capital programme for local transport improvements in 2022/23.

Summerdown Road/A259 Church Street/Victoria Drive/A259 East Dean Road

2.9 Similarly, the request received in March 2021 for the introduction of a pedestrian phase to the traffic lights at the junction of Summerdown Road, Church Street, Victoria Drive and East Dean Road met the high level sift benchmark score and progressed to a detailed appraisal. Following this process, the scheme was ranked 37 out of 71 detailed appraisals assessed in March 2021 and it subsequently was not put forward for possible inclusion into the capital programme for local transport improvements in 2021/22. Because of its ranking relative to other schemes, it has not been considered for inclusion in the 2022/23 capital programme of local transport improvements.

A259 Corridor Study

2.10 The County Council commissioned a study last year relating to the A259 South Coast Corridor between Brighton and Eastbourne which forms part of the Department for Transport's

(DfT) designated Major Road Network (MRN). This multi-modal study is seeking to identify strategic corridor and specific localised interventions for pedestrians, cyclists and public transport users, as well as localised road and junction capacity improvements, along and around the hinterland of the A259 corridor.

2.11 To date, two sets of workshops have been undertaken with stakeholders who have identified various priorities along the A259, including in the area between East Dean Road and the junction with Upperton Road, to be considered for inclusion as part of the package of interventions taken forward on the corridor. The long list of potential interventions are currently being assessed and short listed for inclusion in the proposed package. This assessment is based on background evidence regarding the current and future problems on the corridor, the appraisal against the DfT MRN as well the local study objectives, and stakeholder feedback.

2.12 The outcomes of the study, alongside Transport for the South East's Outer Orbital Study which has considered strategic interventions for the wider A259 corridor, will support the development of a Strategic Outline Business Case (SOBC) to start making the case for funding for the A259. Subject to Government approval of the SOBC, which is programmed for submission to DfT later this year, the business case will then need to be taken through the outline and final business case stages over the next 3 to 4 years before any MRN funding from Government would be available.

3 Conclusion and Reasons for Recommendations

3.1 The requests for pedestrian improvements at the Church Street zebra crossing and the Summerdown Road/A259 Church Street/Victoria Drive/A259 East Dean Road signalised crossroads in Eastbourne Old Town have been assessed using the County Council's scheme prioritisation process for local transport improvements. Whilst both have been identified as schemes for potential inclusion in the capital programme for local transport improvements through the assessment process, their ranking relative to other schemes within the prioritised list means they have not been considered for inclusion in the 2022/23 programme. Both requests will continue to be retained on record for possible inclusion in a future year's programme.

3.2 Therefore, it is recommended that the Lead Member for Transport and Environment advises the petitioners that the two scheme requests for pedestrian improvements in Eastbourne Old Town are not presently high priorities for the allocation of County Council funding in the 2022/23 capital programme for local transport improvements.

RUPERT CLUBB
Director of Communities, Economy and Transport

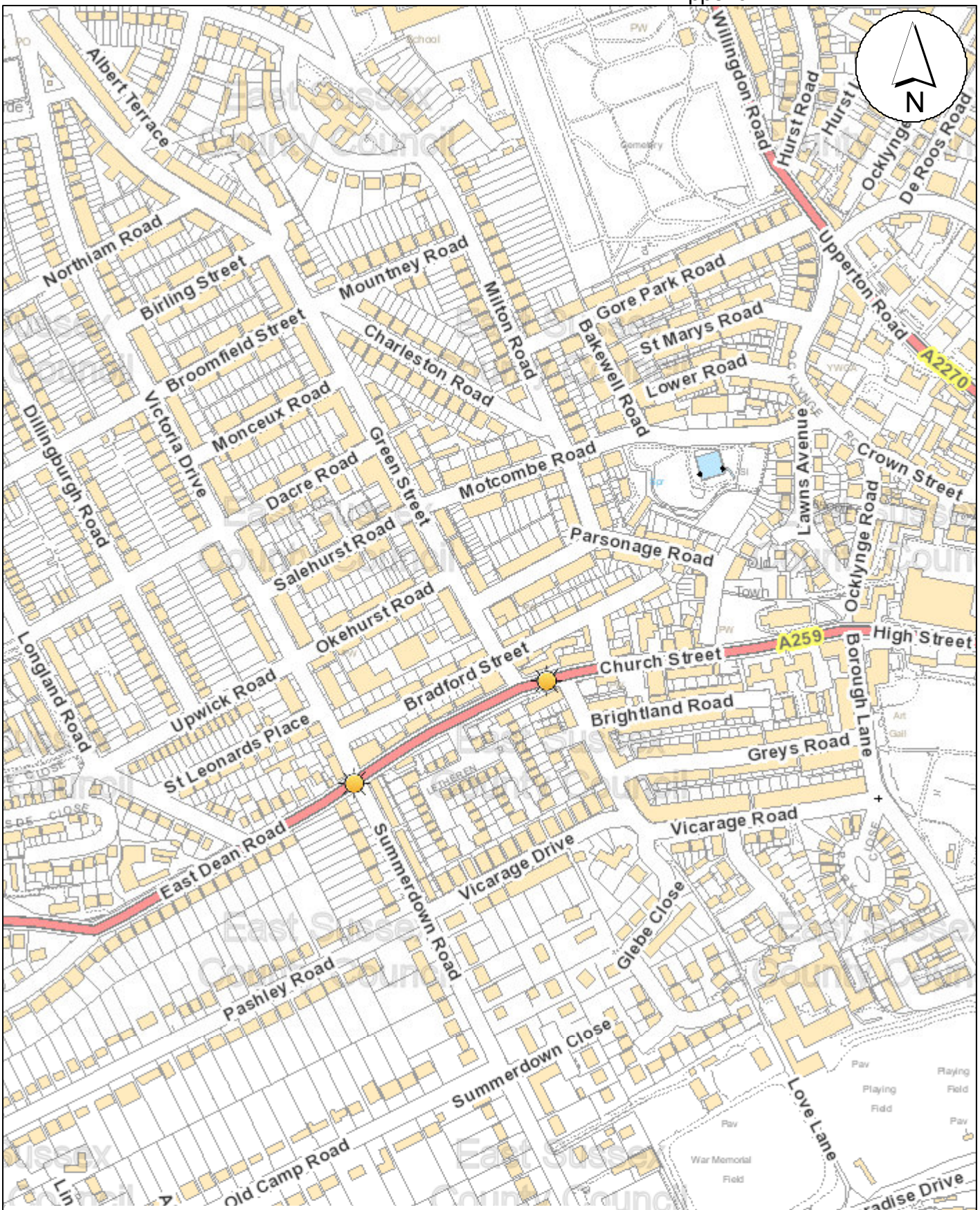
Contact Officer: Jon Wheeler
Tel. No. 01273 482212
Email: jon.wheeler@eastsussex.gov.uk

LOCAL MEMBERS
Councillor Ungar

BACKGROUND DOCUMENTS

None

This page is intentionally left blank



LMTE report on Eastbourne crossings petition	Scale: 1:5,000
Appendix 1: Location plan	Date: 14/03/2022

This page is intentionally left blank

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**East Sussex County Council Major Road Network A22 Outline Business Case Submission**
Purpose:	**To advise Lead Member for Transport and Environment of the proposed Major Road Network (MRN) package of improvements for the A22 corridor in Hailsham and Stone Cross, the outcomes of the recent consultation on the proposals and the intention to submit an Outline Business Case to the Department for Transport for MRN funding.**

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Note the proposals for the A22 corridor in Hailsham and Stone Cross to support the delivery of housing and employment growth in the Eastbourne/South Wealden area;
(2) Note the outcome of the stakeholder and public consultation held in summer 2021 on the proposals which will help shape the next design phase for these schemes;
(3) Approve the progression of the A22 corridor proposals to detailed design; and
(4) Approve the submission of an outline business case seeking £29.2m of Major Road Network funding to Government at the end of March 2022, and delegate authority to the Director of Communities, Economy and Transport, in consultation with the Chief Finance Officer, to agree the final content of the Outline Business Case.

1 Background Information

1.1 In 2018 the Government published the outcome of its consultation on the creation of a Major Road Network (MRN) within its Transport Investment Strategy. The MRN sits between the Strategic Road Network (SRN), which is the responsibility of National Highways (formally Highways England), and the local road network, which is the responsibility of local authorities, and comprises the busiest and most economically important local authority A roads.

1.2 The creation of the MRN intended to provide more long-term certainty of funding, with a portion of the National Roads Fund being dedicated to the MRN. For East Sussex this means that several roads have been included as part of the MRN, including the A22 Eastbourne to Forest Row (including Golden Jubilee Way) and the A2290 Lottbridge Drove. A plan showing the extent of the MRN alongside the strategic road network is at Appendix 1.

1.3 In 2019, Transport for the South East (TfSE) were asked by the Department for Transport (DfT) to identify their highest priority early entry (Phase 1) MRN schemes for potential funding. Following an assessment process, TfSE identified two potential MRN schemes in East Sussex within the 10 priority schemes across their geography – the A259 corridor between Brighton and Eastbourne and the southern section of the A22 corridor around Hailsham and Stone Cross. Local authorities with prioritised projects were asked to develop five cases in the business cases for submission to Government in accordance with the DfT's business case guidance. The type of business case (strategic, outline or full) initially developed was dependent on where each scheme was in their development cycle.

2 Supporting Information

<u>A22 Hailsham and Stone Cross junction improvement package</u>

2.1 A package of transport improvements including several junctions on the A22 around Hailsham and Stone Cross, were identified in the Wealden Local Transport Plan Study (2018) as necessary infrastructure required to support the current and planned housing and employment

growth in the now withdrawn 2020 Wealden Local Plan. Whilst the Plan was withdrawn, a number of the identified development sites in the south Wealden area have continued to come forward as planning applications, and the majority of which have subsequently been approved.

2.2 These junctions, and the proposed improvements at each, comprise:

- Boship roundabout; Hailsham – enlargement of the existing roundabout and introduction of traffic signals including pedestrian/cycle crossing facilities
- Hempstead Lane Hailsham – replace the existing left in, left out junction into Hempstead Lane East from the A22 with an all move roundabout, as well as a pedestrian/cycle crossing to the south of the junction
- A295 South Road roundabout, Hailsham – introduction of a slip lane from the A295 South Road onto the A22 southbound carriageway as well as a pedestrian/cycle crossing to the north of the junction
- the A27/A22 roundabout, Stone Cross – increased capacity on the approaches to the roundabout
- A22 Golden Jubilee Way/Dittons Road roundabout, Stone Cross – replace the existing roundabout with a traffic signal controlled crossroads including pedestrian and cycle crossing facilities

2.3 The Council's Capital Strategy identifies these improvements as part of the package of basic need transport infrastructure requirements that are necessary to support the delivery of growth allocated in Local Plans across the county. The Strategy also expects that these basic need transport infrastructure requirements would be principally funded by Development Contributions including the Community Infrastructure Levy (CIL) and external funding sources. Therefore, alternative funding sources are being sought via the MRN fund to deliver these schemes which will contribute to the County Council's priorities of driving sustainable economic growth and maximising resources.

Outline Business Case Development

2.4 To help secure the necessary funding, the County Council has been developing and refining an Outline Business Case (OBC) for the A22 Hailsham and Stone Cross junction improvement package for submission to Government. The OBC sets out the strategic need for the proposed improvements; the economic benefits that they generate; the financial requirements to develop and deliver the scheme; how the project will be managed and the governance structure, and commercially how the final package of improvements will be procured and delivered by a contractor.

2.5 The current estimated cost of the package of improvements is £34.4m (2018 prices which include a proportion for risk/contingency (20%) as well as optimism bias (15%) relating to where the project is in its delivery cycle). £29.2m is being sought from the Government's MRN funding with a 15% contribution of £5.2m coming locally from development contributions and Community Infrastructure Levy (CIL) secured by Wealden District Council.

Public Consultation and Outcomes

2.6 As part of the outline business case submitted to Government, the outcomes of stakeholder and public consultation is required to demonstrate acceptability for the proposals.

2.7 A public consultation was undertaken on the A22 Hailsham and Stone Cross junction improvement proposals between 12 July and 3 September 2021. In addition, consultation also took place upon some additional preliminary proposals along the southern section of the A22 and the A2290 (Lottbridge Drove) in Eastbourne to help shape the development of these schemes as part of a future and separate business case. A copy of the consultation proposals are available on the East Sussex consultation hub at A22 and A2290 Improvements - East Sussex - Citizen Space. A copy of the consultation brochure is attached at Appendix 2.

2.8 Engagement was also carried out prior to the consultation with key stakeholders including local County, District, Borough, Town, and Parish Councillors. A complementary survey was also

undertaken with the businesses along the corridor to capture their views on the proposals.

2.9 A total of 706 survey responses were received, the majority of which were from the Hailsham, Polegate and Eastbourne areas. For each of the five junctions, at least 45% to 50% of respondents were in favour of the proposed improvements, with the A22/A295 Eagles roundabout receiving the highest amount of support with 67% of respondents in agreement. There were some concerns raised through the consultation about the impacts of the proposed improvements in relation to increasing congestion especially where traffic lights are being introduced at junctions; the general transport impact of additional housing in the area, and the wider traffic impacts that the construction of these improvements would bring. An executive summary of the consultation outcomes is at Appendix 3.

2.10 However, from the work undertaken to support the now withdrawn Wealden Local Plan, these improvements are necessary to support the housing and employment growth plans in the Eastbourne and South Wealden area and if these improvements were not implemented in a 'do nothing' scenario, the road network would experience further congestion in the future; with increased queuing at these junctions, increased journey times and a general degradation in the efficiency of the highway network in the Eastbourne/South Wealden area.

Integrated sustainable transport measures

2.11 More detailed analysis of the consultation outcomes has highlighted a greater desire by respondents towards increasing the sustainable transport measures for pedestrians, cyclists and public transport users already included in the proposed package of improvements to the junctions along the A22. Therefore, building on the evidence and proposals within the East Sussex Bus Service Improvement Plan (BSIP) and Local Cycling and Walking Infrastructure Plan (LCWIP), a further package of sustainable transport measures has been identified and developed for the south Wealden area which addresses the comments raised in the consultation. These include:

- Cuckoo Trail access improvements in Hailsham
- LCWIP cycling scheme - Polegate High Street
- LCWIP cycling scheme - Dittons Road, Stone Cross
- LCWIP Hailsham Core Walking Zone
- LCWIP cycling scheme Hempstead Lane
- Hempstead Lane Traffic Management Improvements
- Digital bus priority – Boship Roundabout

2.12 The delivery of this package of sustainable transport improvements will be subject to local public consultation and securing funding. Together the package of junction improvements and sustainable transport measures, will improve strategic and local connectivity of communities in the south Wealden area to facilitate economic and housing growth by creating better travel opportunities that interlink with one another, encourage walking and cycling for local journeys, benefit buses travelling through the junctions and in doing so help to reduce carbon emissions, local air pollution and noise generated by traffic.

2.13 In light of the consultation outcomes on both the junction improvements and the need to progress a package on integrated sustainable transport measures as part of the overall package for the A22 corridor, it is recommended that both these elements are taken to detailed design stage.

Submission of Outline Business Case and Programme Delivery

2.14 Work on the updated OBC is nearing completion. Officers have been regularly engaging with and seeking feedback from DfT officials on particular sections and documents related to the business case ahead of formal submission, currently programmed for the end of March 2022.

2.15 A programme setting out the next phases for the project through to construction is at Appendix 4. Subject to the outline and then final business case being approved by the Department for Transport, it is anticipated that construction of the A22 Hailsham/Stone Cross package could start at the earliest, in summer 2023, with completion programmed for summer 2025 at the earliest.

3 Conclusion and Reasons for Recommendations

3.1 As part of the Major Road Network (MRN), the A22 corridor performs a key function in supporting the economic connectivity of our county. With the existing and planned growth in the south Wealden and Eastbourne area at the southern end of the corridor, there is an identified need to ensure that the A22 continues to provide its existing functionality by supporting the additional housing coming forward in the area through the respective Local Plans for Eastbourne and Wealden as well as enabling access to existing and new jobs as well as leisure and shopping.

3.2 A package of improvements has been identified for five junctions on the A22 corridor in Hailsham and Stone Cross as necessary to support the planned and future growth in the south Wealden area. The proposed junction improvements were subject to a stakeholder and public consultation in summer 2021. Whilst there was a level of support for the proposals, there were some concerns raised in relation to the potential level of congestion at these junctions in the future, especially by introducing traffic signals at some to manage the traffic, and the impacts of construction. However, without these improvements traffic in the area would increasingly experience longer journey times, increased queuing and there would be a reduction in the network's efficiency to accommodate the planned housing and employment development. The detailed comments made at the consultation will help to shape the development of the schemes and it is recommended that the A22 corridor schemes are taken to detailed design.

3.3 The consultation analysis also highlighted the need to develop a further package of sustainable transport measures for the area over and above the walking, cycling and public transport improvements already included in the proposals. The further package of sustainable transport improvements are currently being developed in more detail and will be subject to local public consultation.

3.4 These junction improvements are part of the package of basic need transport infrastructure requirements identified in our Capital Strategy as necessary to support the delivery of growth allocated in Local Plans across the county, which would principally need to be funded by Development Contributions, including the Community Infrastructure Levy (CIL), and external funding sources.

3.5 As one of Transport for the South East's 10 MRN priority schemes across their geography, £29.2m of MRN funding is being sought from Government for the A22 Corridor junction improvements through the development of an Outline Business Case, with a further 15% local contribution of £5.2m coming from development contributions. It is recommended that the Outline Business Case seeking MRN funding is submitted to Government at the end of March 2022 and that authority is delegated to the Director of Communities, Economy and Transport, in consultation with the Chief Finance Officer, to agree the final content of the business case.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Jon Wheeler / Rebecca Newby
Tel. No. 01273 482212 / 01273 336434
Email: jon.wheeler@eastsussex.gov.uk / rebecca.newby@eastsussex.gov.uk

LOCAL MEMBERS

Councillors Nick Bennett, Gerard Fox, Tom Liddiard, Steve Murphy, Daniel Shing, Stephen Shing

BACKGROUND DOCUMENTS

None

Summary of Proposed Junction Improvements

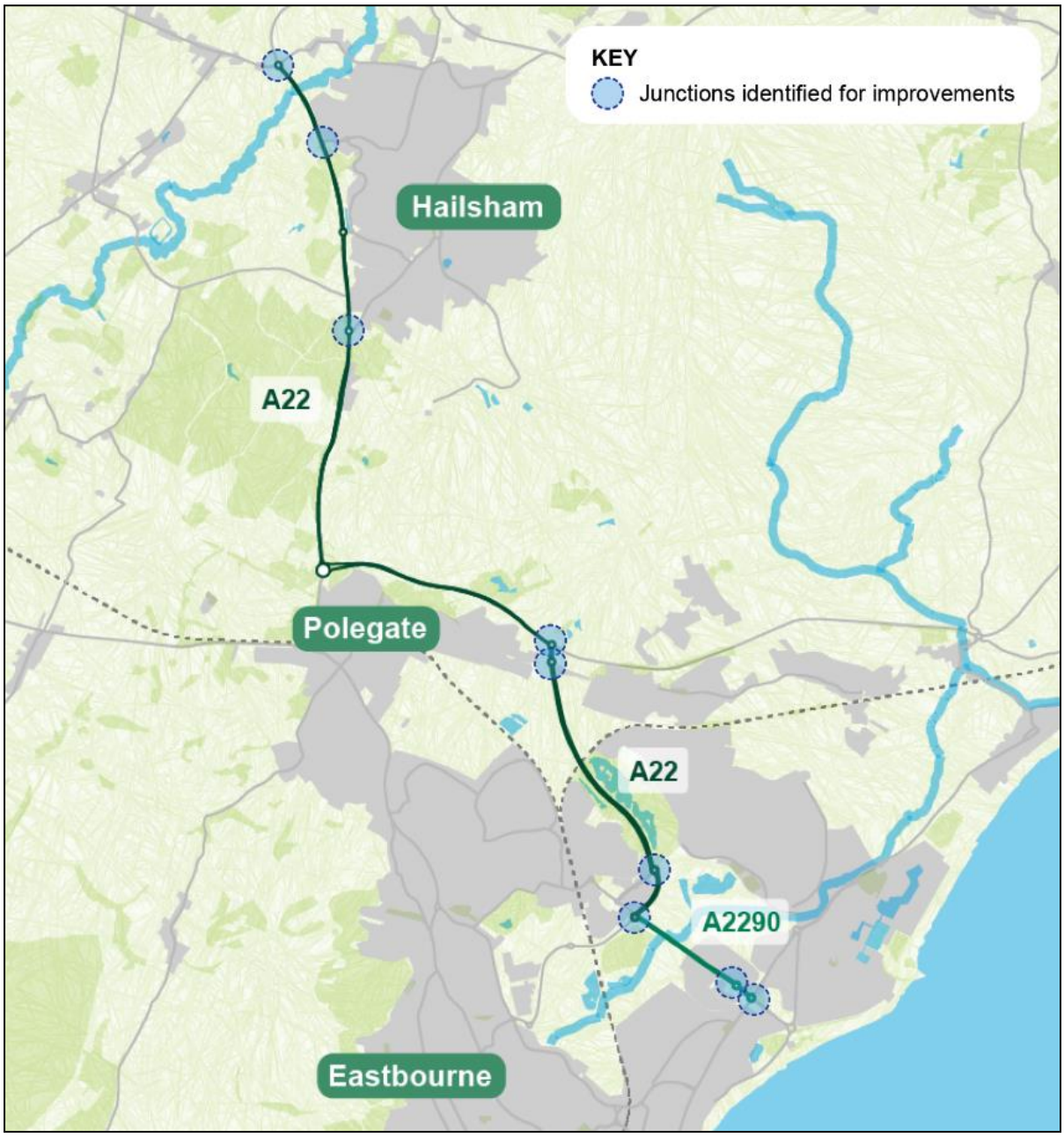


Figure: A22/A2290 Corridor and Junctions for Improvement

A22 (Hailsham and Stone Cross)

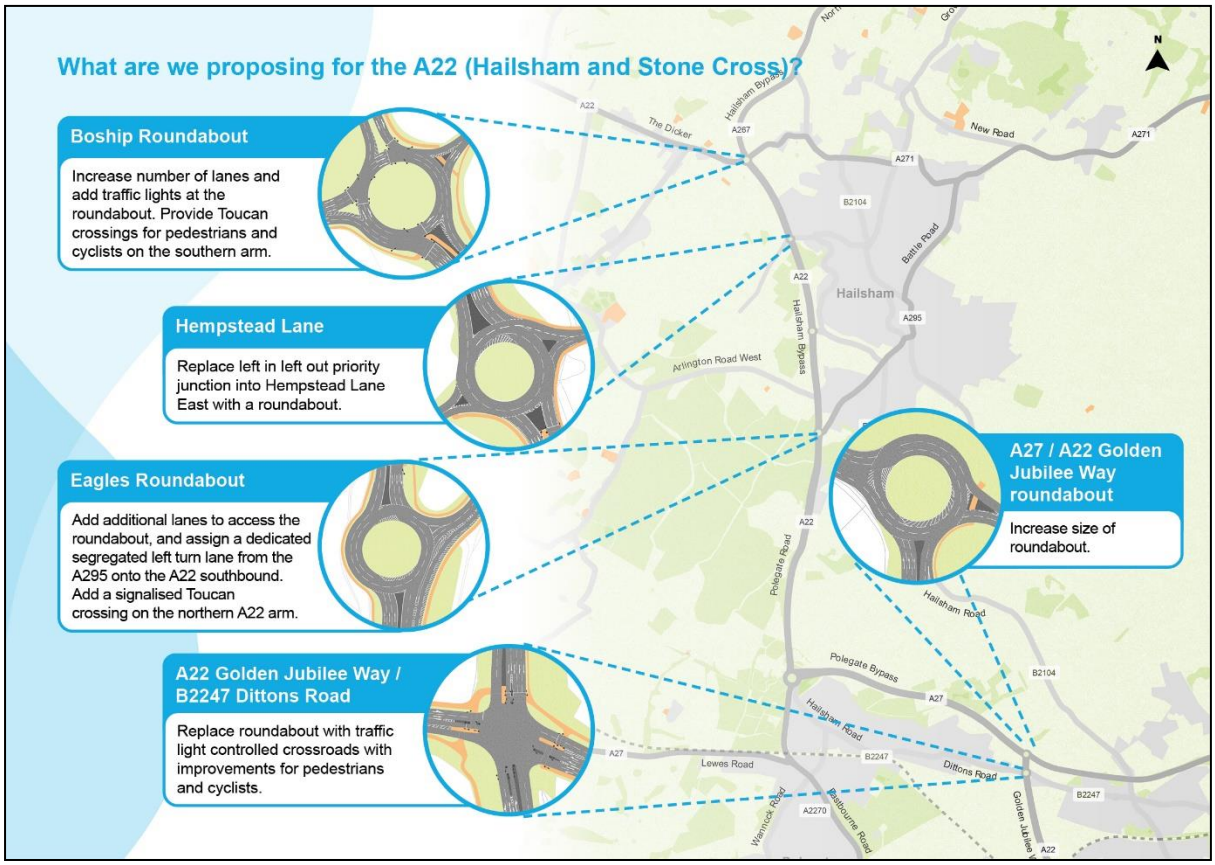


Figure: A22 Hailsham and Stone Cross Junction Proposals

Boship Roundabout

The proposals are to widen and add traffic lights to the A22 south, A22 west and A267 northern approaches and to widen the circulatory on an enlarged roundabout. This will reduce congestion, improve journey times and help buses to move through the junction. A Toucan crossing is proposed on the southern arm to provide a safe crossing for pedestrians and cyclists. Traffic lights will be provided on the western arm to enable safe access and exit from the Boship Hotel. All works would take place within the existing highway boundary.

Hempstead Lane Junction

The proposals are to replace the current priority left in left out junction with a roundabout. This allows movements from all approaches to travel in every direction, which is not possible with the existing layout. A signalised Toucan crossing is proposed on the southern arm of the junction. The speed limit would need to be reduced to 40mph.

Eagles Roundabout

The proposals are to add flared entry lanes to the north and south A22 approaches and to add a segregated left turn between the A295 and the A22 south, allowing left turning traffic to bypass the roundabout. This reduces congestion, benefits north to south bus movements and access onto the A22, and improves safety. The existing local egress close to the roundabout entry on the A295 will need to be removed and replaced by a left in left out junction arrangement on the A22 southbound giving safe access to “The Cottage” and other businesses. A signalised Toucan crossing is proposed on the northern arm of the junction, this would require a change in the existing speed limit at the junction to 40mph. All works would take place within the existing highway boundary.

Golden Jubilee Way Roundabout

Proposals for the A22/A27 Golden Jubilee roundabout on the National Highways managed Strategic Road Network (SRN) are to increase the size of the roundabout to give additional circulatory lanes and additional lanes on the entry of the A27 north-western arm and the A22 southern arm.

Dittons Road Roundabout

Proposals for the A22/B2247 Dittons Road roundabout are to replace the existing circulatory with traffic light-controlled crossroads. Additional flare lanes will be added on all arms to provide 3 or 4 lanes on the approach at all arms and two exit lanes on the northern, southern and eastern arms. There will also be traffic light-controlled pedestrians and cyclists crossings on the western, northern and eastern arms to link into the cycle route along Dittons Road towards Polegate town centre and the Cuckoo Trail route which runs parallel to the A22 Golden Jubilee Way. These improvements will provide additional capacity, reducing congestion, improving journey times and road safety. All works on both junctions will take place within the existing highway boundary.

A22 South / A2290 (Eastbourne)

These proposals are at an earlier stage of development and will be delivered subsequent to the A22 proposals.

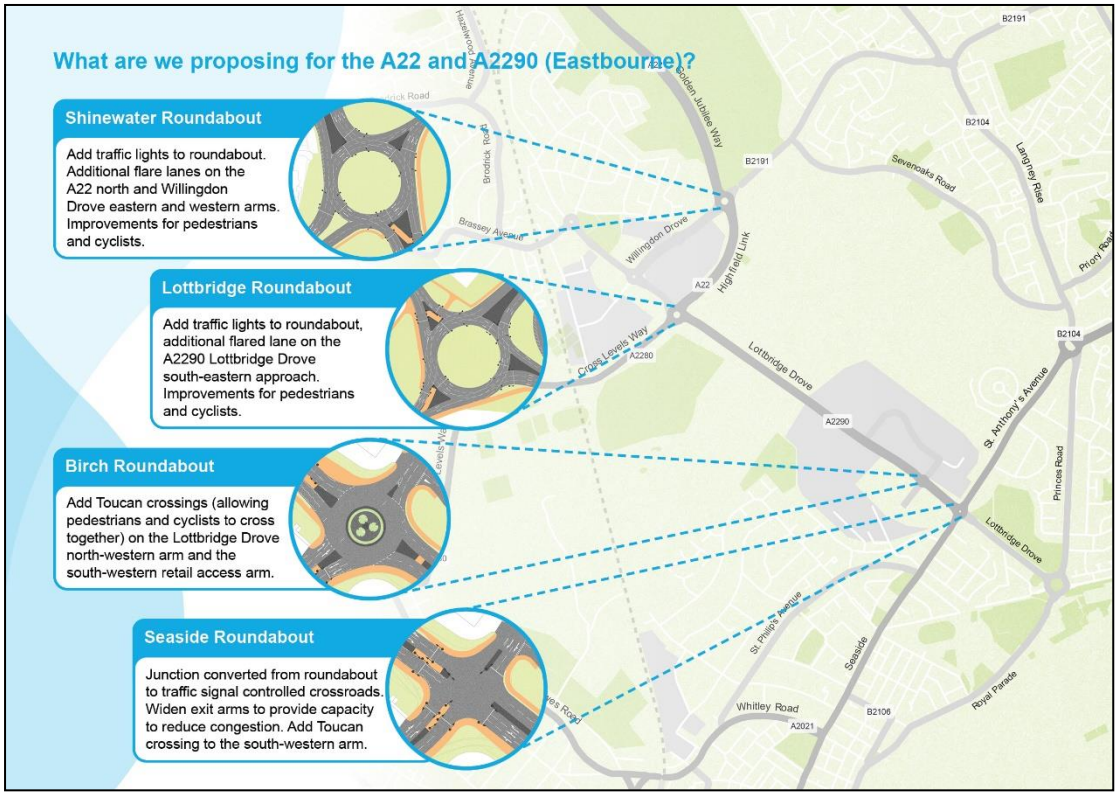


Figure: A22 and A2290 Eastbourne Junction Proposals

Shinewater Roundabout

The proposals are to add traffic lights to all arms of the junction and the circulatory of the roundabout. Additional flared approach lanes provided on the A22 north and Willingdon Drove eastern and western arms will provide more capacity, reducing delays and address existing road safety issues. The improved Toucan crossing on the Highfield Link (A22 South arm) aligns with desire lines across the A22, and the footpath on the south-eastern side of the junction and will be widened for shared use. Traffic lights also give potential for bus priority on the Willingdon Drove arms for bus services which run between the Shinewater/Langney area and the employment sites as well as the rail station in Hampden Park. The improvements would all take place within the existing highway boundary.

Lottbridge Roundabout (A2290 Lottbridge Drove/A2280 Cross Levels Way/A22 Highfield Link)

The proposals are to add traffic lights to all approaches and the circulatory of the roundabout. An additional flared lane on the A2290 Lottbridge Drove south-eastern approach; an extension of the existing flared section on the Lottbridge Drove north-western approach; and additional flare lane capacity on the circulatory sections next to the A2280 Cross Levels Way and Lottbridge Drove north-western arms will give additional capacity. This will reduce delays, address safety issues related to visibility on the Cross Levels Way approach. Improvements for pedestrians and cyclists include an upgraded Toucan crossing, more in line with desire lines and a new crossing on the north-western Lottbridge Drove arm. Whilst no bus services currently run through the junction, traffic lights provide potential for bus priority if required in the future. All improvements would take place within the existing highway boundary.

Birch Roundabout

Improvements here are complimentary to improvements at Seaside roundabout situated south of Birch roundabout. The proposals will provide improved pedestrian and cycling crossing facilities through Toucan crossings on the Lottbridge Drove north-western arm and the southwestern retail access arm.

Seaside Roundabout

Proposals are to convert the existing four arm roundabout to a traffic light-controlled crossroads. The entry arms would be widened to three lanes on the Seaside north-eastern arm and to four lanes on the Lottbridge Drove south-eastern arm, including segregated left turning lanes on the Lottbridge Drove north-western arm and the Seaside south-western arm. The exit arms would also be widened. This creates additional capacity to reduce congestion. Traffic lights provide potential for bus priority in the future particularly for east-west bus journeys along the Seaside corridor. Toucan crossings will be provided on the Seaside south-western arm to link the existing cycle route which runs along both the northern and southern sections of Lottbridge Drove.

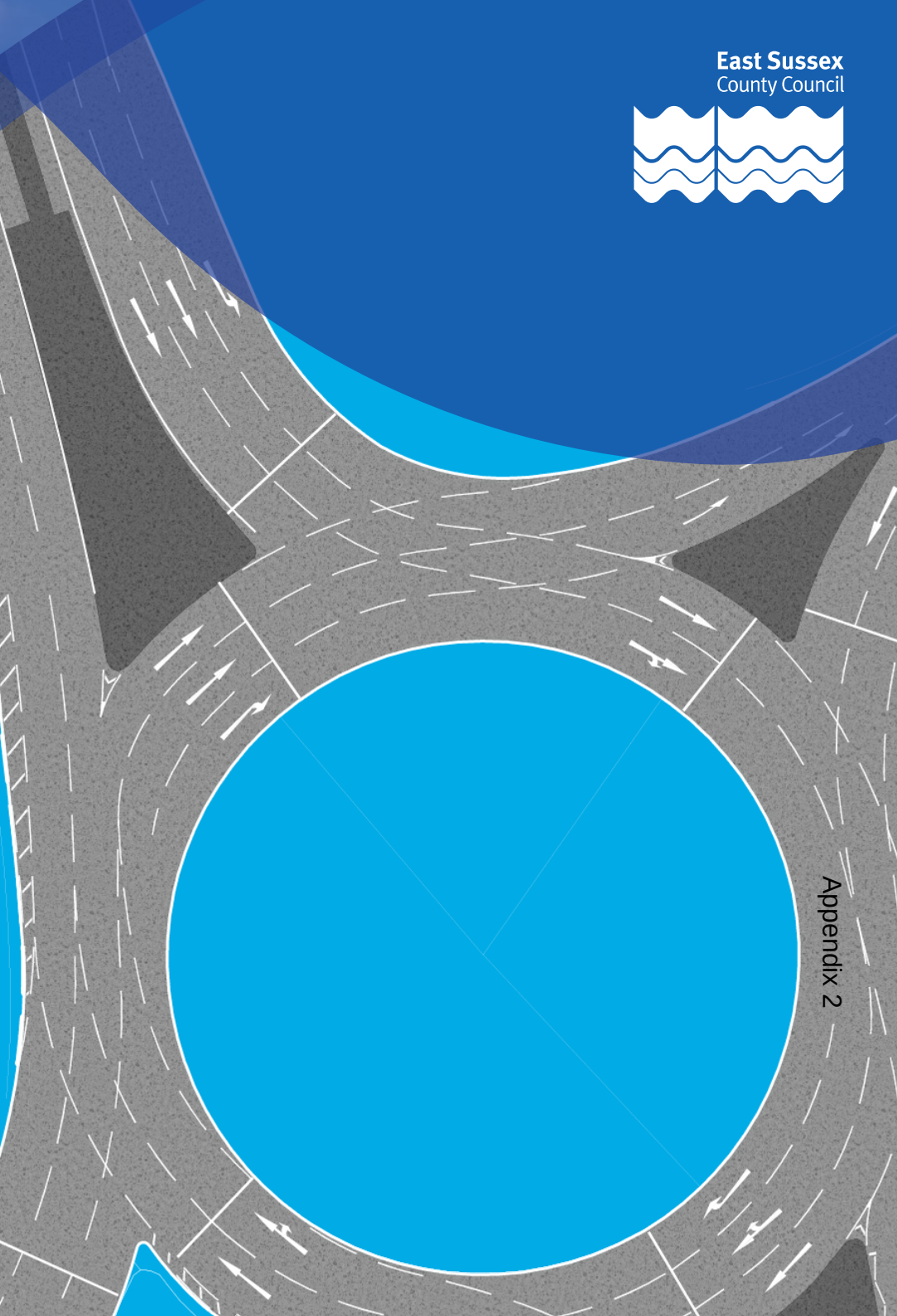
This page is intentionally left blank

East Sussex
County Council

A22 and A2290 Improvements Consultation

Engagement brochure and survey

East Sussex County Council



East Sussex
County Council

The A22 and A2290 - an important transport route

Introduction

East Sussex is an attractive and prosperous place to live, work and visit – the County Council is committed to supporting development in the area and the growth of the local economy.

A22 and A2290 – an important transport route

The southern section of the A22 provides an important route linking Hailsham, Polegate and Stone Cross in the south Wealden area to Eastbourne. The A2290 (Lottbridge Drove) in Eastbourne links the southern end of the A22 Golden Jubilee Way with the A259 at Seaside roundabout. The A22 and A2290 corridors provide access for local communities to healthcare, education, retail and leisure uses as well as providing access to the seafront area in Eastbourne. It is also important for supporting the delivery of potential new housing, growth in the local economy and access to jobs.

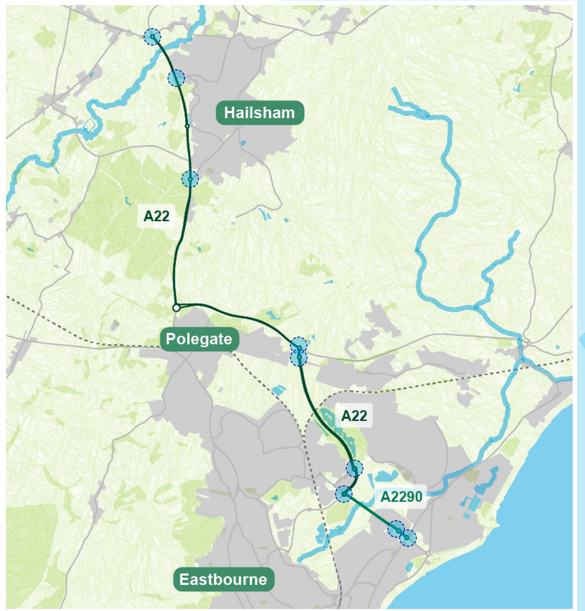
The challenge

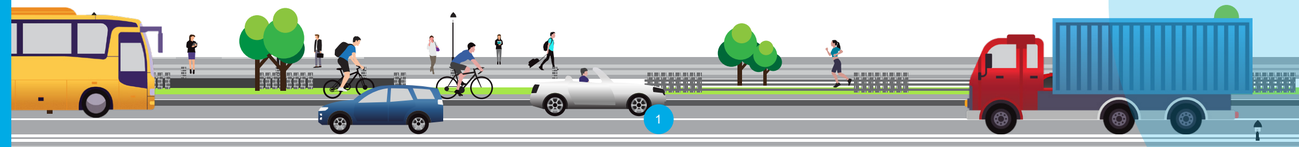
There is often heavy traffic on the A22 and A2290 at peak times. Development is planned in south Wealden and Eastbourne which will increase the amount of traffic in the area. Without improvements, this congestion will increase, which will undermine the local economy and reduce access to key locations.

We have developed possible junction improvements on the A22 Hailsham bypass and near Stone Cross that will reduce congestion, and provide more road space for private and public transport as well as for cyclists and pedestrians.

We are currently seeking Major Road Network funding from Central Government to enable the delivery of the package of improvements to the A22 junctions on Hailsham bypass and at Stone Cross. This will be supported with financial contributions already secured by Wealden District Council from housing developments in their area.

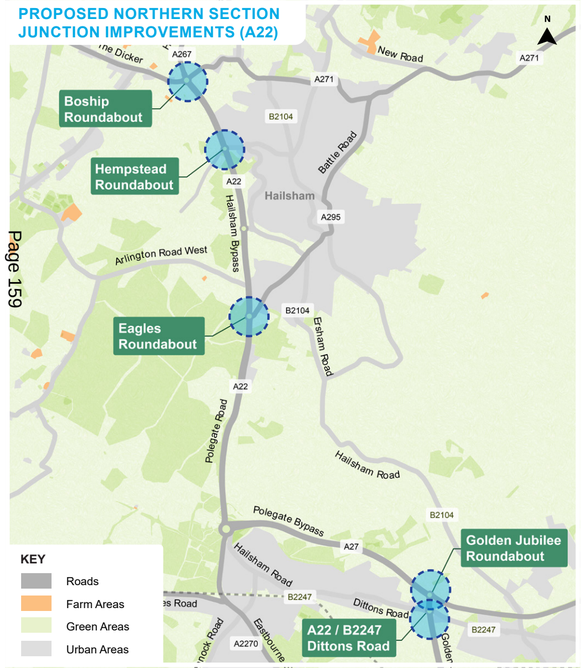
Your comments about the proposals for the Hailsham & Stone Cross section of the A22 will inform the business case for these improvements, and your comments on the proposals for the southern section of the A22 and A2290 will inform the further development of these schemes.

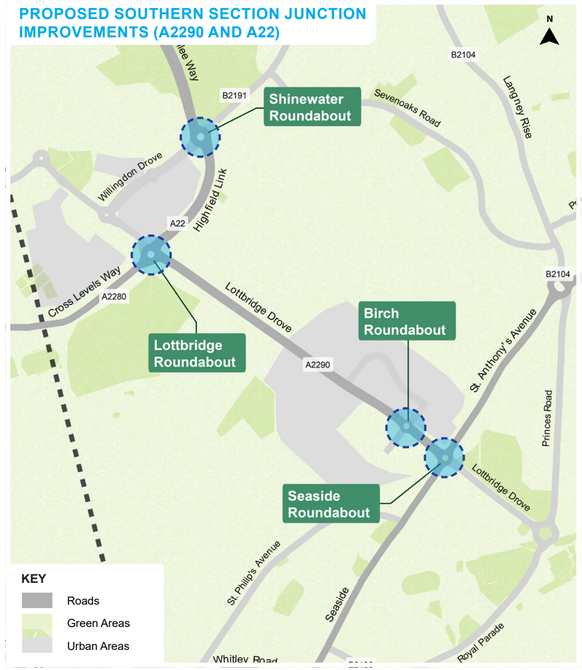




We are consulting on a proposed package of measures to obtain feedback from the public and stakeholder groups.

We are proposing improvements to a number of junctions on the A22 and A2290 as well as better facilities for pedestrians and cyclists.





East Sussex County Council

Why do we need to do this work?

Locally, the A22 and A2290 are important roads that experience high levels of traffic and congestion, particularly at peak times. In order for the area to continue to grow and prosper we need to upgrade this route.

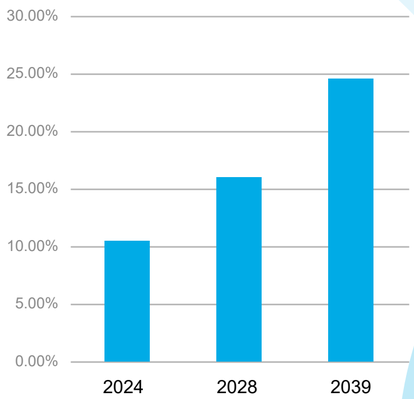
Traffic data has been analysed to understand the use of the route - the findings of this analysis have shown that as well as local and visitor traffic, the road network carries a large volume of long distance through-traffic. This traffic comes into Eastbourne and the south Wealden area via an inconsistent and predominantly single carriageway road network. Furthermore there are often delays and congestion on the route.

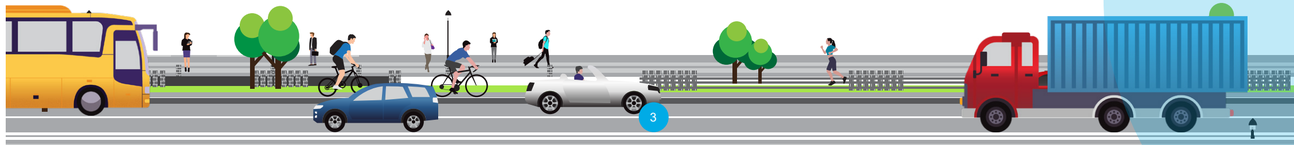
If we don't do anything, journeys will take longer, congestion will increase and traffic will spread onto local roads. This will cause congestion and safety concerns on other roads.

Improvements at key junctions made as part of these proposals will enable us to improve capacity and access to sustainable transport on the A22 in south Wealden and the A2290 (Lottbridge Drove) in Eastbourne. The junctions have been designed to improve their operation and to provide future capacity for the projected growth until 2030.

Unreliable journey times

Traffic growth

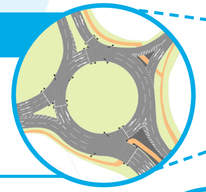




What are we proposing for the A22 (Hailsham and Stone Cross)?

Boship Roundabout

Increase number of lanes and add traffic lights at the roundabout. Provide Toucan crossings for pedestrians and cyclists on the southern arm.

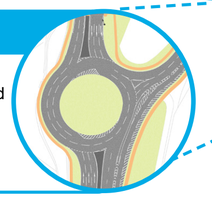


Hempstead Lane

Replace left in left out priority junction into Hempstead Lane East with a roundabout.

Eagles Roundabout

Add additional lanes to access the roundabout, and assign a dedicated segregated left turn lane from the A295 onto the A22 southbound. Add a signalised Toucan crossing on the northern A22 arm.

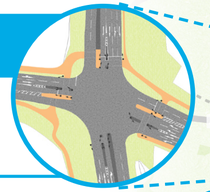


A27 / A22 Golden Jubilee Way roundabout

Increase size of roundabout.

A22 Golden Jubilee Way / B2247 Dittons Road

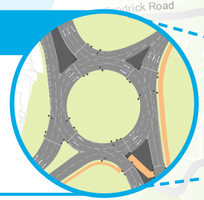
Replace roundabout with traffic light controlled crossroads with improvements for pedestrians and cyclists.



What are we proposing for the A22 and A2290 (Eastbourne)?

Shinewater Roundabout

Add traffic lights to roundabout. Additional flare lanes on the A22 north and Willingdon Drove eastern and western arms. Improvements for pedestrians and cyclists.

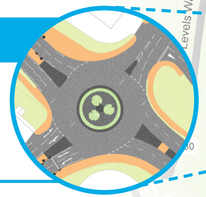


Lottbridge Roundabout

Add traffic lights to roundabout, additional flared lane on the A2290 Lottbridge Drove south-eastern approach. Improvements for pedestrians and cyclists.

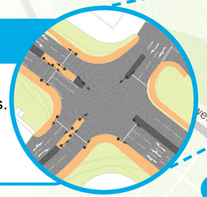
Birch Roundabout

Add Toucan crossings (allowing pedestrians and cyclists to cross together) on the Lottbridge Drove north-western arm and the south-western retail access arm.

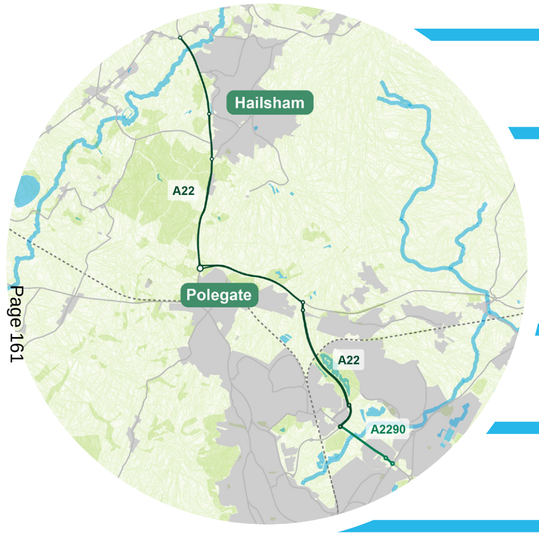


Seaside Roundabout

Junction converted from roundabout to traffic signal controlled crossroads. Widen exit arms to provide capacity to reduce congestion. Add Toucan crossing to the south-western arm.



What are the benefits?



REDUCED JOURNEY TIMES
20% reduction in journey times

LESS CONGESTION
Through improvements at 9 junctions

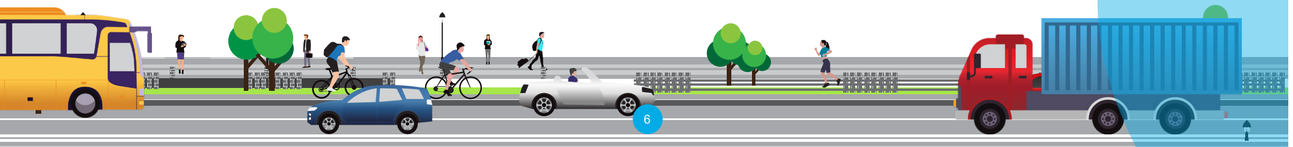
NEW HOMES AND JOBS
13,000+ homes and 10,000+ new jobs in the wider area

SAFER FOR PEDESTRIANS AND CYCLISTS
14 new and/or improved traffic light controlled crossings and new pedestrian and cycle ways

BETTER CONNECTIVITY
Better travel opportunities that interlink with one another

BUS PRIORITY
Improvements to benefit buses travelling through the junctions

* Figures are based on current assessment and subject to further development of the business case, post consultation.



These proposals will provide for new homes and jobs

There is a requirement for new housing in the Eastbourne and South Wealden area and growth is expected around Hailsham, Polegate and Stone Cross. There are proposals for new employment sites on the A22 Corridor with associated wider job creation as a result of improved accessibility. The following local plans set out the proposals for the future of the area.

The East Sussex Local Transport Plan 2011 – 2026 sets out the County Council vision and objectives, and the strategy for investing in transport infrastructure across East Sussex up to 2026. The East Sussex Local Transport Plan and its Implementation Plan for 2016/17 to 2020/21 can be found at:

eastsussex.gov.uk/localtransportplan

Wealden District Council is currently preparing a new Local Plan which will provide policies to shape, plan, manage growth and guide development in the district over a 15-20 year period. This plan can be viewed at:

wealden.gov.uk/planningpolicy

Eastbourne is currently preparing a new Local Plan, this sets out a vision for what Eastbourne will be like in 2038, the first stage of consultation on the Issues and Options ended in January 2020. Information is available at:

lewes-eastbourne.gov.uk/eastbourne-local-plan

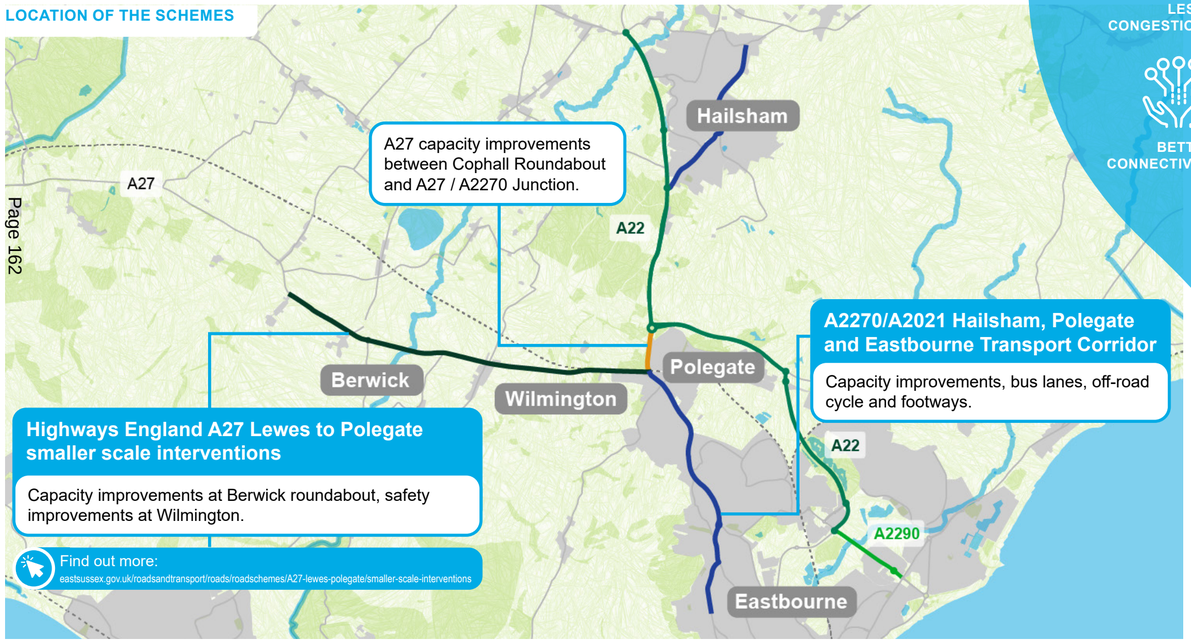
NEW HOMES AND JOBS

Connectivity to other schemes

These proposals are an important part of wider transport improvements

The scheme supports other transport improvements in the area.

LOCATION OF THE SCHEMES



East Sussex County Council

LESS CONGESTION

BETTER CONNECTIVITY

The proposals will create connectivity to wider cycle routes and improve pedestrian facilities

The junction upgrades will provide improved pedestrian and cycle crossing facilities at the junctions with more traffic light controls provided. Other proposals that provide improvements for pedestrians and cyclists, as part of the junction improvements are:

- **Lottbridge Drove shared use path widening** - for the A2290 Lottbridge Drove shared use pedestrian/cycle path currently serving the National Cycle Network Route 21.
- **Shinewater Roundabout underpass upgrade** - to the pedestrian/cycle route passing under the A22 Golden Jubilee Way via an underpass to the north of the Shinewater Roundabout.

The junction improvements will also support a wider package of improvements for pedestrians and cyclists:

- **Horsey Way cycle route Phase 1b** - the final section of the Horsey Way cycle route extends the route currently provided from Langney Roundabout to Eastbourne railway station.
- **Stone Cross to Royal Parade cycle route** - this will provide a facility for cyclists wishing to travel from the residential areas of Stone Cross and Langney to the seafront and will also offer access to an off-road route on Dittons Road to Polegate, as well as Route 21 on Lottbridge Drove, which is part of the National Cycle Network (NCN).
- **Langney Rise cycle route** - a new strategic cycle route from Lottbridge Drove to Sovereign Harbour, also forming the central link between the two sections of the Stone Cross to Royal Parade cycle route.
- **Willingdon Drove cycle route** - this will connect Sevenoaks Road and Kingfisher Drive to the Langney Shopping Centre.
- **Eastbourne Town Centre cycle route** - a priority scheme to support cyclist access to some of the key destinations within the town, particularly between the railway station, the seafront, the Devonshire Quarter and other cycle routes in Eastbourne.

These complementary pedestrian and cycle schemes are being consulted on separately during summer 2021. Information on how to comment on these schemes can be found on the East Sussex County Council consultation hub.

These proposed routes were identified either through the Eastbourne Cycling Strategy jointly developed by the County Council and Eastbourne Borough Council in 2012, or more recently the evidence base that has informed the development of our draft Local Cycling and Walking Infrastructure Plan (LCWIP).

Find out more: *eastsussex.gov.uk/LCWIP*

East Sussex County Council

BETTER FOR PEDESTRIANS AND CYCLISTS

A22 / A2290 Improvements Terminology

The following pages outline the proposals for the junctions on the A22 and A2290 routes. Some of the terminology might not be familiar to everyone, below is an explanation of the terms we have used:

Approach lane - the lane leading up to the junction

Capacity - the amount of traffic the junction can accommodate

Carriageway - the road

Circulatory or circulatory carriageway - the road space that circles a roundabout

Desire lines - the shortest or most easily navigated route between an origin and destination

Exit lanes - the lanes leaving the junction

Flare - a short additional lane on the approach to a junction, used to provide space for queueing traffic more efficiently

Highway boundary - land owned by the highway authority

Merge - two lanes reducing to a single lane

Pedestrian - a person walking

Priority junction - a junction that is not controlled by traffic lights, where vehicles on the minor road have to give way to vehicles on the main road

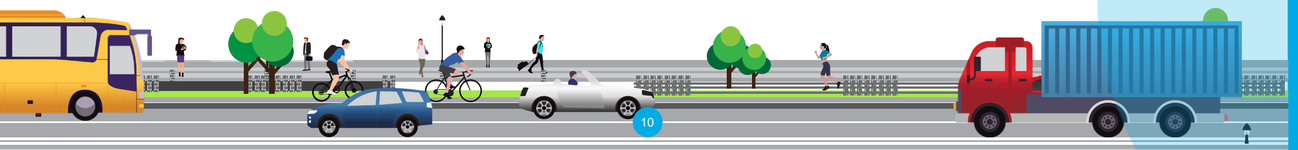
Segregated lane - a separated lane of traffic

Signalised or signal controlled - traffic light controlled

Stop line - the white line painted within a junction telling drivers to stop

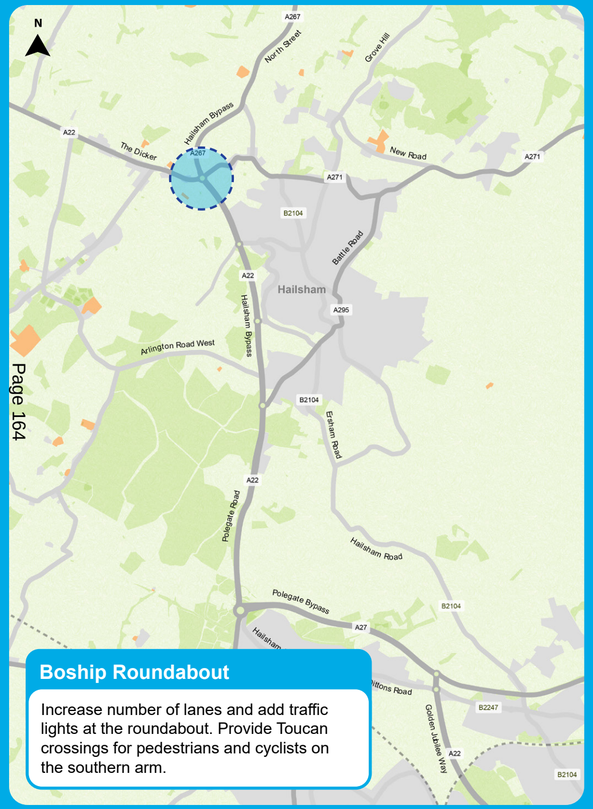
Toucan - a traffic light controlled crossing that can be used by pedestrians and cyclists

Vehicle detection - technology allowing traffic lights to know when a vehicle is waiting



The A22 improvements

BOSHIP ROUNDABOUT EXISTING LAYOUT

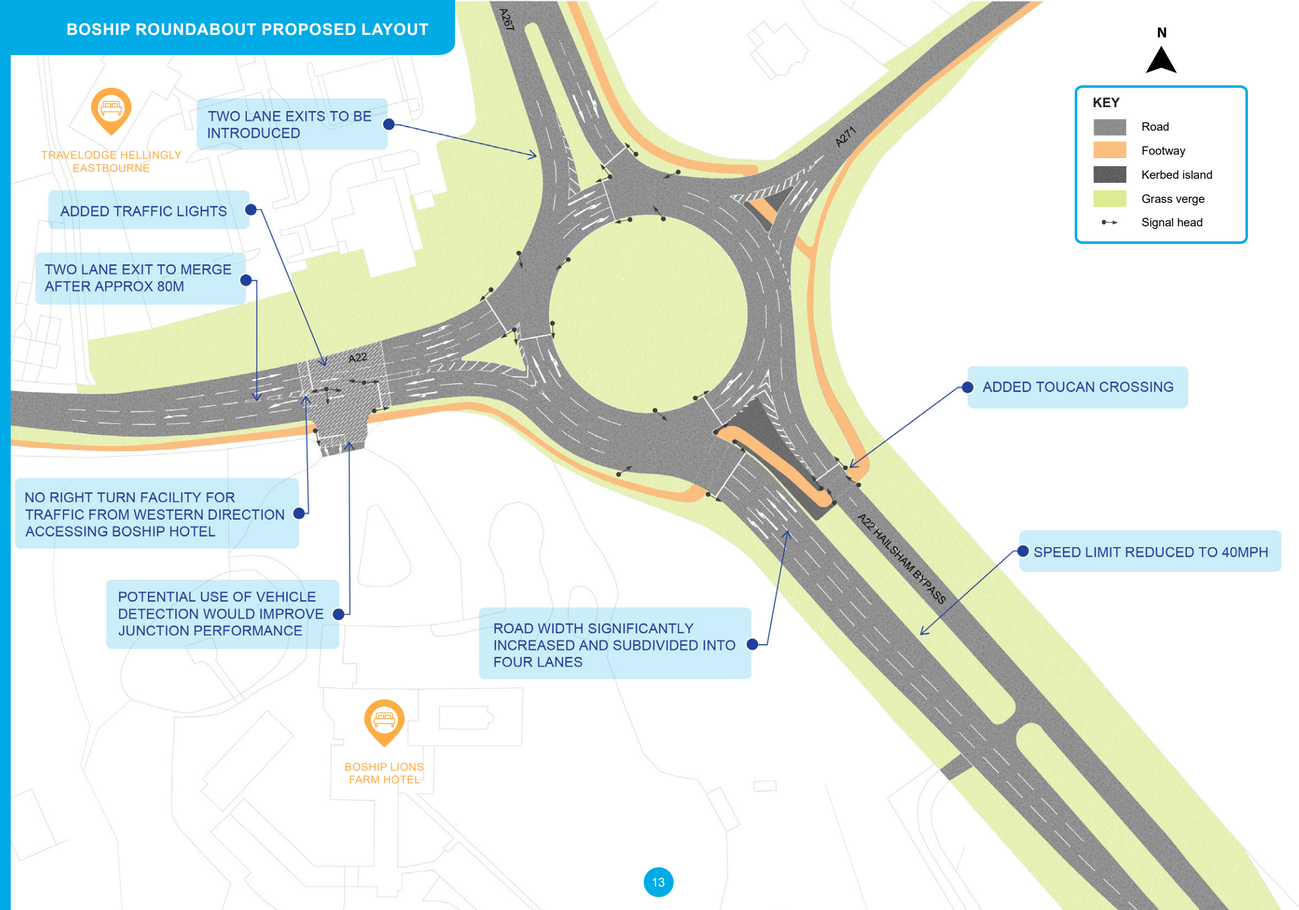


Boship Roundabout

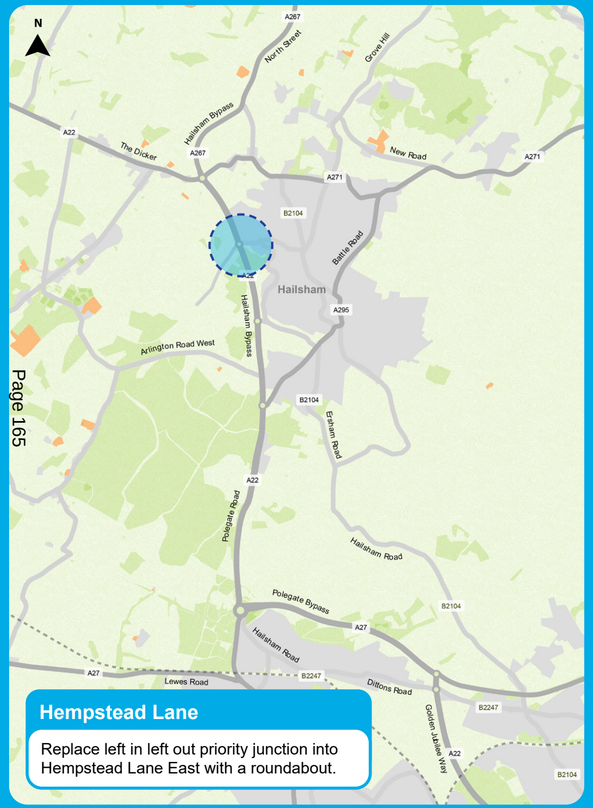
Increase number of lanes and add traffic lights at the roundabout. Provide Toucan crossings for pedestrians and cyclists on the southern arm.

Proposals are to widen and add traffic lights to the A22 south, A22 west and A267 northern approaches and to widen the circulatory. This will reduce congestion, improve journey times and help buses to move through the junction. A Toucan crossing is proposed on the southern arm to provide safe crossing for pedestrians and cyclists. Traffic lights will be provided to enable access and exit safely from Boship Hotel. All works would take place within the existing highway boundary.

BOSHIP ROUNDABOUT PROPOSED LAYOUT



HEMPSTEAD LANE JUNCTION EXISTING LAYOUT

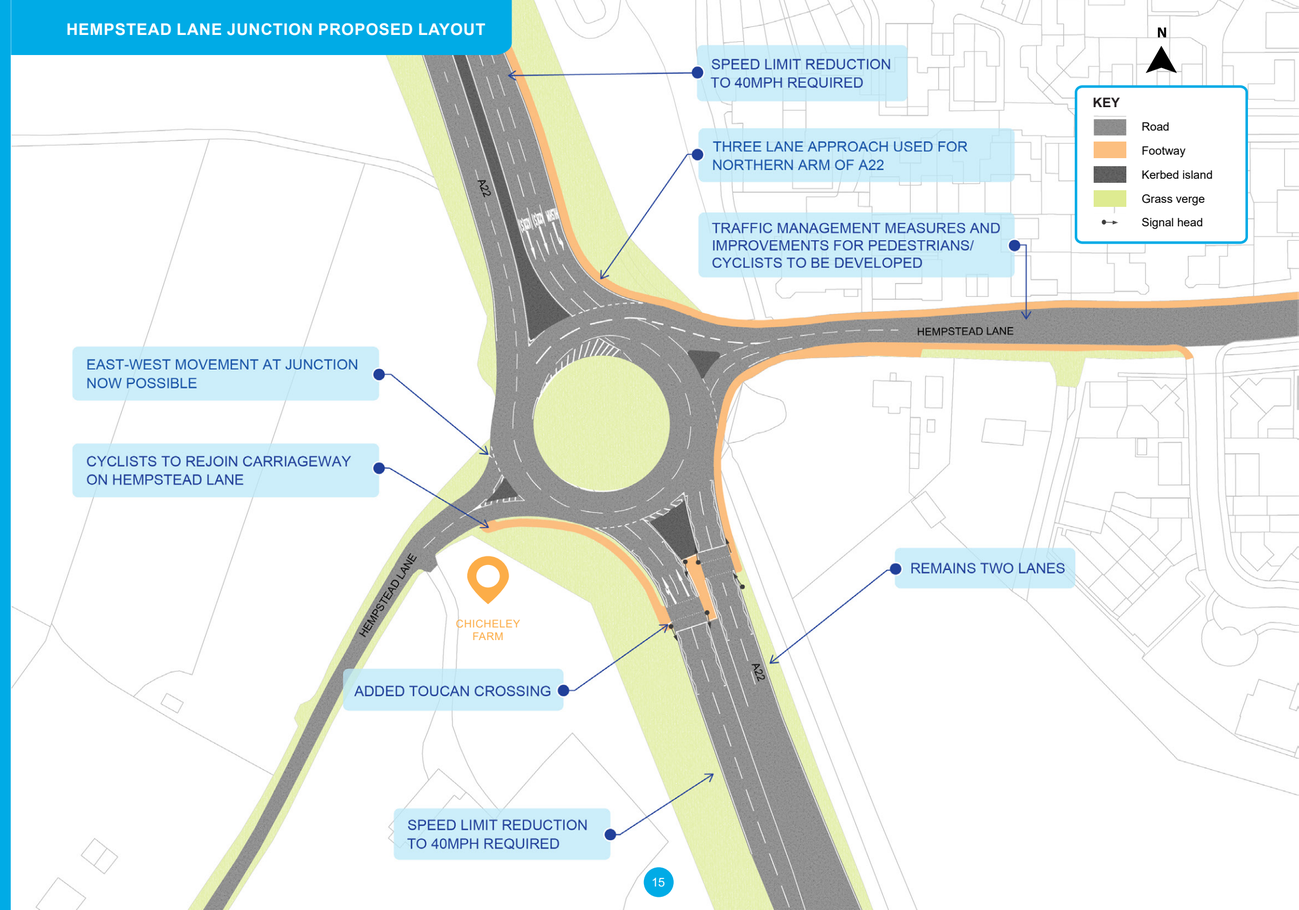


Hempstead Lane

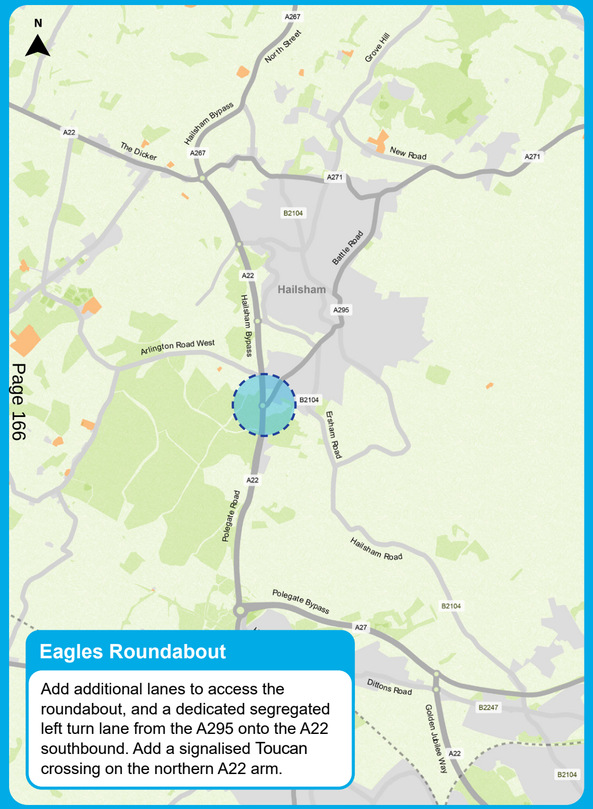
Replace left in left out priority junction into Hempstead Lane East with a roundabout.

The proposals are to replace the priority left in left out junction with a roundabout. This allows movements from all approaches to travel in every direction - not possible with the existing layout. A signalised Toucan crossing is proposed on the southern arm of the junction. The speed limit would need to be reduced to 40mph.

HEMPSTEAD LANE JUNCTION PROPOSED LAYOUT



EAGLES ROUNDABOUT EXISTING LAYOUT



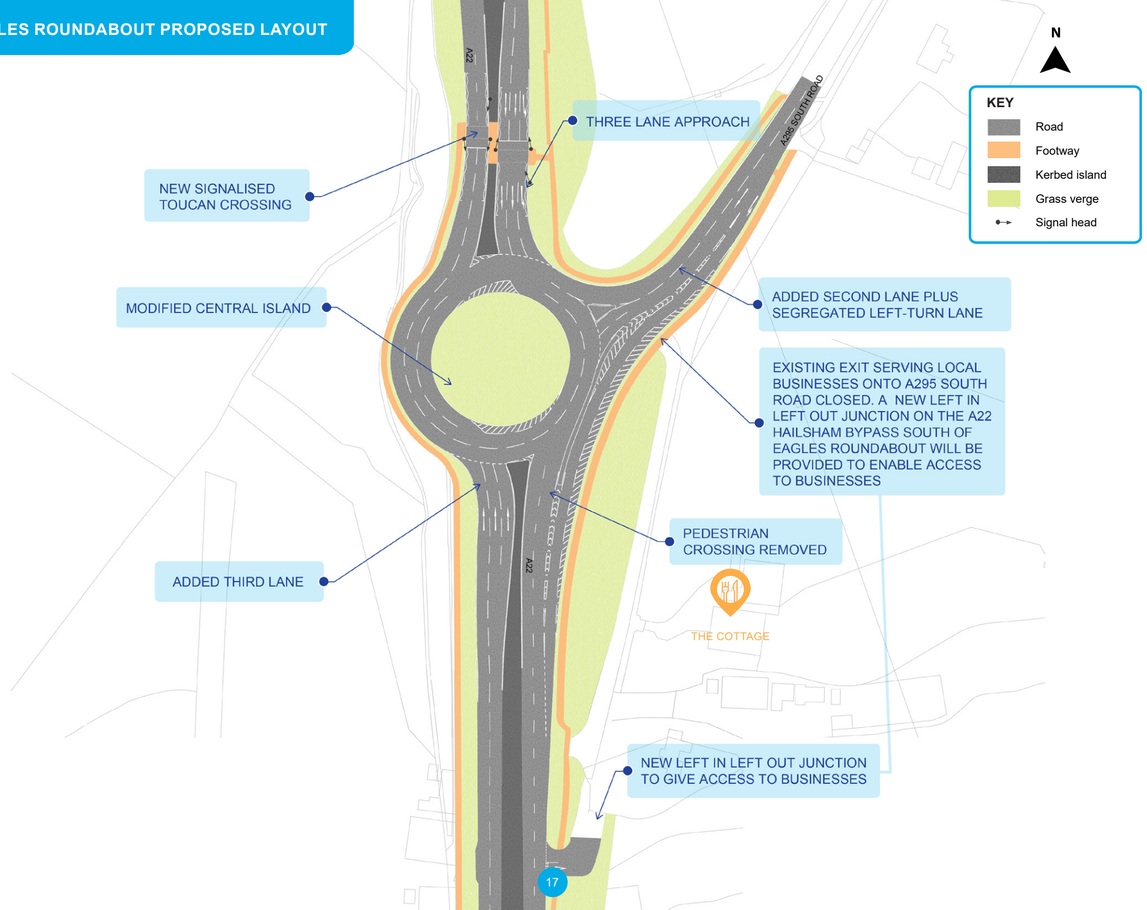
Eagles Roundabout

Add additional lanes to access the roundabout, and a dedicated segregated left turn lane from the A295 onto the A22 southbound. Add a signalised Toucan crossing on the northern A22 arm.

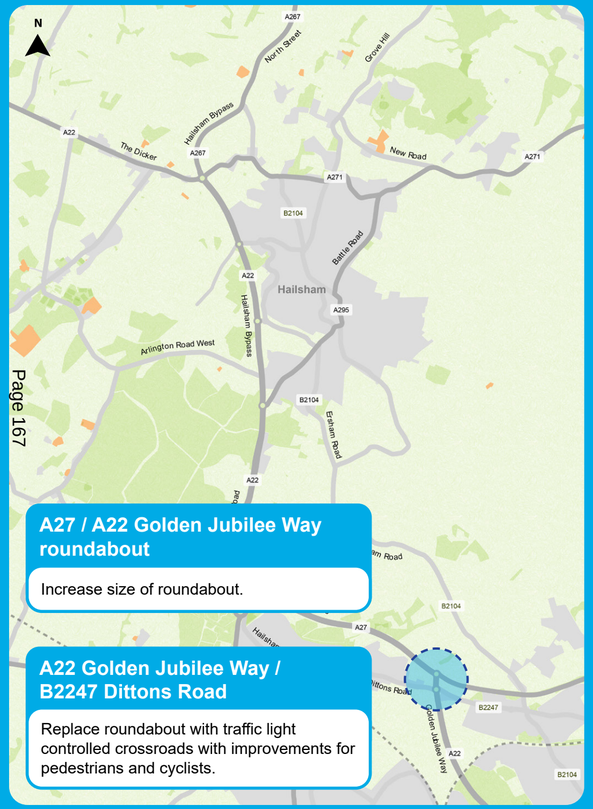
Proposals are to add flared entry lanes to the north and south A22 approaches and to add a segregated left turn between the A295 and the A22 south, allowing left turning traffic to bypass the roundabout. This reduces congestion, benefits bus movements and access onto the A22, and improves safety. The existing local road close to the roundabout entry on the A295 will need to be removed and replaced by a left in left out junction arrangement on the A22 southbound giving safe access to "The Cottage" and other businesses. A signalised Toucan crossing is proposed on the northern arm of the junction, this would require a change in the existing speed limit at the junction to 40mph. All works would take place within the existing highway boundary.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community | Maxar, Microsoft

EAGLES ROUNDABOUT PROPOSED LAYOUT



GOLDEN JUBILEE WAY EXISTING LAYOUT



A27 / A22 Golden Jubilee Way roundabout

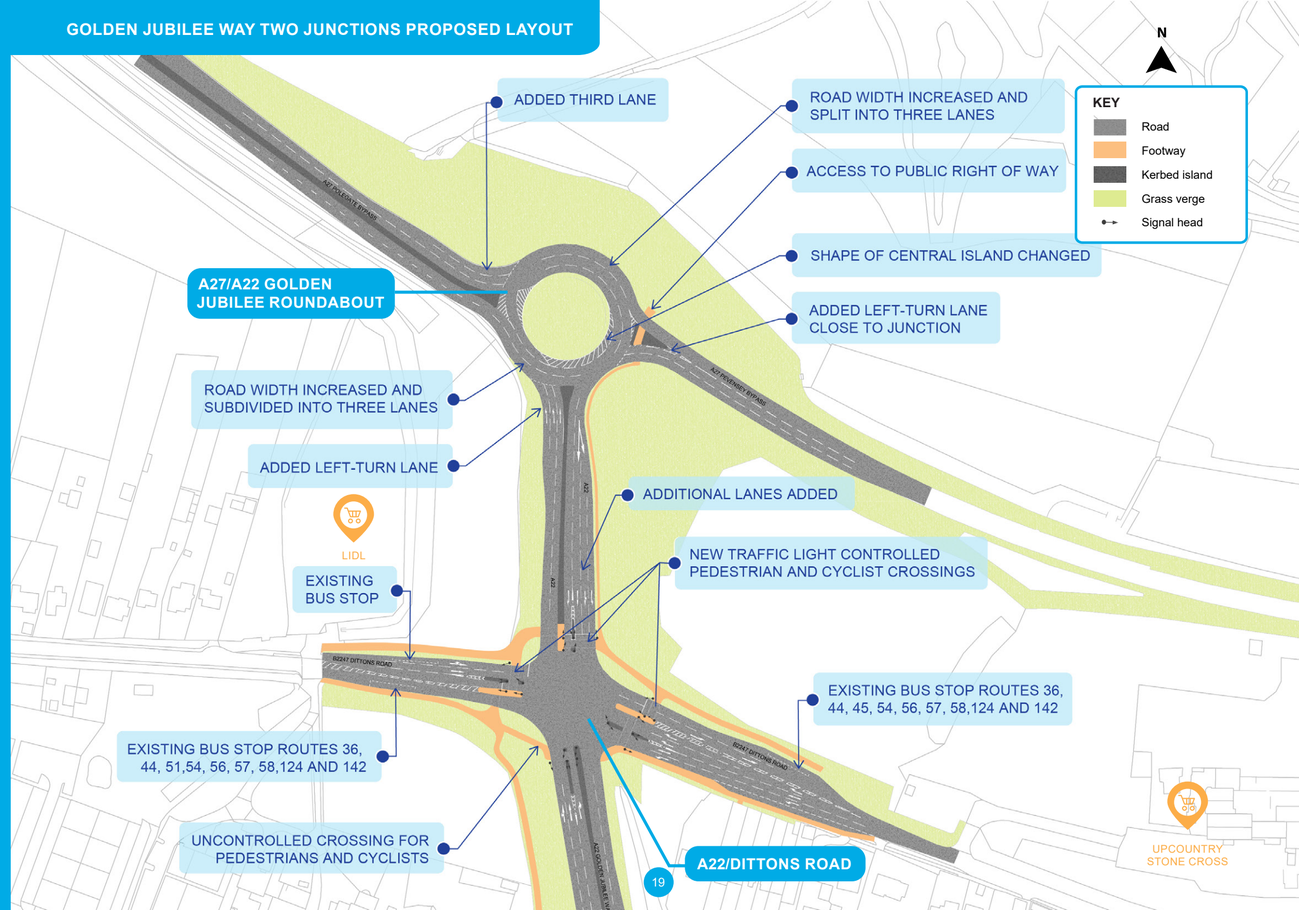
Increase size of roundabout.

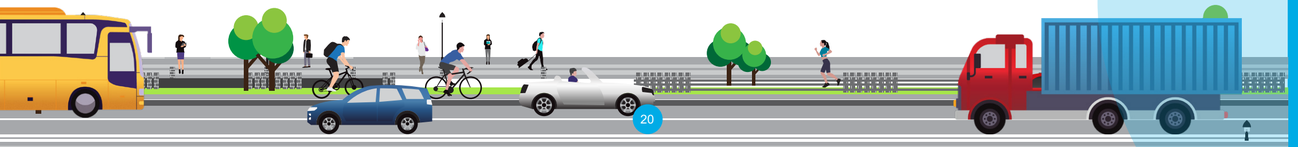
A22 Golden Jubilee Way / B2247 Dittons Road

Replace roundabout with traffic light controlled crossroads with improvements for pedestrians and cyclists.

Proposals for the Golden Jubilee roundabout are to increase the size of the roundabout to give additional circulatory lanes and additional lanes on the entry of the A27 north-western arm and the A22 southern arm. Proposals for the A22/B2247 Dittons Road are to replace the existing roundabout with traffic light controlled cross roads. Additional flare lanes will be added on all arms to provide 3 or 4 lanes on the approach at all arms and two exit lanes on the northern, southern and eastern arms. There will also be traffic light controlled pedestrians and cyclists crossings on the western, northern and eastern arms. These improvements will provide additional capacity, reducing congestion, improving journey times and improving road safety. All works on both junctions will take place within the existing highway boundary.

GOLDEN JUBILEE WAY TWO JUNCTIONS PROPOSED LAYOUT

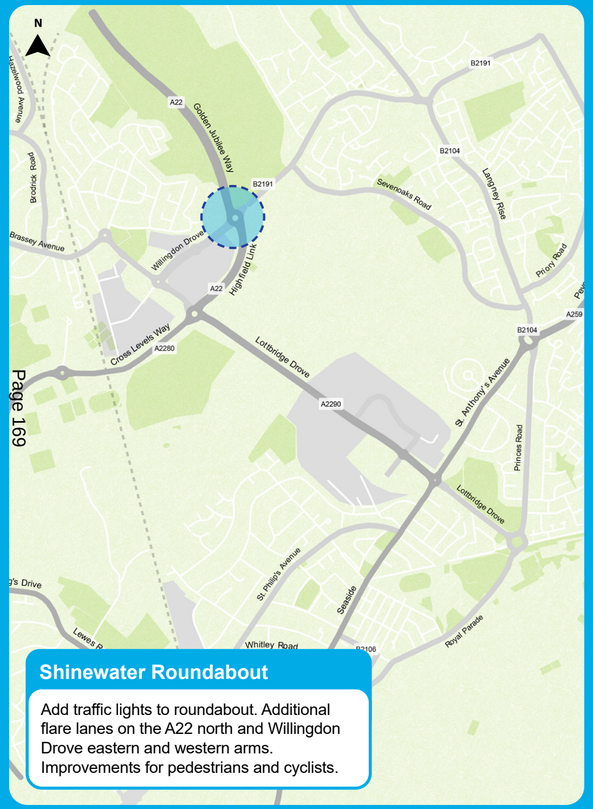




A22 South/A2290 improvements

Proposals in this section are at an earlier stage of development and will be delivered subsequent to the A22 proposals.

SHINEWATER ROUNDABOUT EXISTING LAYOUT

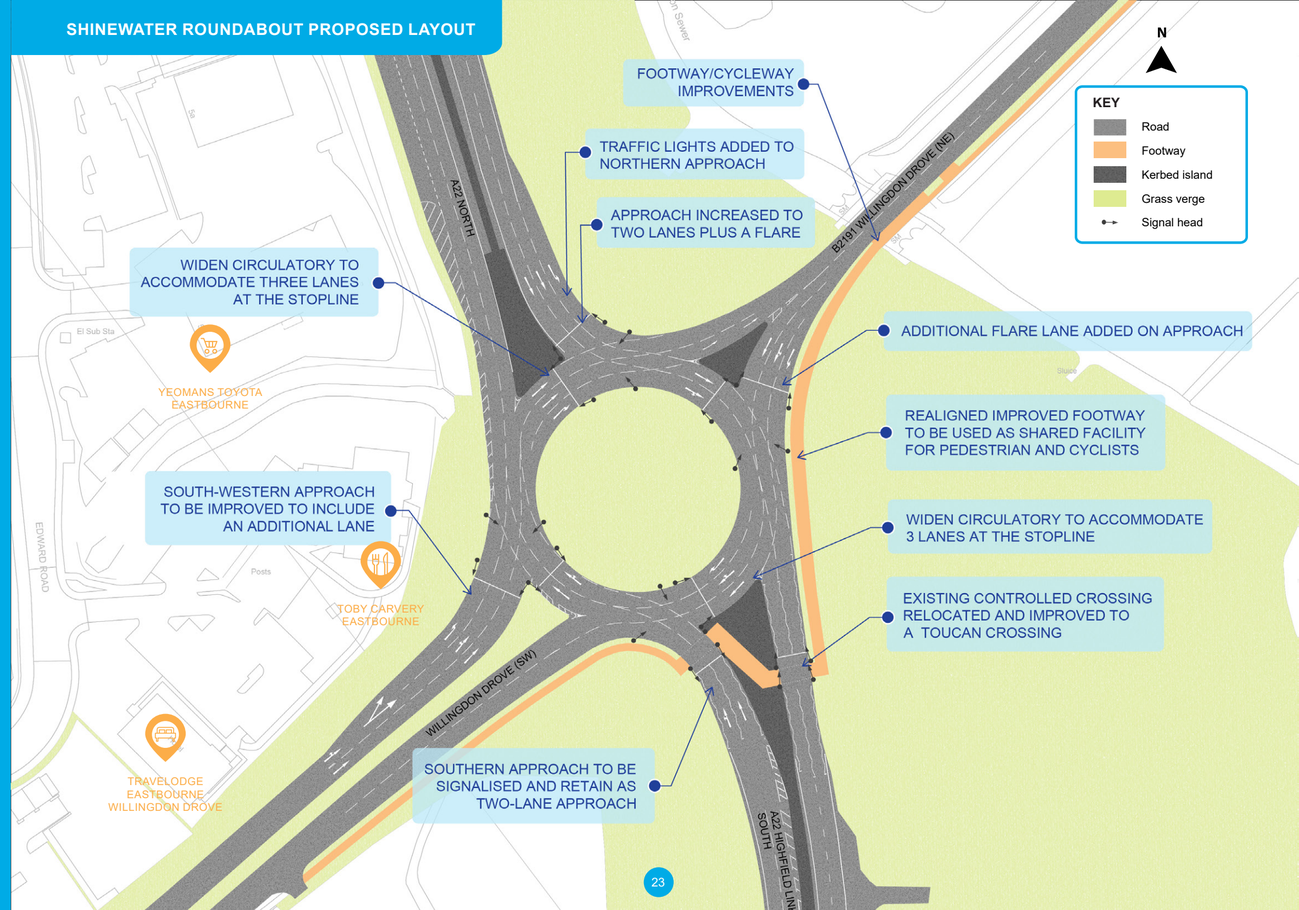


Shinewater Roundabout

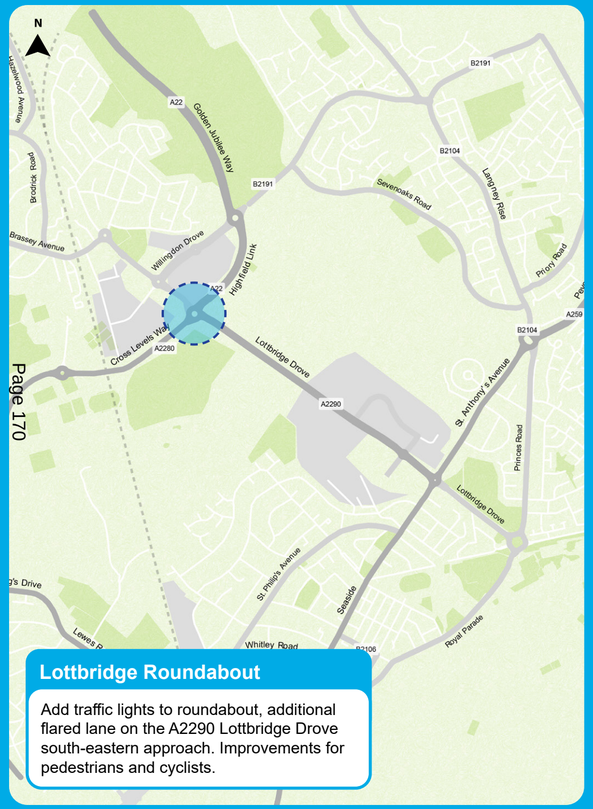
Add traffic lights to roundabout. Additional flare lanes on the A22 north and Willingdon Drove eastern and western arms. Improvements for pedestrians and cyclists.

Proposals are to add traffic lights to all arms of the junction and the circulatory. Additional flared approach lanes provided on the A22 north and Willingdon Drove eastern and western arms will provide more capacity, reducing delays and address existing road safety issues. The improved Toucan crossing aligns with desire lines across the A22. Traffic lights also give potential for bus priority on the Willingdon Drove arms. The improvements would all take place within the existing highway boundary.

SHINEWATER ROUNDABOUT PROPOSED LAYOUT



LOTTBRIDGE ROUNDABOUT EXISTING LAYOUT

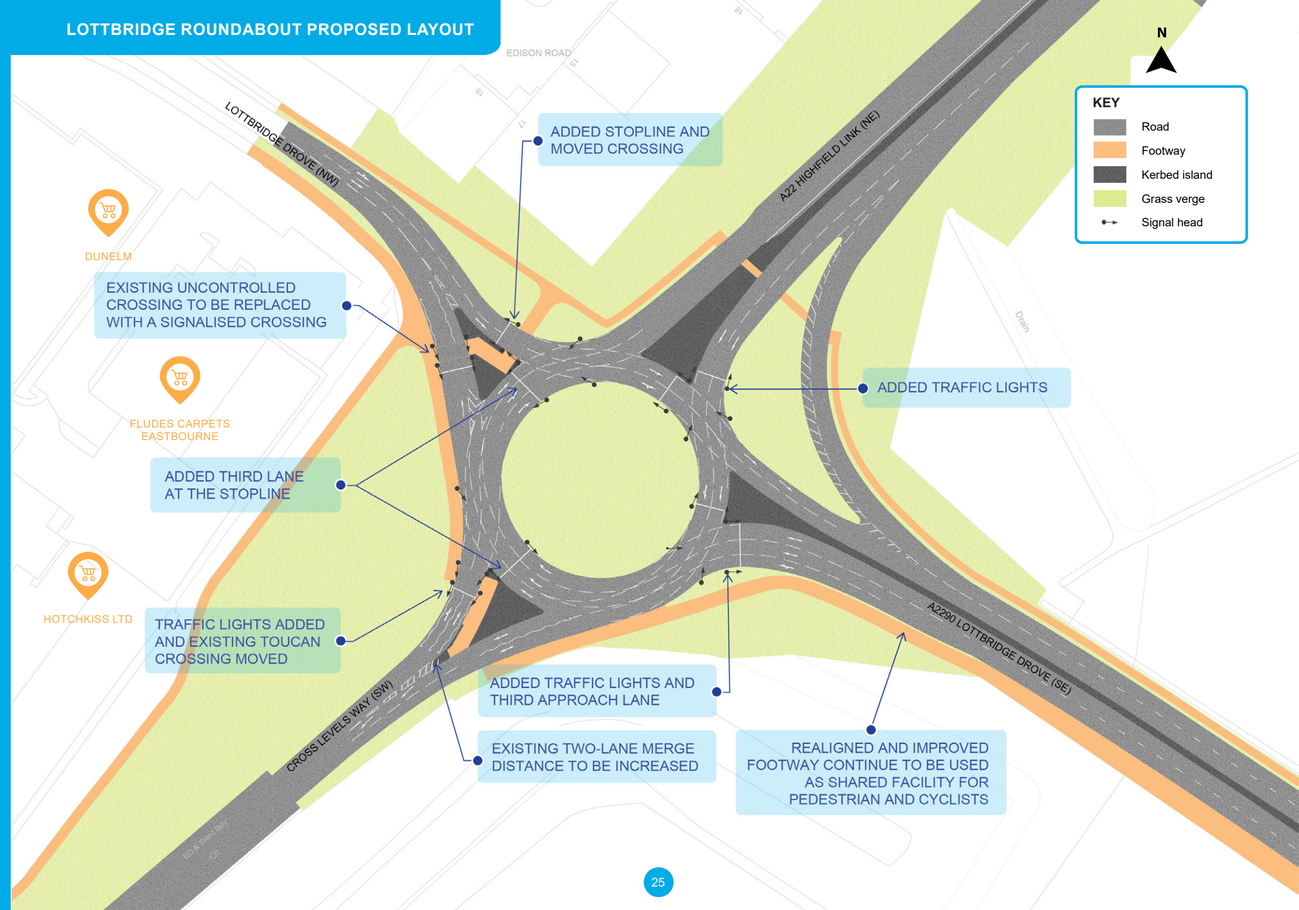


Lottbridge Roundabout

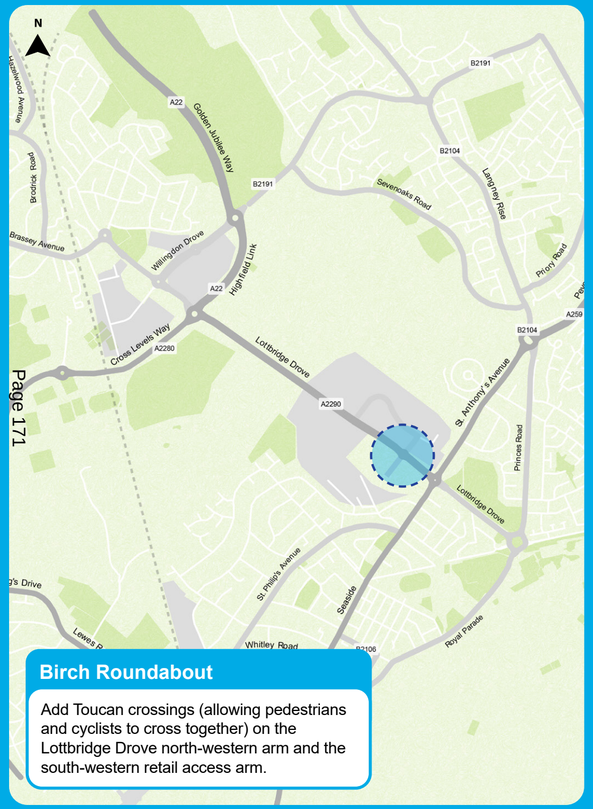
Add traffic lights to roundabout, additional flared lane on the A2290 Lottbridge Drove south-eastern approach. Improvements for pedestrians and cyclists.

The proposals are to add traffic lights to all approaches and the circulatory of the roundabout. An additional flared lane on the A2290 Lottbridge Drove south-eastern approach; an extension of the existing flared section on the Lottbridge Drove north-western approach; and additional flare lane capacity on the circulatory sections next to the Cross Levels Way and Lottbridge Drove north-western arms will give additional capacity. This will reduce delays, address safety issues related to visibility on the Cross Levels Way approach. Improvements for pedestrians and cyclists include an upgraded Toucan crossing, more in line with desire lines and a new crossing on the north-western Lottbridge Drove arm. Traffic lights provide potential for bus priority in future. All works can take place within the existing highway boundary.

LOTTBRIDGE ROUNDABOUT PROPOSED LAYOUT



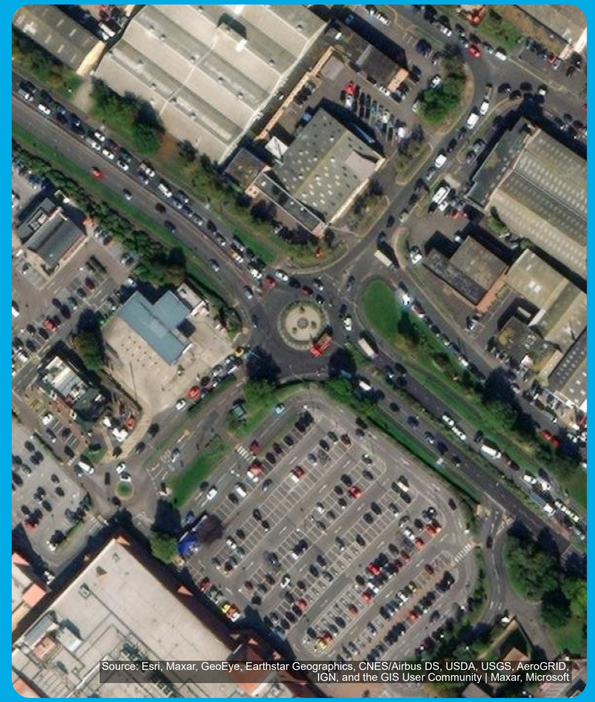
BIRCH ROUNDABOUT EXISTING LAYOUT



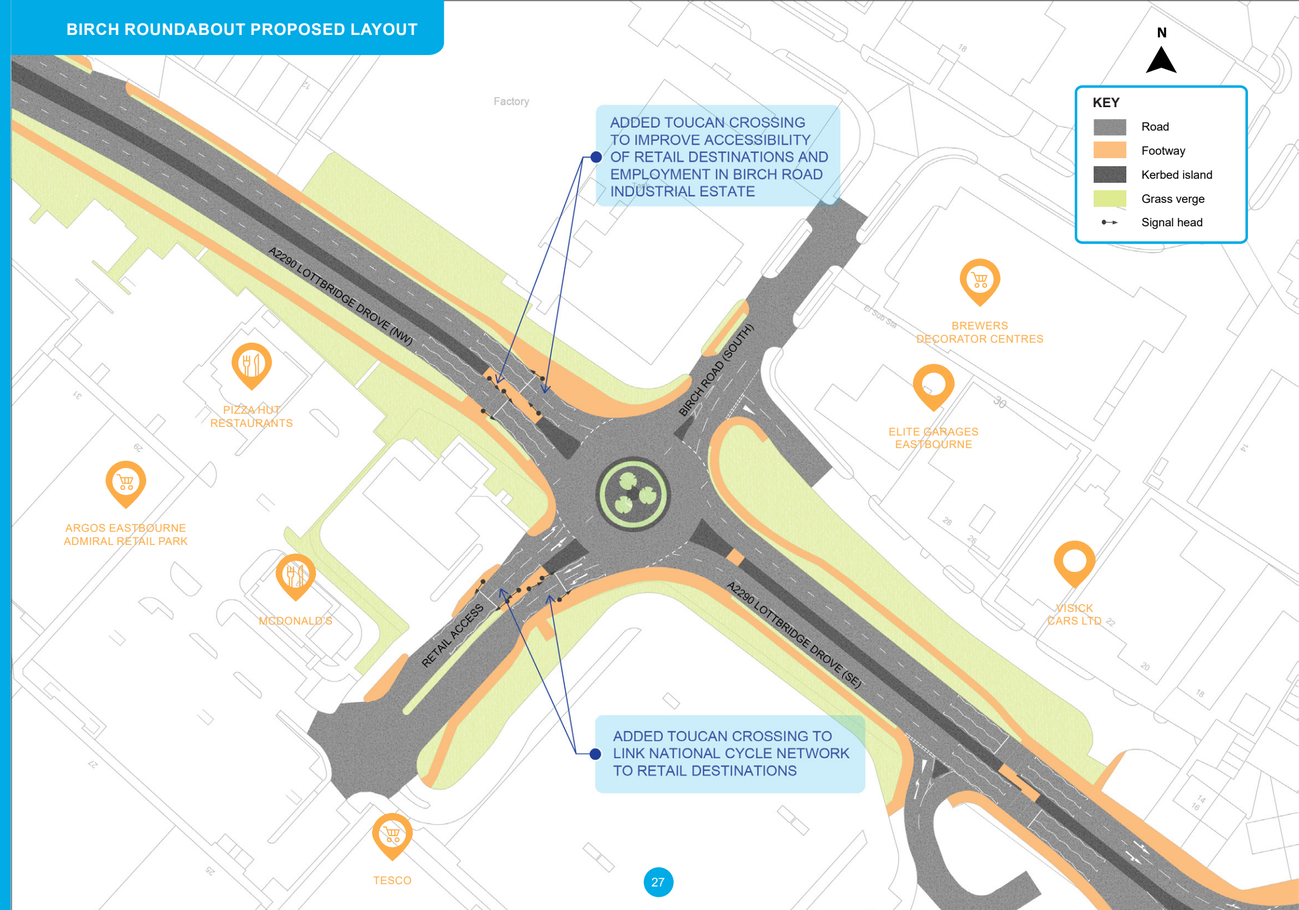
Birch Roundabout

Add Toucan crossings (allowing pedestrians and cyclists to cross together) on the Lottbridge Drove north-western arm and the south-western retail access arm.

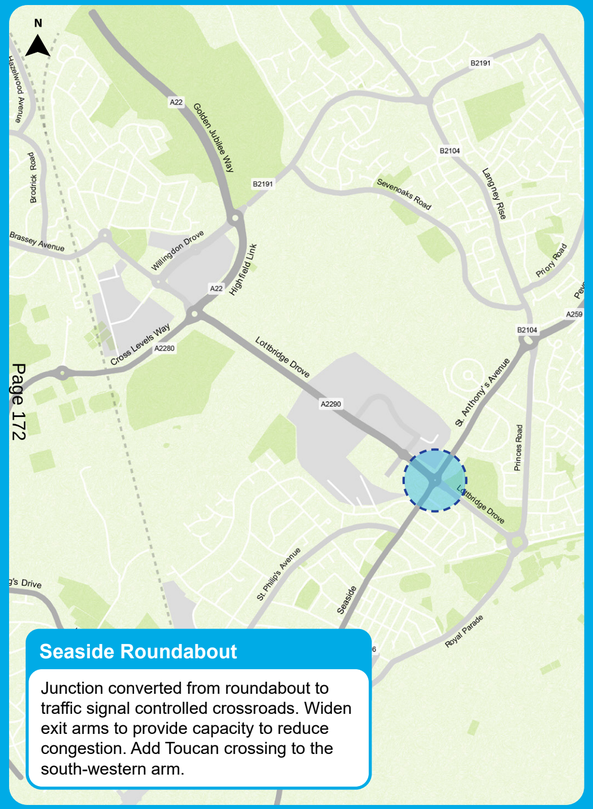
Improvements here are complimentary to improvements at Seaside roundabout. The proposals will provide improved pedestrian and cycling crossing facilities through Toucan crossings on Lottbridge Drove north-western arm and the south-western retail access arm.



BIRCH ROUNDABOUT PROPOSED LAYOUT



SEASIDE ROUNDABOUT EXISTING LAYOUT

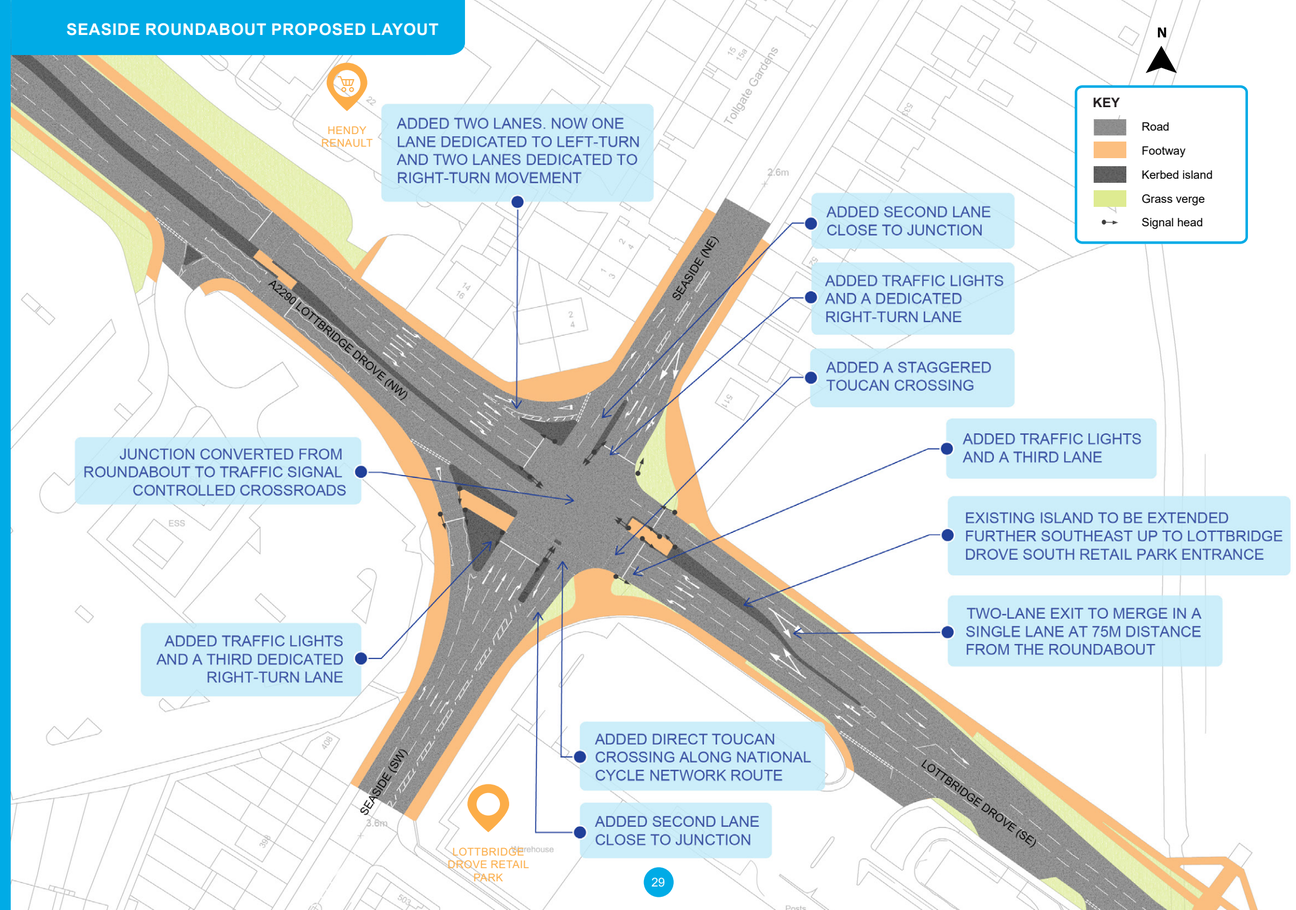


Seaside Roundabout

Junction converted from roundabout to traffic signal controlled crossroads. Widen exit arms to provide capacity to reduce congestion. Add Toucan crossing to the south-western arm.

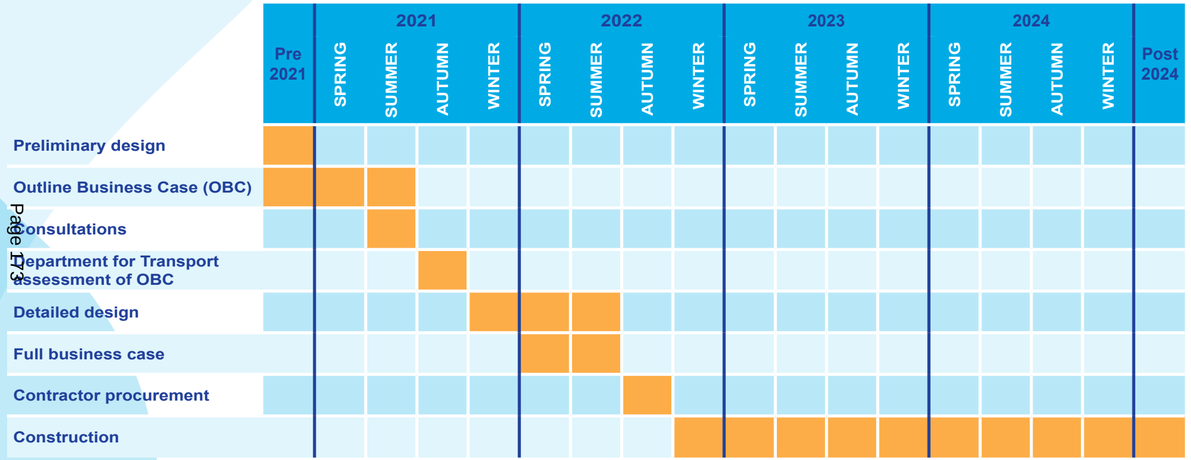
Proposals are to convert the roundabout to a traffic light controlled crossroads. The entry arms would be widened to three lanes on the Seaside north-eastern arm and to four lanes on the Lottbridge Drove south-eastern arm, including segregated left turning lanes on the Lottbridge Drove north-western arm and the Seaside south-western arm. The exit arms have also been widened. This creates additional capacity to reduce congestion. Traffic lights provide potential for bus priority in the future. Toucan crossings will be provided on the Seaside south-western arm.

SEASIDE ROUNDABOUT PROPOSED LAYOUT



When is this going to happen?

The outcomes of the consultation will be reported and will inform the submission of an Outline Business Case to the Department for Transport in late summer 2021. Subject to the business case being approved, construction could start, at the earliest, in summer 2022. It is estimated that the construction of the key junctions on the A22 will take two years with completion in summer 2024 at the earliest.



We will use what you tell us about the A2290 as the basis of our decisions for future proposals. We aim to look into starting work on this part of our plans after works on the A22.

Have your say:

Between **12 July 2021** and **3 September 2021** we are welcoming feedback on these propos

als.You can tell us what you think by **5pm** on **3 September 2021** by:

Completing the survey online at:
eastsussex.gov.uk/A22-A2290-Improvements

or completing the survey attached to this brochure and returning it to:

Freepost RTRE-EZCK-ESAZ
A22/A2290 Consultation
East Sussex County Council
County Hall
St Annes Crescent
LEWES
BN7 1UE

You can contact us if you have any queries via:

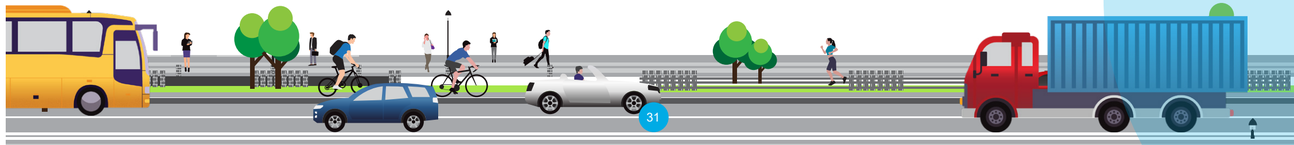
customer@eastsussexhighways.com

0345 60 80 193

Copies of this brochure are available at East Sussex County Council (County Hall), Wealden District Council (Council Offices, Hailsham) and Eastbourne Borough Council (Town Hall, Eastbourne).

If you require any additional help and would like this information in a different format, please contact us via our TEXT ONLY service at 0778 38 02 405.

The COVID-19 outbreak is having an impact on transport and mobility and is changing when and how people travel, across East Sussex. We would request completion of this questionnaire from the perspective of your travel patterns and use prior to any impact COVID-19 may have caused.



Privacy information

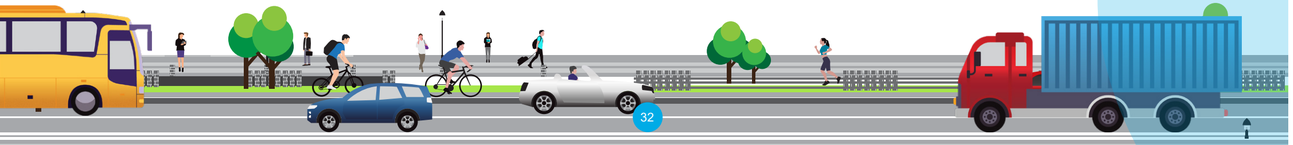
East Sussex County Council

This survey is anonymous, although we do ask you to complete an optional 'about you' section at the end. Please ensure that any comments you make don't include any names or personal details of you or anyone else. For more information about why we collect 'about you' information and how the data will be stored and processed by East Sussex County Council please go to: **eastsussex.gov.uk/privacy/about-you-survey**.

It is your decision if you do or do not want to participate. If you do decide to take part, you can accept the consent questions below by ticking the "YES" boxes and continue to complete the survey. If you do not want to participate, simply tick the "NO" boxes.

If you decide to take part, you are still free to withdraw at any time and without giving a reason. You do not have to answer any questions you do not wish to answer. You can either choose the "prefer not to say" option or leave it blank.

Consent:	Yes	No
I understand that any information I provide is confidential, and that no information that I disclose will lead to the identification of any individual in the reports on the project, either by the East Sussex County Council or any other party.		
I consent to the processing of my personal information and data for the purposes of this scheme proposal. I understand that such information will be treated as strictly confidential and handled in accordance with the General Data Protection Regulation.		
I understand that my participation is voluntary, that I can choose not to participate in part or all of the survey, and that I can withdraw at any stage of the questionnaire without being penalised or disadvantaged in any way.		
I agree to take part in the survey below.		



General Questions

East Sussex County Council

The following questions relate to the entire A22 / A2290 area between Boship Roundabout and Seaside Roundabout in Eastbourne.

Note: Travel behaviour prior to Covid 19 pandemic

	Yes	No
Do you live in East Sussex?		

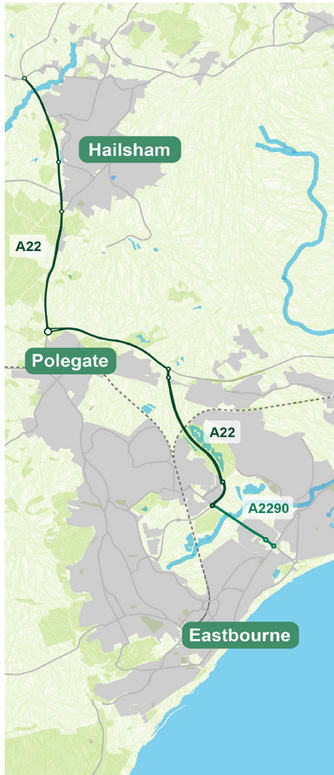
Question 1	Private Car	Bus	Walk	Bicycle	Goods Vehicle	Rail	Other
What is your main mode of transport when travelling to/ from/ through the scheme area?							

Question 2	Monthly	Weekly	Daily	Never
Please indicate how often you travel through the proposed scheme area. *Please tick one box.*				

Question 3	Commute to or from work	Leisure / Social	Business use	Travelling through
When travelling through the A22 / A2290 area what is the purpose of your trip? *Please tick all that apply.*				

Question 4	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
How strongly do you agree/disagree with the following statement: "*Transport infrastructure should reduce pollution*"?						

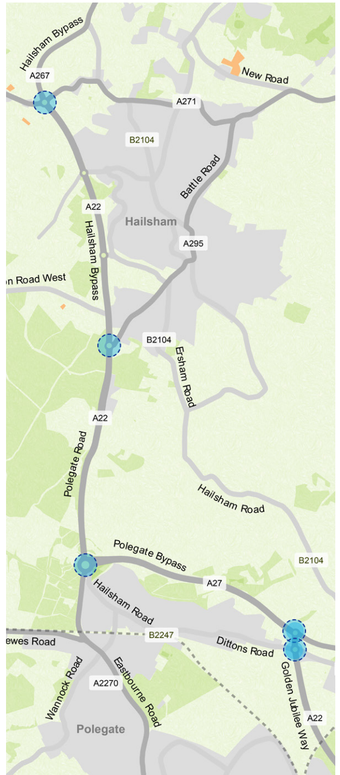
Question 5	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
How strongly do you agree/disagree with the importance of improving public transport for people?						
How strongly do you agree/disagree with the importance of improving measures for people walking?						



Northern Section A22 Questions

The following questions relate to the junctions on the A22 between Boship Roundabout and Dittons Junction.

How strongly do you agree/disagree with each of the junction proposals below?	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
A22 Boship Roundabout improvements to enlarge and signalise the roundabout						
A22 Hempstead Lane change in layout from a priority left in left out junction to a roundabout						
A22 / A295 Eagles Roundabout introduction of a left slip lane from the A295 arm onto the A22 southbound						
The enlargement of the roundabout between the A22 and A27, known as Golden Jubilee Roundabout						
A22 Dittons Road Roundabout conversion to a signalised crossroads junction						
Is there anything else you would like to share with us? Please provide any further comments:						

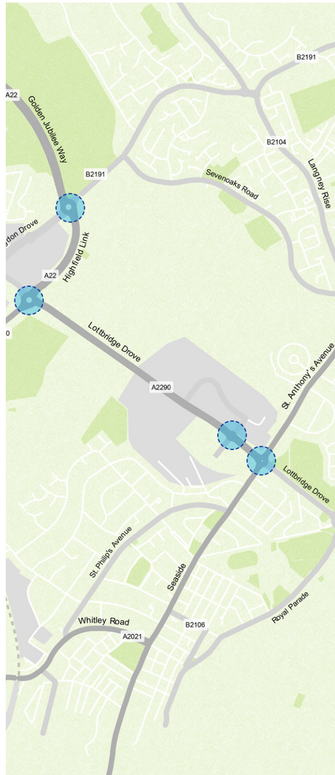


Southern Section A22/A2290 Questions

The questions in the following section are about the junctions on the A22 and A2290 between Shinewater Roundabout and Seaside Roundabout.

Southern section of A22/A2290 questions

How strongly do you agree/disagree with each of the proposals for the A2290 section of the study area below?	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Shinewater Roundabout full signalisation with additional approach lanes						
Lottbridge Roundabout full signalisation with additional approach lane on Lottbridge Drove westbound						
Birch Roundabout addition of Toucan crossings on the Lottbridge Drove north-western arm and the south-western retail access arm						
Seaside Roundabout conversion to a signalised crossroads with additional capacity						
Is there anything else you would like to share with us? Please provide any further comments:						



Cycle, Pedestrian and Public Transport Improvements

The following questions relate to cycle, pedestrian and public transport improvements on the route and in the vicinity.

How strongly do you agree/disagree with each of the questions below?	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
How strongly do you agree/disagree with the proposals to improve connectivity between people, communities and cycling schemes?						
How strongly do you agree/disagree with proposals to improve safety for pedestrians and cyclists through improved crossing facilities and wider cycling initiatives?						
How strongly do you agree/disagree with proposals to provide bus priority at junctions on the route?						
How strongly do you agree/disagree with priority proposals to reduce bus journey times in Eastbourne?						
How strongly do you agree/disagree with priority proposals to improve air quality in Eastbourne?						
Is there anything else you would like to share with us? Please provide any further comments:						

'About You' questions

You don't have to answer the questions in this section, but it will help us to make sure that everyone is treated fairly and equally if you do. Your information will only be used and reported anonymously to support the consultation, engagement or feedback activity you are taking part in. We will keep your individual information for a period of up to five years and we won't keep it any longer than is necessary. Please get in touch with the named contact for this activity if you would like more information. Read the full privacy notice here: **eastsussex.gov.uk/privacy/about-you-survey**

1. What gender do you identify as?

☐ Male ☐ Female ☐ Transgender Female ☐ Transgender Male

☐ Gender Variant/Non Conforming ☐ Not listed ☐ Prefer not to say

2. How old are you?

☐ under 18 ☐ 25-34 ☐ 45-54 ☐ 60-64 ☐ 75+

☐ 18-24 ☐ 35-44 ☐ 55-59 ☐ 65-74 ☐ *Tick here if you prefer not to say*

3. What is your postcode?

☐ *Tick here if you prefer not to say*

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

4. Do you consider yourself to be disabled as set out in the Equality Act 2010?

☐ Yes ☐ No ☐ Prefer not to say

5. If you answered yes to question 4, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these apply to you please select other and write in the type of impairment you have.

☐ Physical impairment ☐ Long standing illness or health condition, such as cancer, HIV, heart disease, diabetes or epilepsy ☐ Learning disability

☐ Sensory impairment (hearing and sight) ☐ Mental health condition ☐ Prefer not to say

☐ Other, please specify

Appendix 3

A22/A2290 Public Consultation Outcome Executive Summary

Acronyms and Abbreviations

BSIP	Bus Service Improvement Plans
DfT	Department for Transport
ESCC	East Sussex County Council
LCWIP	Local Cycling and Walking Infrastructure Plan
MRN	Major Road Network
OBC	Outline Business Case
SOC	Strategic Outline Case

Executive Summary

This summary sets out the consultation strategy and results in relation to the East Sussex County Council (ESCC) projects along the Major Road Network (MRN) corridor, A22 in the south Wealden and the Eastbourne area of East Sussex. The requirement for consultation is driven by the Outline Business Case (OBC) submission to the Department for Transport (DfT). The projects that have been consulted on include:

- Boship roundabout – to enlarge and signalise an existing roundabout at the confluence of the A22, A267 and A271 northwest of Hailsham;
- Hempstead Lane – to replace an existing left in left out junction with an all moves roundabout;
- A295 (Eagles) South Road roundabout – introduction of a left slip lane from the A295 arm onto the A22 southbound;
- A27 / A22 Golden Jubilee Way roundabout – enlargement of the existing roundabout on the SRN; and
- A22 Golden Jubilee Way / B2247 Dittons Road roundabout – replacement of the existing roundabout with a traffic signal-controlled junction including improvements for non-motorised users.

Additionally, as a coordinated approach, consultation was carried out on proposals for the southern section of the A22 and A2290 in Eastbourne. This second package of improvements is subject to the development of a Strategic Outline Business Case (SOBC) to be put forward as a future MRN scheme for the following junctions:

- A22/Shinewater Roundabout - fully-signalising the roundabout with control on all approaches and on all sections of the circulatory;
- A2290/Lottbridge Roundabout - full signalisation of the roundabout, with more capacity provided through an additional flared lane on the A2290 Lottbridge Drove south-eastern approach;
- A2290/Birch Roundabout – introduction of toucan crossings on two of the four arms of the existing roundabout in coordination with Seaside Roundabout; and

- A2290/Seaside Roundabout - conversion of the existing four arm roundabout to a signalised crossroads with capacity enhancements to provide three or four approach lanes on each arm.

The consultation ran for approximately eight weeks from 12th July to 3rd September 2021 and was undertaken virtually (due to Covid-19 restrictions). There were numerous methods of consultation. These were:

- A consultation survey on the ESCC website - A22 and A2290 Improvements - East Sussex - Citizen Space - and a paper-based format alongside a telephone service to provide feedback;
- A brochure drop was carried out to key strategic locations;
- Emails were sent to businesses along the corridor;
- Targeted engagement with key stakeholder groups;
- Publication of the consultation in parish newsletters, newspapers; and
- The consultation was promoted through social media.

During the consultation period, a total of 706 survey responses were received, 679 from online surveys and 27 paper-based surveys.

Responses were received from a wide area, with four responses situated outside of East Sussex. The majority of responses were received from around Hailsham, Polegate and Eastbourne. Smaller clusters of respondents were from around the Bexhill, Seaford, Uckfield and Heathfield areas.

Analysis of the survey indicated that in total 9% of respondents had a disability. Additionally, 99% of respondents indicated that they were residents in East Sussex and 3% of respondents answered on behalf of a business in East Sussex.

When asked what the main mode of transport was when travelling to/from/through the consultation area, the majority of respondents use private car. When asked for the purpose of travelling through the A22/A2290 area, the majority of respondents were commuting to or from work or travelling for leisure/social purposes.

A22 Hailsham/Stone Cross junctions

A22 Boship Roundabout

The junction improvements for Boship roundabout saw a fairly even split between respondents agreeing/strongly agreeing (45%) and disagreeing/strongly disagreeing (48%) with the scheme. Just under half of the respondents whose main mode of travel through the corridor was by car (45%), walking (45%) and cycling (49%) agreed/strongly agreed with the junction improvements.

A key concern was the implementation of traffic lights increasing traffic congestion. For those who agreed or strongly agreed with the scheme, key comments included that the scheme would help to reduce the congestion. There were several general supportive comments for the scheme including that improvements are long overdue and that improvements to the journey experience for pedestrians and cyclists and to improve safety, noise and air pollution are welcomed.

A22 Hempstead Lane

Overall, 48% of respondents supported/strongly supported the proposed scheme with 38% disagreeing/strongly disagreeing with the scheme.

Key concerns were around the implementation of a new roundabout in place of the existing junction. Concerns were raised around an increase in pollution, congestion and slower journey times with the proposals in place. For those who agreed/strongly agreed with this scheme, key comments included that this scheme would reduce congestion and traffic volumes, including HGVs using local residential roads. It was commented that noise and air pollution levels would be reduced on local roads. As highlighted in the consultation pack, a package of measures for Hempstead Lane as well as improvements for pedestrians, cyclists and bus use in the vicinity of the A22 is being developed in parallel. These measures will either be integrated into the MRN funding bid to Government or funded through other funding sources.

A22/A295 Eagles Roundabout

The majority of respondents agreed or strongly agreed with this scheme (67%). Close to half of the respondents whose main mode of travel through the corridor was by car (49%), walking (46%) and cycling (52%) agreed/strongly agreed with the junction improvements.

The majority of concerns were around providing a signalised crossing point north of the junction (and south of Diplocks Way roundabout) between Arlington Road East and Arlington Road West, where respondents would like to see a safe pedestrian and cycle crossing installed. There were various pedestrian and cycling infrastructure suggestions that were made by those who supported the proposals.

A22/A27 Golden Jubilee Roundabout

Overall, 50% either agreed/strongly agreed with the proposals for this junction. Respondents whose main mode of travel through the corridor was by car (49%), walking (46%) and cycling (52%) agreed/strongly agreed with the junction improvements.

General concerns from respondents related to the conflicts with the Dittons Road junction improvements, where respondents thought the two junctions close together would result in an increase in congestion and pollution. Responses from those who agreed/strongly agreed with the junction proposals commented that the traffic controls would reduce vehicle noise, whilst another respondent highlighted that it would encourage people to cycle.

A22 Dittons Road

The Dittons Road junction improvement scheme saw the majority of respondents disagreeing with the scheme proposals (55%); this is the junction within the corridor scheme that has the highest percentage of respondents who disagreed with the proposed improvements. Close to half of the respondents whose main mode of travel through the corridor was walking (44%) and cycling (53%) agreed/strongly agreed with the junction improvements, whilst under half of respondents travelling by car (32%) agreed/strongly agreed.

The majority of comments from those who disagreed/strongly disagreed with the scheme were concerned that the traffic lights would create longer journey times, queues and pollution that may back-up to the A22/A27 Golden Jubilee Way roundabout, particularly during peak times. Respondents who support this junction proposal commented that there would be increased safety for pedestrians and cyclists crossing the road to access local amenities, whilst another respondent commented that the measures would encourage walking and cycling to work.

A22/A2290 Eastbourne junctions

Shinewater Roundabout

Overall, 46% of respondents strongly agreed/agreed with the Shinewater roundabout junction proposals. Respondents whose main mode of travel through the corridor was by car (43%), walking (56%) and cycling (69%) agreed/strongly agreed with the junction improvements.

Key comments in disagreement with the scheme were around the signalisation of the roundabout. Suggestions from respondents who agreed/strongly agreed with this scheme included ensuring clear lane markings where each exit can only be accessed via one lane on approach to the roundabout. Another respondent suggested that segregated measures for buses and bicycles should be incorporated to address speed and visibility issues.

Lottbridge Roundabout

A total of 47% of respondents agreed/strongly agreed with the proposed junction improvements at Lottbridge roundabout. Just under half of respondents whose main mode of travel through the corridor was by car (45%) and walk (46%) agreed/strongly agreed with the junction improvements, whilst over half of cyclists (59%) agreed/strongly agreed with the improvements.

Where respondents disagreed, key responses were around the implementation of traffic lights, and concerns that this would result in further congestion, particularly during peak periods. Of those who agree/strongly agree with the junction proposals, it was suggested that the walking and cycling measures should be supported by regular undergrowth clearing for the improved shared path.

Birch Roundabout

The majority of respondents (52%) supported the Birch Road roundabout junction improvements. Over half of all respondents whose main mode of travel through the corridor was by car (50%), walking (51%) and cycling (77%) agreed/strongly agreed with the junction improvements.

Key comments from those who disagreed with the scheme include that respondents felt that it is not necessary to add additional crossings to the roundabout as there are already toucan crossings to the north (near Hammonds Drive) and south (between the Birch Road and Seaside roundabouts) of the roundabout. There are also concerns surrounding an increase in congestion between roundabouts on the A2290 corridor with the addition of traffic lights. Key comments from those who agreed or strongly

agreed with the scheme included that the toucan crossings address the safety concerns for cyclists crossing the existing junction.

Seaside Roundabout

Overall, 46% of respondents were in favour of the proposed improvements to Seaside roundabout. Under half of respondents whose main mode of travel through the corridor was by car (44%) and pedestrians (41%) agreed/strongly agreed with the junction improvements, whilst over half of cyclists (62%) agreed/strongly agreed with the improvements.

Where respondents disagreed, key comments related to the impact that bus services/stops would have on the junction approach, where vehicles are unable to pass stationary buses. Additionally, concerns were raised around an increase in congestion on all four approaches to the junction, with queues creating an impact at other junctions within the corridor. Comments from those who agreed/strongly agreed with the scheme included that the scheme allows cyclists to navigate the junction more safely.

Stakeholder Briefing Sessions

During the stakeholder briefing sessions comments were raised about:

- the priority lanes from the Boship Hotel and the sensitivity of the lack of right-turn facility from the western direction to access Boship Hotel.
- enlarging the roundabout and that there would still be traffic congestion prior to the roundabout as traffic speeds slow on the approaches.
- the Hempstead Lane roundabout proposals which were supported by local Councillors, but it was noted that it would help to reduce the speed on the A22 and prevent Gleneagles Drive being used as a rat-run.
- construction impacts on local businesses and the potential rerouting of traffic onto smaller roads to avoid congested roundabouts.

Business Responses

A total of 58 responses were received from businesses. Overall, 69% said that the proposed schemes would not improve their business.

There were comments raised about an increase in congestion as a result of the proposals and subsequent pollution. Comments were raised about the potential negative effects on businesses during construction. There was support for the pedestrian and cycle crossings and footways proposed within all schemes. Approval was also given for buses being given a higher level of prioritisation at each junction. Support was given for overall for the schemes as it will unlock new housing and jobs.

Social Media

The Facebook advertisement received a total of 4,555 clicks between and 185 comments from 82 individuals and 46 shares. Key comments received included concerns about the increase in roadworks, safety and congestion. The Twitter posts resulted in five people viewing the consultation advertisement and four people re-tweeting the advertisement. There were no comments received on Twitter.

Conclusions and Next steps

The junction improvement which received the highest level of support was the A22/A295 Eagles roundabout, with 67% of respondents in agreement. In contrast, the junction with the least support was the A22 Dittons Road roundabout with 34% of respondents in agreement. The remaining three junctions on this section of the corridor received approximately 45-50% of responses in favour of the improvements. The survey highlighted that a significant proportion of cyclists supported the Hempstead Lane junction improvements.

The junction on the A22/A2290 Eastbourne section of the corridor that received the highest level of support was the Birch roundabout with 52% supporting the improvements. The remaining three junctions all received 46% of respondents in favour of the junction improvements.

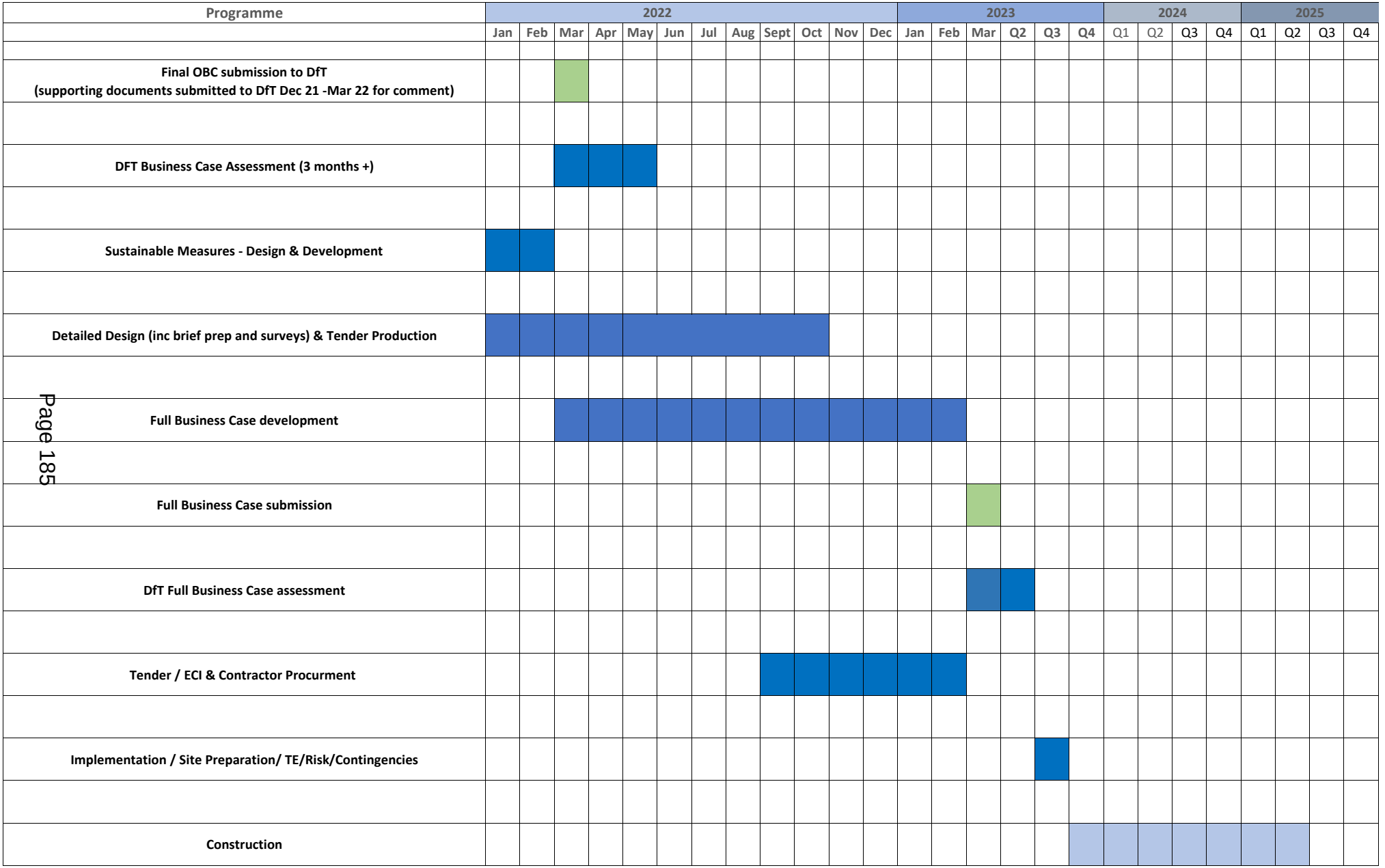
The consultation exercise has provided a number of observations and comments, which are being examined against the objectives of the overall package of schemes to ensure alignment with a key strategy to enable the delivery of housing growth in the Eastbourne and South Wealden area.

There is strong commentary and sentiment on the provision of facilities for cyclists and walking and further commentary received from the various Local Authority workshops, which have also indicated that greater provision for cycling, not just on the A22 junctions, but in parallel, would be beneficial.

More detailed analysis of the consultation outcomes has highlighted a greater desire by respondents towards increasing the sustainable transport measures for pedestrians, cyclists and public transport users already included in the proposed package of improvements to the junctions along the A22. Therefore, building on the evidence and proposals within the East Sussex Bus Service Improvement Plan (BSIP) and Local Walking and Cycling Infrastructure Plan (LCWIP), a further package of sustainable transport measures has been identified and developed for the south Wealden area which addresses the comments raised in the consultation.

It is anticipated that the proposals will proceed to detailed design in spring/summer 2022, with a full business case in late 2022 and the works commencing during the Spring of 2023.

This page is intentionally left blank


Programme
2022
2023
2024
2025
Jan Feb Mar Apr May Jun Jul Aug Sept Oct Nov Dec Jan Feb Mar Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
Final OBC submission to DfT
(supporting documents submitted to DfT Dec 21 -Mar 22 for comment)
DFT Business Case Assessment (3 months +)
Sustainable Measures - Design & Development
Detailed Design (inc brief prep and surveys) & Tender Production
Full Business Case development
Full Business Case submission
DfT Full Business Case assessment
Tender / ECI & Contractor Procurment
Implementation / Site Preparation/ TE/Risk/Contingencies
Construction

This page is intentionally left blank

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

Date of meeting: **14 March 2022**

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

Title: **Capital Programme for Local Transport Improvements 2022/23**

Purpose: **To seek approval for the proposed allocation of funds to a specific programme of local transport improvements for 2022/23**

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

(1) Agree the programme of local transport improvements for 2022/23 set out in Appendix 1 to this report; and

(2) Agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2022/23 Programme

---

1. Background Information

1.1 The capital programme for local transport improvements sets out a proposed programme of schemes to be developed and delivered in various locations across the county in 2022/23. The programme is funded from a number of sources including a capital allocation from the County Council, development contributions and funding secured from the Government's Local Growth Fund (LGF) through the South East Local Enterprise Partnership (SELEP). A copy of the draft capital programme for 2022/23 is included in Appendix 1.

2. Supporting Information

2.1 In May 2011, the County Council approved the Local Transport Plan (LTP) 2011 – 2026 which identified the Council's strategy for transport investment. The strategic approach adopted in the LTP is to invest in infrastructure which delivers sustainable economic growth and improves safety, security and health. This will be achieved by developing schemes which tackle congestion, improve safety for all road users and where practical and appropriate, promote sustainable travel on foot, by bike and by public transport.

2.2 The LTP is complemented by a series of Implementation Plans setting out delivery proposals in line with the priorities set out in the plan of supporting sustainable economic growth and improving safety, health and security for five-year time periods over its lifetime. The second Implementation Plan which initially covered the period 2016/17 to 2020/21 was approved by the Lead Member for Transport and Environment at his decision-making meeting on 14 March 2016. The content of the 2022/23 draft capital programme for local transport improvements is consistent with the current LTP Implementation Plan.

2.3 The draft capital programme for 2022/23 has been reviewed to take account of the priorities set out in the Council Plan, LTP and its associated Implementation Plan, as well as ensuring the continuation of schemes that have commenced in the previous financial years and the availability of funding.

2.4 As part of the LTP and its Implementation Plans, and with a single budget for Local Transport and Road Safety schemes, a more robust, evidence-based prioritisation process was developed to assess requests received for all types of schemes. One of the key elements of this process involves assessing the extent to which scheme requests would meet the objectives of the LTP. These objectives include improving economic competitiveness and growth, improving safety and tackling climate change and demonstrating how our LTP and capital programme for local transport improvements can support the County Council's priority of sustainable economic growth as well as contributing towards the target of achieving carbon neutrality by 2050.

2.5 This prioritisation process has been used to assess and identify any new schemes included in this year's programme. The County Council will be developing its fourth Local Transport Plan during 2022/23 and this will include reviewing the current prioritisation process used to assess requests for schemes for potential inclusion in the capital programme.

Draft 2022/23 capital programme

2.6 On 8 February 2022 Cabinet approved the allocation of £5.402m in the County Council's capital programme towards Integrated Transport measures. The draft programme allocates £4.315m of the County Council funding available towards delivering local transport projects across the county in 2022/23.

2.7 Additional external funding, such as development contributions (£0.784m) and Local Growth Fund monies (£6.657m), increase the overall programmed spend on implementing local transport improvements in 2022/23 to £11.776m. There are constraints on how this external funding may be used in delivering specific types of local transport improvements in specific geographical areas which have been agreed as part of business cases or bids, or, in the case of development contributions, the user provision within the s106 or funding legal agreement. In addition, the terms of some funding streams only enable the construction cost of a scheme to be funded, with the design costs having to be funded from County Council resources.

Local Growth Fund funded packages

2.8 A number of the schemes in the capital programme are to be funded from the Government's Local Growth Fund. A total of over £64m of funding has been made available through various rounds of the Growth Fund to fund transport schemes in East Sussex.

2.9 Funding has been awarded for the delivery of the following packages of local transport improvements which will support the housing and employment growth in the growth corridors around Eastbourne/South Wealden and Bexhill/Hastings:

- Hastings and Bexhill Movement and Access Package
- Eastbourne and South Wealden walking and cycling package
- Hailsham, Polegate and Eastbourne Sustainable Transport Corridor

2.10 The South East Local Enterprise Partnership (SELEP) has agreed an extension to the delivery of these packages, which form part of the capital programme of local transport improvements, beyond the original end of the growth deal period of 31 March 2021. Therefore, spend on these packages ideally needs to be achieved by March 2023, but there may be some further flexibility from the LEP should some spend go slightly beyond that date.

Road Safety

2.11 Historically, the capital programme has included a separate allocation for road safety measures to fund the implementation of engineering schemes at specific sites identified as having a high crash record. The number of specific sites identified has reduced over the years and the latest approach combines a mix of site specific and route based interventions. As part of the Strategic

Casualty Reduction Programme, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. Our road safety engineering work will be focussed on low cost traffic management measures (e.g., improvements to signing and lining) and targeted engineering works at identified sites and high risk sections of our A and B roads where crashes have occurred.

2.12 An allocation of £350,000 has been made in 2022/23 for the Road Safety Team to undertake a targeted enhancement approach to identified sites and routes where road safety issues have been identified but no specific site or causation factor may be evident. Precedence will be given to those sites of highest priority that have the potential to positively impact casualty reduction. The funding may be used in conjunction with other funding, if available, to maximise this impact.

Consultation on draft 2022/23 programme

2.13 The draft capital programme was circulated by email to all Councillors on 24 February 2022 for comment. Councillors were offered the opportunity to speak to officers about the schemes within the programme and whether they felt any schemes from previous year's programmes had been omitted in error. It was requested that any comments to the programme be reported back through their transport spokesperson. Comments received will be reported verbally at the Lead Member's decision-making meeting

3. Conclusion and Reasons for Recommendation

3.1 The draft capital 2022/23 programme of local transport improvements represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's Local Transport Plan but also contribute to achieving broader corporate objectives of reducing carbon emissions, support economic recovery and growth, and health and wellbeing.

3.2 It is therefore recommended that the funding approved by County Council, development contributions and Local Growth Fund monies identified to support the programme of local transport improvements for 2022/23 be allocated to the programme of schemes set out in Appendix 1.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officers: Andrew Keer/Chris Tree
Tel. No. 07876 878370
Email: andrew.keer@eastsussex.gov.uk / chris.tree@eastsussex.gov.uk

LOCAL MEMBERS
All

BACKGROUND DOCUMENTS
None

This page is intentionally left blank

Capital Programme for Transport Improvements 2022/23.

Scheme Type	
CY	Cycling
WA	Walking
TM	Traffic Management
BI	Bus Infrastructure
PC	Pedestrian Crossing
RD	Local Road Schemes
TM	Traffic Calming and Traffic Management
LS	Local Safety Schemes
BL	Bus Priority

Key to Stages Commenced	
F	Feasibility
P	Preliminary Design
D	Detailed Design
C	Construction
PC	Post Construction

				Proposed Programme 2022-2023									
				Funding Sources			Total Funding	Stages to be commenced					
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC	
Hastings Bexhill Movement and Access Package													
LGF / Devpt Cont	Hastings	Hastings Walking and Cycle Network - Alexandra Park Cycle Route	CY/WA		£ 60,000	£ 500,000	**£ 560,000**			●	●	●	
LGF	Hastings	Hastings Walking and Cycling Network - Alexandra Park to Conquest Hospital	CY / WA	£ 20,000			**£ 20,000**		●				
LGF	Hastings	Hastings Walking and Cycle Network - Queensway to Silverhill (western) route	CY/WA			£ 500,000	**£ 500,000**			●	●	●	
LGF	Hastings	The Ridge Corridor -Pedestrian crossing in the vicinity of the Cemetery	PC	£ 1,000			**£ 1,000**					●	
LGF	Hastings	Hastings Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI			£ 30,000	**£ 30,000**				●	●	
LGF	Hastings	Hastings Movement & Access Route Schemes (MARS) Albert Road/A259 crossing	PC			£ 520,000	**£ 520,000**			●	●	●	
LGF	Hastings	Hastings Movement & Access Route Schemes (MARS) – Devonshire Road/Station Approach	PC			£ 510,000	**£ 510,000**			●	●	●	
LGF	Hastings	Hastings Movement & Access Route Schemes (MARS) – Havelock Road	WA			£ 400,000	**£ 400,000**			●	●		
LGF / Devpt Cont	Bexhill	Bexhill Walking and Cycle Network - Cycle Routes A and B	CY		£ 140,000	£ 670,000	**£ 810,000**			●	●		

				Proposed Programme 2022-2023								
				Funding Sources			Total Funding	Stages to be commenced				
Source	**Location**	**Title**	**Principal Scheme Type**	**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
LGF	Bexhill	Bexhill Walking and Cycling Network: Collington Avenue/Sutherland Avenue junction pedestrian crossing	PC			£ 5,000	**£ 5,000**					●
LGF	Bexhill	London Road Corridor Bexhill - Traffic Management and Public Realm package	TM			£ 580,000	**£ 580,000**			●	●	●
LGF	Bexhill	Bexhill Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI			£ 20,000	**£ 20,000**				●	●
LGF	Bexhill	Bexhill Traffic Management - traffic signals at Cooden Drive/ Westcourt Drive junction	RD			£ 215,000	**£ 215,000**				●	●
				£ 21,000	**£ 200,000**	**£ 3,950,000**	**£ 4,171,000**					

Eastbourne South Wealden Walking and Cycling package				**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
LGF	Eastbourne	Eastbourne Walking and Cycle Network - Horsey Way Phase 1B (Cavendish Place to Ringwood Road)	CY			£ 800,000	**£ 800,000**			●	●	
LGF	Eastbourne	Eastbourne Walking and Cycle Network - Langney Rise cycle route	CY			£ 650,000	**£ 650,000**			●	●	
LGF	Eastbourne	Eastbourne Walking and Cycle Network- Willingdon Drove cycle route	CY			£ 250,000	**£ 250,000**			●	●	
LGF	Eastbourne	Eastbourne / South Wealden cycling and walking improvements-Eastbourne Cycle Parking	CY			£ 52,000	**£ 52,000**				●	●
LGF	Eastbourne	Eastbourne / South Wealden cycling and walking improvements - Eastbourne town centre (station to seafront) cycle route	CY			£ 525,000	**£ 525,000**			●	●	
				£ -	**£ -**	**£ 2,277,000**	**£ 2,277,000**					

Hailsham Polegate Eastbourne Movement and Access Corridor package				**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
LFG	Polegate	Wannock Road Junction Improvements	TM			£ 400,000	**£ 400,000**				●	●
LGF	Eastbourne	Eastbourne Road Bus Lane	TM			£ 30,000	**£ 30,000**			●		
				£ -	**£ -**	**£ 430,000**	**£ 430,000**					

				Proposed Programme 2022-2023									
				Funding Sources			Total Funding	Stages to be commenced					
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC	
Integrated Transport Measures (ITM) Funding				ESCC	DC's/CIL	LGF		F	P	D	C	PC	
ESCC	Alfriston	Alfriston Traffic Management	TM	£ 200,000			**£ 200,000**			●	●		
ESCC	Battle	Battle Hill safety improvements	PC	£ 75,000			**£ 75,000**			●			
ESCC	Bexhill	Sea Road near junction with Endwell Road	PC	£ 40,000			**£ 40,000**			●			
ESCC	Countywide	Road Safety Strategic Casualty Reduction Programme	LS	£ 350,000			**£ 350,000**	●	●	●	●	●	
ESCC	Countywide	Dropped kerb and tactile paving programme	WA	£ 50,000			**£ 50,000**	●	●	●	●	●	
ESCC	Countywide	County-wide Transport Model	TM	£ 5,000			**£ 5,000**				●		
ESCC	Eastbourne	Eastbourne Town Centre Improvement scheme: Phase 1 (remedials)	WA	£ 50,000			**£ 50,000**					●	
LGF/ESCC/ Other	Eastbourne	Eastbourne town centre improvement scheme: Phase 2a	WA	£ 800,000			**£ 800,000**				●		
LGF/ESCC/ Other	Eastbourne	Eastbourne town centre improvement scheme: Phase 2b other design elements (including upgrades to bus stops on South Street)	WA/TM	£ 250,000			**£ 250,000**			●			
ESCC	Eastbourne	Eastbourne Walking and Cycle Network - Horsey Way Phase 3 Landscape Maintenance costs	CY	£ 38,000			**£ 38,000**					●	
ESCC	Eastbourne	Eastbourne Walking and Cycle Network - seafront cycle feasibility study	CY	£ 40,000			**£ 40,000**	●					
ESCC	Eastbourne	Eastbourne Walking and Cycle Network - Langney Rise to Royal Parade	WA/CY	£ 70,000	£ 5,000		**£ 75,000**			●			
ESCC	Eastbourne	A22/A2290 MRN Corridor Study (GJW to Seaside)	WA/CY/BL/TM/RD	£ 100,000			**£ 100,000**		●				
ESCC	Hailsham	Ersham Road/Diplocks Way/South Road junction	TM	£ 100,000			**£ 100,000**		●	●			
ESCC	Hailsham	Hempstead Lane and Hawks Road Traffic Management study	WA/CY/TM	£ 100,000			**£ 100,000**		●	●			
ESCC	Hailsham	Wealden Local Plan Infrastructure: Junction Improvements (A22 - Hailsham & Stone Cross section)	WA/CY/BI/TM/RD	£ 200,000			**£ 200,000**		●	●			
ESCC	Hailsham	Movement and Access Strategy for Hailsham and Hellingly (MASHH2)	WA/CY/BI/TM	£ 50,000			**£ 50,000**	●	●				

				Proposed Programme 2022-2023								
				Funding Sources			Total Funding	Stages to be commenced				
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC
ESCC	Hastings	A259 Bus Improvements - Phase 3 (additional funding)	BI	£ 20,000			**£ 20,000**				●	●
ESCC	Hastings	Hastings Traffic Management - Variable message parking signs & Ring Road review	TM	£ 5,000			**£ 5,000**		●			
ESCC	Hastings	Hastings The Ridge bus stops phase 2	BI	£ 30,000			**£ 30,000**	●	●			
ESCC	Lewes	Lewes Traffic Management: Rail Station ETRO Implementation	TM	£ 30,000			**£ 30,000**			●		
ESCC	Lewes	Lewes Walking and Cycling Network - Cycle route 90	CY	£ 75,000			**£ 75,000**		●	●		
ESCC	Lewes	Prison crossroads signal study	TM	£ 30,000			**£ 30,000**	●				
ESCC	Newhaven	A259 South Coast Corridor package - Newhaven Cycling Improvements (phase 1 bus stop upgrades)	BI/PC	£ 195,500			**£ 195,500**			●	●	
ESCC	Newhaven / Peacehaven	A259 South Coast Corridor Study and Transport Model	TM	£ 100,000			**£ 100,000**	●	●			
ESCC	Rotherfield	Rotherfield HGV Traffic Management Phase 2	TM	£ 40,000			**£ 40,000**		●			
ESCC	Rye	Rye Greenway bridge	WA/CY	£ 40,000			**£ 40,000**		●			
ESCC	Seaford	Seaford Sutton Avenue - 20 mph options review	TM	£ 30,000			**£ 30,000**	●				
ESCC	Uckfield	Uckfield Phase 3 Bus Station	BI	£ 465,000	£ 150,000		**£ 615,000**				●	●
ESCC	Wadhurst	High Street Improvements	TM	£ 70,000	£ 69,000		**£ 139,000**		●	●	●	
				£ 3,648,500	**£ 224,000**	**£ -**	**£ 3,872,500**					

				Proposed Programme 2022-2023								
				Funding Sources			Total Funding	Stages to be commenced				
Source	**Location**	**Title**	**Principal Scheme Type**	**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
External funding				**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
Devpt Cont	Crowborough	Crowborough Pedestrian Crossing Improvements	PC		£ 55,000		**£ 55,000**		●	●	●	
Devpt Cont	Polegate	Polegate High Street - pedestrian improvement and 20mph zone study	WA/CY/TM		£ 250,000		**£ 250,000**		●	●	●	
				£ -	**£ 305,000**	**£ -**	**£ 305,000**					
		Staff Recharges - including Road Safety Audit costs		£ 450,000			**£ 450,000**					
		Programme Management - East Sussex Highways		£ 110,000			**£ 110,000**					
		TOTAL		**£ 4,314,500**	**£ 784,000**	**£ 6,657,000**	**£ 11,755,500**					
Community Match Schemes				**ESCC**	**DC's/CIL**	**LGF**		**F**	**P**	**D**	**C**	**PC**
ESCC CM	Burwash	Traffic calming measures	RS	£ 15,000.00	£ 25,000.00		**£ 40,000**		●	●	●	
ESCC CM	Rotherfield	Improvements to 30mph entry points	RS	£ 7,500	£ 12,500		**£ 20,000**		●	●	●	
ESCC CM	Westmeston	Spatham Lane 40mph limit	RS	£ 12,500.00	£ 17,500.00		**£ 30,000**		●	●	●	
ESCC CM		Additional CM scheme to be confirmed in 22/23	RS	£ 25,000.00			**£ 25,000**	●	●			
ESCC CM		Additional CM scheme to be confirmed in 22/23	RS	£ 25,000.00			**£ 25,000**	●	●			
				£ 85,000	**£ 55,000**	**£ -**	**£140,000**					

This page is intentionally left blank

Report to:	**Lead Member for Transport and Environment**
Date of Meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Devonshire Road/Havelock Road/Cornwallis Terrace/Station Approach crossroads, Hastings - Pedestrian crossing improvements**
Purpose:	**To consider the results of the stakeholder consultation / public information exercise and seek approval to progress the Devonshire Road/Havelock Road/Cornwallis Terrace/Station Approach scheme to detailed design and construction in 22/23**

RECOMMENDATION: The Lead Member is recommended to:

(1) Note the responses to the stakeholder consultation and public information exercise set out in this report;

(2) Approve the proposed changes, as set out in Appendix 1, to the pedestrian crossing facilities at the crossroads of Station Approach/Devonshire Road/Havelock Road/Cornwallis Terrace to improve pedestrian accessibility from Hastings station to the town centre; and

(3) Agree that the Devonshire Road/Havelock Road/Cornwallis Terrace/Station Approach scheme be taken forward to detailed design and construction in 2022/23

---

1. Background Information

1.1 The Hastings and Bexhill Movement and Access Package (BHMAP) comprises a package of pedestrian, cycle and public transport improvement schemes across Bexhill, Hastings and St Leonards which is being funded by the Local Growth Fund, secured through the South East Local Enterprise Partnership (SELEP). The objectives of the BHMAP are to:

- Support economic growth by reducing traffic congestion and improving safety
- Support accessibility and enhance social inclusion with access to improved integrated public transport provision and infrastructure
- Improve health and wellbeing by supporting connectivity between key services, enabling an increase in cycling and walking for everyday journeys
- Support greater inward investment, particularly the growing cultural and tourism sectors within the town centres, by improving the physical environment and enhancing permeability
- Ensure integration of the programme with related key infrastructure projects being delivered to support future sustainable growth and smart mobility

1.2 A key element of this package is focussed on various improvements to movement and access between the railway station, the town centre and the seafront in Hastings; this includes the pedestrian connectivity across the Station Approach/Devonshire Road/Havelock Road/Cornwallis Terrace crossroads.

2. Supporting Information

Existing junction layout

2.1 The crossroads is located directly outside Hastings train station, at the northern end of Havelock Road. To the east is Devonshire Road, Middle Street and Station Road and to the west is Cornwallis Terrace. The town centre with its retail and leisure premises as well as the seafront is located south of the

crossroads.

2.2 The crossroads are currently signalised with crossing facilities for pedestrians. The eastern arm offers a central island with barriers, providing a staggered crossing route. The southern, western and northern arms offer straight-across routes for pedestrians. Located east of the crossroads, on Devonshire Road between Middle Street and Station Road, is an existing pedestrian crossing. This crossing is push button controlled, has a central island and offers a staggered route across the road.

Proposed layout

2.3 The proposed scheme is to improve the layout of the crossroads and the crossings for pedestrians. The west crossing over Cornwallis Terrace will be widened to accommodate the high volume of pedestrians using it. The east crossing will also be widened, and the staggered island removed to create a straight-across route. Kerbing at each arm of the crossroads will be adjusted and footways widened to bring the straight-across crossings within recommended widths. The crossing between Middle Street and Station Road will have its island reconstructed to offer a straight-across route. A plan of the proposals can be found in Appendix 1.

2.4 A new signal phase is proposed at the crossroads, to allow pedestrians to achieve their straight-ahead crossing in a single movement. Traffic modelling has been undertaken to determine the impact of the proposal on traffic using the crossroads. This predicts all arms of the junction will continue working within capacity during the weekday am peak, interpeak and pm peak, and on Saturdays as far ahead as 2040. Additional queuing during the afternoon peak is anticipated on the Havelock Road approach by 2028 (a delay of up to 13 seconds to clear the queue), but this is all within the junction capacity.

2.5. The proposals aim to improve accessibility to the seafront especially for more vulnerable user groups. The design of the scheme has considered equalities characteristics and an Equalities Impact Assessment (EQIA) has been carried out for the proposals. The EQIA was reviewed and updated after the stakeholder engagement and public information letter exercises, ensuring any issues raised were addressed.

2.6 The detailed design and construction cost of the scheme is estimated at £294,000. The scheme would be funded through the Local Growth Fund allocation for the Hastings and Bexhill Movement and Access Package. Ongoing maintenance costs will be included in the Council's future maintenance programme.

Stakeholder consultation and public information exercise

2.7 Details of the proposals were sent to over 30 stakeholders in September 2021 via email for their views. A list of stakeholders is at Appendix 2 and included the local County Councillor, Hastings Borough Councillors, County and Hastings Borough Council officers, the emergency services, the bus operator, walking, cycling and disability groups, transport and business groups and the Environment Agency. The email to stakeholders is at Appendix 3.

2.8 Several stakeholder responses were received with no objections to the proposed scheme. There were several requests for additional facilities or alternative aesthetic designs. This included the removal of redundant street furniture and refreshment of signs, the accommodation of a future, proposed cycleway and related infrastructure and the inclusion of an access for pedestrians linking Station Approach to the raised plaza area outside the health centre.

2.9 The safest crossing type for this junction is a pedestrian phase within the signalised junction, which will hold the traffic for pedestrians to cross the carriageway. There is no existing cycle route passing through this crossing. However, the pedestrian crossing across Cornwallis Terrace has been designed to a width of 4m which will allow it to be upgraded to a toucan crossing in the future to accommodate cycles, if required. Consideration will be given to the type of street furniture that will be implemented during the detailed design stage. More details on the stakeholder comments received and the responses is at Appendix 4.

2.10 In terms of information distribution, 200 letters with plans were hand delivered to residents and businesses in the surrounding area on 25 November 2021. A copy of the letter and plan is at Appendix 5. Three responses were received in response to the information letter delivery as follows:

- concern about the disturbance such construction work would have on the area, the interaction of the new crossing with the front door of their property and how the new crossings would delay pedestrians on their way

- queries regarding some of the design details and observations on areas within the vicinity but are considered to be outside the scope of this scheme by the design team
- queries about the type and location of road signs

2.9 A summary of the three comments received and our responses are at Appendix 6.

3. Conclusion and Reason for Recommendation

3.1 Improvements to the pedestrian crossing facilities at the Devonshire Road crossroads and crossing outside Hastings station will improve accessibility between the station and East Sussex College Hastings campus with the town centre and seafront. This will encourage more active travel, contributing towards the County Council's commitment of net zero carbon emissions by 2050 and the Government's decarbonising transport agenda.

3.2 No objections have been received to the proposals following the stakeholder consultation and public information letter exercise although requests for additional provisions have been received which will be considered and incorporated where possible as part of the detailed design. It is therefore recommended the scheme progresses to detailed design and construction for delivery through the 2022/23 capital programme of local transport improvements utilising Local Growth funding allocated to the Hastings and Bexhill Movement and Access Package.

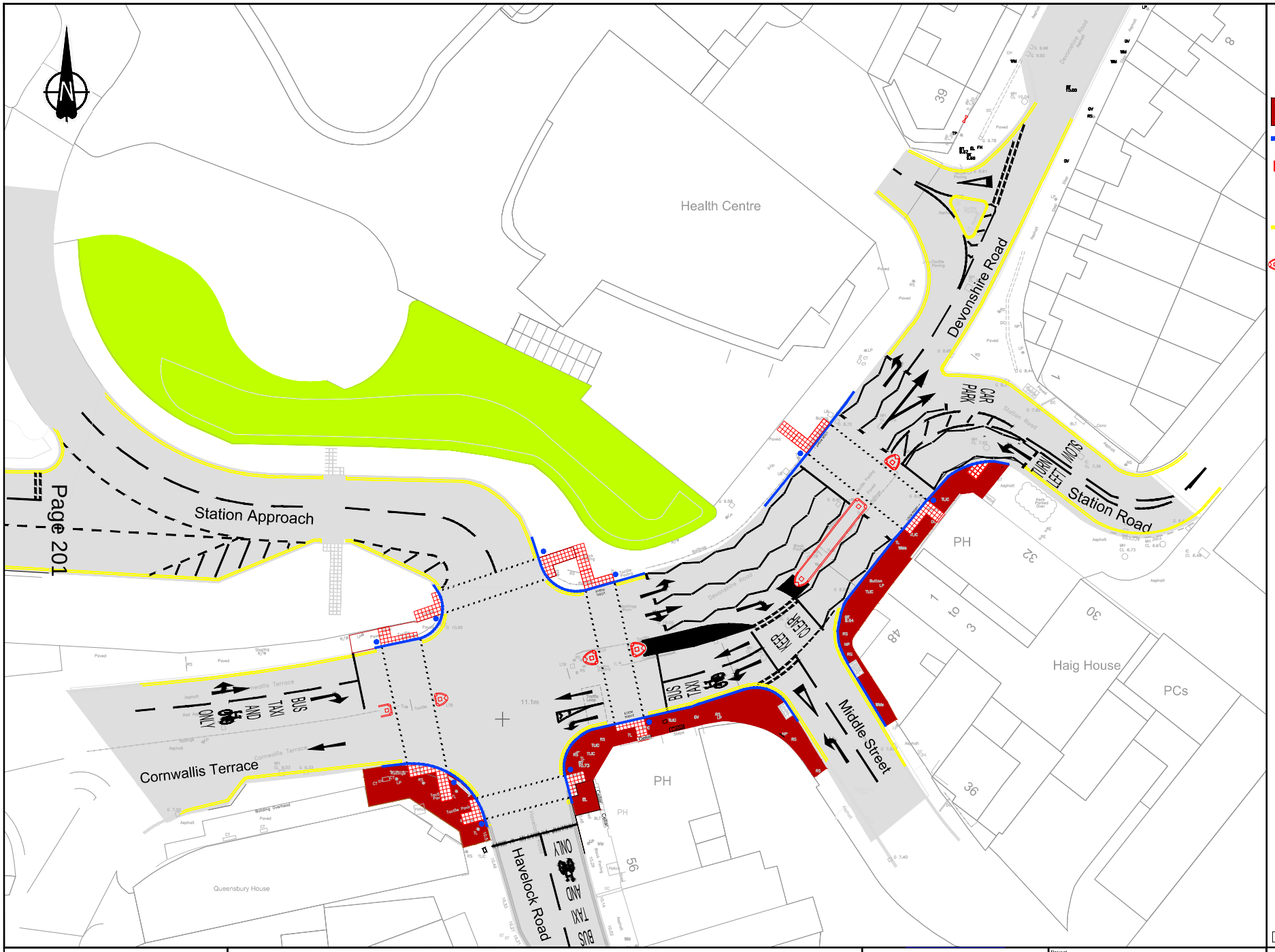
RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Alex Thompson
Tel No. 07746 285591
Email: Alex.Thompson1@Jacobs.com

LOCAL MEMBERS
Councillor Godfrey Daniel

BACKGROUND DOCUMENTS
None

This page is intentionally left blank



NOTES

- Proposed footway resurfacing to be laid to the existing levels
- All proposed and refreshed road markings as shown.

KEY

- Proposed footway resurfacing - material to be confirmed
- Proposed kerbline
- Proposed tactile paving
- Traffic signal pole and head with pedestrian / push button display
- Existing double yellow lines to be refreshed
- Proposed splitter island

Appendix 1

SCALE 1:200 (A1)
SCALE 1:400 (A3)
0 5 10 20 METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S3	10/01/2022	First issue	HM	IT	PH

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

Project: Station Approach / Devonshire Road - Hastings

Drawing title: Traffic Signal Improvements
Preliminary Layout

Status	S3	Revision	P01
Scale	1:200	Date	10/01/2022
Drawn By	HM		
Checked By	IT		
Approved By	PH		
Project No.	3520000	Originator	ESH
Original Size	A1		

Drawing number: Volume | Design Alt. | Type | Role | Number
HGN-SCH0153-DR-CH-0003

3520000-ESH-HGN-SCH0153-DR-CH-0003.dwg

This page is intentionally left blank

Appendix 2

List of Key Stakeholders

1 Road Safety Team - ESCC

2 Passenger transport group - ESCC

3 Parking Team - ESCC

4 Transport Development Control - ESCC

5 Asset Management - ESCC

6 County Arboriculturist – ESCC

7 County Landscape Team - ESCC

8 ESCC Councillor – Braybrooke and Castle

9 ESCC Councillor – Old Hastings and Tressell

10 Hasting Borough Councillor (1) - Castle Ward

11 Hasting Borough Councillor (2) - Castle Ward

12 Conservation Officer - Hastings Borough Council

13 Regeneration Officer - Hastings Borough Council

14 Network Rail

15 South Eastern Railway

16 Govia Thameslink (1)

17 Govia Thameslink (2)

18 East Sussex Fire and Rescue

19 Sussex Police

20 South East Coast Ambulance Service

21 Stagecoach (for East Sussex)

22 Road Haulage Association

23 Freight Transport Association

24 Hastings and Rother Disability Forum

25 HARTAG Hastings & Rother Transport Action Group

26 Hastings and Rother Voluntary Association for the Blind

27 Hastings Sustainable Transport Forum

28 Hastings Urban Bikes

29 Hastings Ramblers

30 Federation of Small Businesses

31 Chamber of Commerce

32 Love Hastings

33 Heart of Hastings

34 Priory Meadow Retail Centre

35 Historic England (1)

36 Historic England (2)

37 Great Dixter Charitable Trust

Appendix 3

Email to Key Stakeholders

SCH-153 Station Approach/Devonshire Road/Station Road, Hastings.

Key Stakeholder Consultation

Dear XXX,

East Sussex Highways (ESH), on behalf of East Sussex County Council (ESCC) are looking to improve pedestrian facilities and enhance the public realm in Hastings to create an attractive, welcoming and safe environment to draw more visitors to the town centre and help facilitate economic growth.

The scheme, which is being funded using Local Growth Fund (LGF) monies secured through the South East Local Enterprise Partnership (SELEP), includes alterations to the traffic signals and existing staggered pedestrian crossings on Devonshire Road together with a footway upgrade.

It is proposed to provide an in-line arrangement with a dedicated pedestrian signal phase at both the Station Approach/Devonshire Road crossing and the Station Road/Devonshire Road crossing which will allow pedestrians to cross in one movement. The Station Road/Devonshire Road crossing will also be slightly relocated to better meet the desired path of pedestrians. Junction modelling has been undertaken and both crossings can accommodate this phase within capacity.

Footways will be widened in some locations to bring them within design guidance widths at the crossings and accommodate the high volume of people using the area. This scheme continues the footway resurfacing proposal that you were advised of earlier this year to include the southern side of Devonshire Road from the top of Havelock Road to the junction with Station Road. The intent is to provide a visually consistent link from the train station to the pedestrianised plaza in the town centre. The exact footway material to be used is currently being finalised. Tactile crossings will be adjusted to match the new crossing refuges and kerb lines.

A plan of this scheme is shown on the next page.

We would be pleased to receive any comments or queries you may have about these proposals by Friday 8th October 2021.

Please respond to: Pete Heasman, via

Email: customer@eastsussexhighways.com or telephone: 0345 60 80 193

Further to this stakeholder consultation and once the views received have been taken into consideration, we will inform the nearby residents and businesses of our intention to carry out this work. Should we receive any queries we will aim to resolve them before proceeding with construction.

At this stage, we are aiming to commence construction during 2022 and the works will take 25 weeks to fully complete. Several teams will be working on the site at any given time and there will also be some weekend working. We will work in small areas, keeping as much of the junction open as we can at any given time. We will be treating access for businesses and residents as a high priority. Temporary signals will be used throughout the duration of the works.

Kind Regards

Pete Heasman | **Project Manager** I **Infrastructure & Transportation**

Tel: 07753 102538 | **Website:** www.eastsussexhighways.com

Appendix 4

Stakeholder Feedback

Correspondent	Response
I assume this has gone to at least some of our bus operating colleagues. If that is the case, could you confirm who so that we can make sure all relevant parties have had this? Thanks ESCC Public Transport Team	Yes – correct - one. I sent it to John Pugh at Stagecoach only – I wasn't sure if there are any other bus companies using the area. I would be very grateful if you could distribute the info to any other service providers who you feel would be interested and should have a view – thank you in advance.
My only comment would be that has the opportunity been taken to check whether any additional tree planting could be carried out here to further improve the public realm? Thank you ESCC Asset Management	We will look into this. I suspect it will be difficult at this particular location with the proximity of the two large crossings and the risk of foliage obscuring traffic signal heads. However, it will be something we explore.
Thank you for sharing this with us, we will respond to you shortly Kind regards Southeastern Railway	You may recall I wrote to you back in September last year, regarding proposals to the crossroads and pedestrian crossings outside Hastings station? Did you have any initial comment to make regarding the proposals we are making? I have re-attached the drawing for your information.
Thanks for this, no objection from me. Thanks HBC	Thanks
Thank you for seeking my comments on behalf of Hastings Urban Bikes in respect of the above junction alterations, which we broadly support subject to further work on the West side crossing. My details comments are attached and I look forward to hearing about any further changes you may make, particularly in respect of a cycle crossing on the West side and the necessary pavement widening on the Station Plaza side of this crossing. Best regards Hastings Urban Bikes	I have to admit I was unaware of the proposals to introduce a new, formal cycleway between the Station and the seafront. I will have to make some enquiries to see how viable it would be to accommodate the changes you have highlighted. I will come back to you with further answers once I have found out.
Many thanks for forwarding the consultation for the Station Approach/Devonshire Road/Station Road, Hastings – proposed junction improvement scheme. In terms of road safety I would make the following comments:	**1.** We will de-clutter the area of redundant signs, poles and street furniture and either refresh or replace signs so they conform and look brand new. **2.** Agreed.

1. Some of the current signing is in poor condition and does not comply with the TSRGD. Please ensure that a review of the signing is undertaken to ensure that it is appropriate, required and conforms to the latest guidance/regulations. **2.** All of the tactile paving in the attached drawing is indicated as being red. This should only be installed at controlled crossing. Please ensure that any tactile paving provided at non controlled sites is in a suitable contrasting colour, not red. **3.** The scale of the drawing is such that it is difficult to confirm if the layout of the tactile paving conforms to the latest standards. Please ensure that the design of the tactile paving is compliant. **4.** There is no indication of what material is to be used for the central marking (blocked out in black on the drawing) extending from the remodelled island at the traffic signals in Devonshire Road towards the junction with Middle Street. Any material should not present a slip hazard to pedestrians or a skid risk to vehicles. The above comments are made in recognition that a full safety audit process will be conducted (the comments form the S1 RSA undertaken on the initial design have been noted as part of these comments). Regards ESCC Road Safety	**3.** Yes – there are a few anomalies on the plan which will be ironed out before it is submitted for RSA S2. **4.** I imagine it will either be an MMA type material, similar to what we use as carriageway lining in some locations. This will be clearer as part of our RSA S2 submission. We will certainly address all of the issues you have raised and they will be presented during the next stage of the Safety Audit (RSA S2) in due course.
Thank you for the opportunity to comment on this proposal. I have the following comments. **1**. In principle, I strongly welcome the proposed non-staggered crossings. **2**. It is important that the signal timings minimise the wait time for pedestrians to maximise compliance, though many will inevitably cross against the 'red-man'. **3**. Without delving into details too much, de-cluttering and minimising materials should be in-scope for every highway scheme but the drawing does not show these elements in detail. There is a lot of existing pedestrian guardrail that should be eliminated and some proposed tactile paving details that need attention (e.g. tactile 'tails' should not 'meet' as shown on the north east side of the Station Approach junction and TfL recommend a 'tail'	**3**. Yes – the drawing we sent out didn't show the detail to the finest degree. We certainly will be carrying out a de-cluttering exercise, removing redundant street furniture (including the pedestrian guardrails) and replacing/freshening up other items (such as signs, bollards, etc). Details such as the tactile paving will be rectified before the scheme goes to site and will be in accordance with current design guidance. **4a**. I am not aware of this cycle route scheme and will enquire as to the potential for combining the two. **4b**. As above, it is not part of our brief. I will enquire and find out. **5**. The location for the steps has been temporarily dropped from the scheme due to the presence of underground UK Power

width of 800mm rather than 1200mm (3x400mm slabs) as shown – though local practice may be different). **4a**. Given that the LCWIP has just been approved by ESCC and that this includes a proposed Station Plaza to Seafront cycle route that has also long been in the local Hastings plan, it is concerning that the proposed scheme does not seem to incorporate it in the design (e.g. no Advance Cycle Stop Lines are shown on Havelock Road). This seems a missed opportunity and also a waste of money as will mean additional costs in the future when road markings and junctions need to be upgraded to include the cycle route. . **4b**. In the Sustrans document produced in support of the LCWIP consultation it is identified as a primary route number 212 with the crossing named as 212.6.3 and a recommendation to convert this crossing to a toucan one and establish a shared use connection to the crossing. Why has this not been acted on? **5**. It is also a shame that the proposed set of steps shown in an earlier drawing to formalise the use of the grass slope as a muddy cut through seems to have been removed in this version. This would be a vast improvement to the pedestrian negotiation of this space. **6**. I also still have concerns at the potential waste of money given that the Station to Sea route is a key part of the proposed Hastings as a Garden Town part of the Town Deal which will be a collaboration between the Garden Town Team, ESCC and HBC and may well involve further more radical changes to this junction. Kind regards ESCC (Old Hastings & Tressell ward)	Network apparatus in that location requiring relocation to accommodate them. I am told the cost for this relocation alone is prohibitive to this scheme and we will not be including it. **6**. The Garden Town board have been included with these discussions and we will seek to collaborate at every opportunity. I think the footway material choice is the key concern for the board, similar to the Havelock Road proposals. I do know the board have secured their funding but am not aware of any details of their proposals or designs. Identical footway material will be used for this and the Havelock Road proposals once a decision has been made.
Further to our exchanges below, I sent your email regarding the above to two other companies and the local team of Stagecoach. The Stagecoach colleague with whom we deal most often came back with a comment about a potential safety issue. I have just spoken to the local Operations Manager and she tells me she pulled that and other comments from colleagues together and sent them to John Pugh to compile a full response on behalf of Stagecoach. Therefore, you should at least hear from him!	Thanks very much – I will look forward to hearing from John in due course.

Best wishes ESCC Public Transport Team	

Appendix 5

'Infotation' Letter

East Sussex Highways
The Broyle
Ringmer
East Sussex
BN8 5NP
O: 0345 60 80 193
www.eastsussexhighways.com

SCH-153 Station Approach/Devonshire Road/Station Road, Hastings.

Dear Sir/Madam,

East Sussex Highways, on behalf of East Sussex County Council are looking to improve pedestrian facilities and enhance the public realm in Hastings to create an attractive, welcoming and safe environment to draw more visitors to the town centre and help facilitate economic growth.

The scheme, which is being funded using Local Growth Fund monies secured through the South East Local Enterprise Partnership, includes alterations to the traffic signals and existing staggered pedestrian crossings on Devonshire Road together with some footway resurfacing.

It is proposed to remove the staggered pedestrian crossing arrangements at both the Station Approach/Devonshire Road and Station Road/Devonshire Road crossings and provide in-line arrangements which will allow pedestrians to cross in one movement. The Station Road/Devonshire Road crossing will also be slightly relocated to better meet the desired path of pedestrians.

Footways will be widened in some locations to bring them within design guidance widths at the crossings and accommodate the high volume of people using the area.

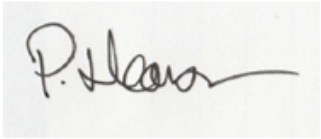
A plan of this scheme is shown on the next page.

We would be pleased to receive any comments or queries you may have about these proposals by date 17th December 2021.

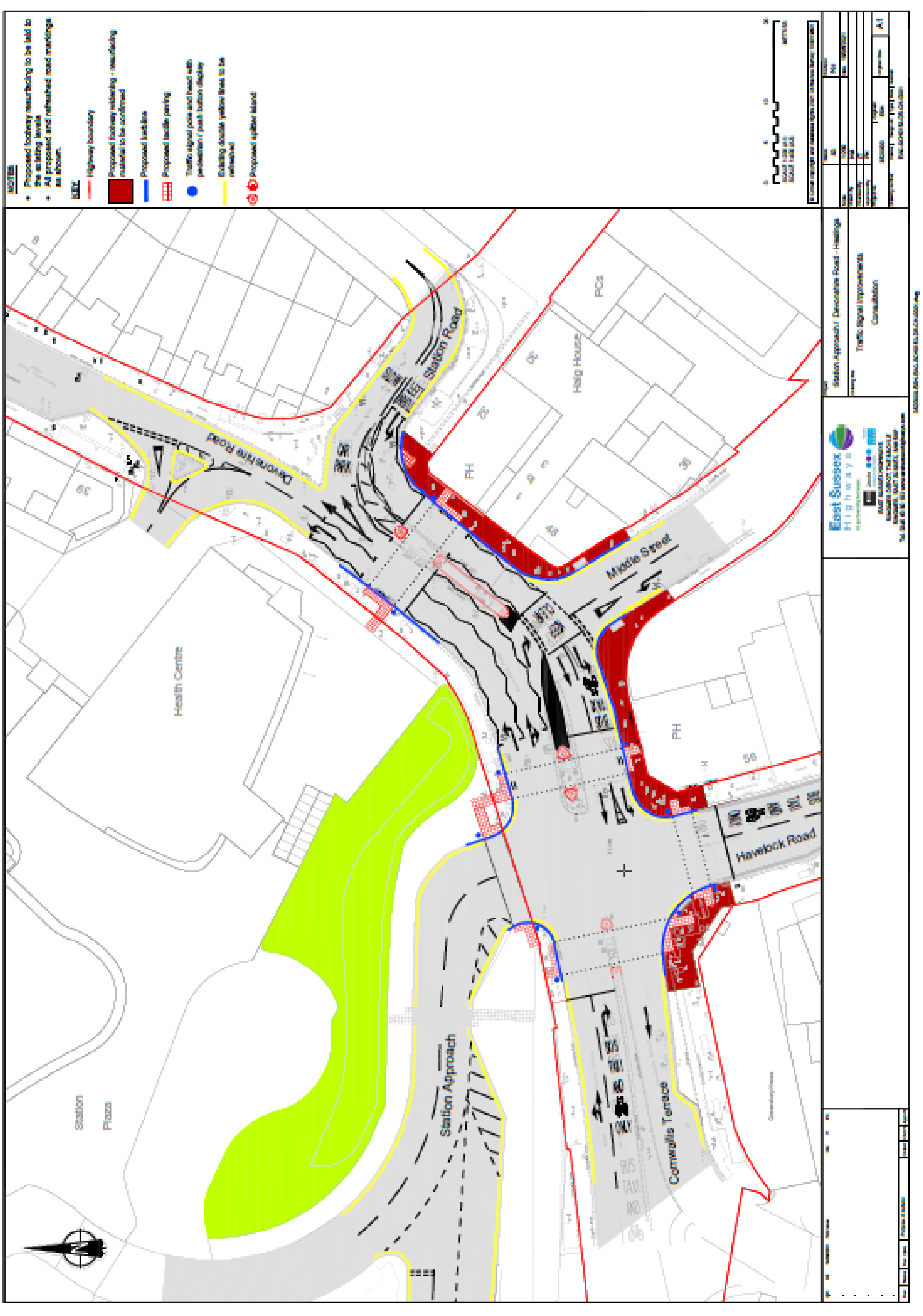
Please respond to: Pete Heasman, via
Email: customer@eastsussexhighways.com or telephone: 0345 60 80 193

At this stage we are aiming to commence construction during 2022 and the works will take 25 weeks to fully complete. Several teams will be working on the site at any given time and there will also be some weekend working. We will work in small areas, keeping as much of the junction open as we can. We will be treating access for businesses and residents as a high priority. Temporary signals will be used throughout the duration of the works. However, we will write to you again prior to the start of the works to provide more details.

Kind regards,



Pete Heasman
Project Manager
East Sussex Highways



Station Road
Devonshire Road
Middle Street
Havelock Road
Cornwallis Terrace
Station Approach
Health Centre
Haig House
Station
Plaza
PH
East Sussex Highways

Appendix 6

Public 'Infotation' Feedback

Correspondent	Response
Disturbance My bedroom overlooks this crossing, so I am naturally concerned by noise disturbance early in the morning, particularly as you propose to take six months to complete this work…..and to work weekends. Weekend working in a residential area is not allowed in most areas. So it shouldn't be allowed or necessitated on this project. And how will we leave/access our building if the pavement at our entrance is dug up?	The working hours will generally be standard day time, starting at 08:00 each day and finishing between 16:00 and 17:00, Monday to Friday. Evening and weekend working is included within the programme to accelerate the Works and reduce the duration of the disruption. However, if working outside of the standard hours is not suitable or appropriate then it will not take place. We anticipate some construction requiring the road to be closed; although this will be of very short duration, it is likely to take place at night. You and your neighbours will be informed in advance when this is agreed to take place.
Location of new crossing It isn't clear from the plan where exactly this new crossing will be situated on Devonshire Road. I have attached a photo showing the staggered crossing, and our building (next to the Royal George pub) with our front door at the entrance to the Devonshire Road crosspoint. Will this new crossing start outside our front door? Or outside the Royal George pub? If it is located outside our front door, or even close to it, this will present a big problem for us residents.	No. The existing pedestrian crossing location is outside your front door. We are proposing to move this crossing eastwards towards the junction with Station Road, where it will be outside the Royal George public house and away from your front door. We do propose to resurface the footway outside your front door and this will be carried out in a considerate manner, allowing for the fact people will want access into homes, businesses and workplaces. This may mean working early or late to cause minimal disruption and advance notification will be made to those affected when the time comes to discuss the best time to carry out such work. No emergency access will ever be refused.
Steps to be installed on the embankment from Station Approach close to the traffic signals to Station Plazza/College.	Steps or a ramp in the grass bank was considered but the ramp was very costly (£413k ramp, £137k steps) and there are already steps close by. Given this, and the fact that there is a medical centre in Station Plaza it was felt that a ramp would be more appropriate although Hastings Borough Council did not consider this a value for money scheme. Considering this and the LGF funding constraints it was not taken forward. However, this may be reviewed again.

A pedestrian crossing notification (green man) at the traffic signals in Station Approach. This is a very awkward road to cross when vehicles are turning from Cornwallis Terrace and/or travelling up from Havelock Road.	Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.
Travelling/driving from Cornwallis Terrace. Is it possible to make more prominent the 'no right turn' into Havelock Road. Perhaps removing the filter from the traffic signals and/or a prominent sign on the signals themselves.	Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.
Turning right either from Station Approach to Cornwallis Terrace, Priory Street, and from Havelock Road into Devonshire Road. Can traffic positional markings be placed in the middle of the junction to assist drivers that are unaware of the area.	Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.
Having the traffic signals so far back into Station Approach does confuse many people. Once they have passed the signal they are then completely flummoxed as to complete any manoeuvre on the junction. Whether turning left or right or illegally continuing straight on into Havelock Road.	Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the potential confusion and will make any instructions to motorists as clear as possible.
The corner of Queensbury House/ Priory Street/ Cornwallis Terrace. There is a delivery bay to the building, although it is rarely used now, it does leave an area for vehicles to park off road. Trying to get around that corner in my recent situation posed many problems.	This location is outside the scope of this phase of improvements. However, your observation will be considered for inclusion within the scheme and your correspondence shared with other relevant teams within East Sussex County Council for review.
Also perhaps a crossing from Priory Quarter side of the road to the entrance of the multi-story carpark would be welcome.	As above, this location is outside the scope of this phase of improvements. However, your observation will be considered for inclusion within the scheme and your correspondence shared with other relevant teams within East Sussex County Council for review.
Outside Queensbury House in Cornwallis Terrace/ Priory Street. A wide pavement but mainly used for Openreach vehicles to park whilst their engineers are working in the area and more so I will think, once the building has completed its conversion to 80 + flats. It is very difficult to try to cross	Noted.

over from this area to Cornwallis Terrace/Cambridge Gardens. Walking from Priory Meadow to Cambridge Gardens is a nightmare.	
The walk from Cambridge Gardens to the Rail Station. Crossing from Cambridge Gardens to Cornwallis Terrace, the walkway outside the flats (the old Citizens Advice building) is usually obstructed by vehicles parked on the footpath, I've crossing over only to find the footpath again obstructed by vehicles outside Domino the pizza takeaway.	Noted.
Although I agree, in some cases they are other longer walking routes to take to bypass these obstructions, (I can assure you, when people are disabled they want to take a shorter much quicker route as possible) I ask why are cars given priority over pedestrians? Perhaps the traffic signals at this junction should be given pedestrian priority and not wait for the full cycle of the system to complete before giving the pedestrian a chance to cross safely. As I have mentioned before, I am a driver and cyclist so I'm not anti-motor vehicles.	The proposed signals will contain a dedicated pedestrian phase. Whilst the pedestrians will not be given top priority, they will be given an equal share of the priority once the button is pushed, and a crossing required.
The customer main concerns regards whether the signage (refers to current signage 15/12/2021) and any additional future signage will be sufficient to ensure pedestrian and traffic safety as he says that some of the signage is too high up to be easily seen.	All signs and their locations will be reviewed for suitability and shall be installed to meet current standards.

This page is intentionally left blank

Report to:	**Lead Member for Transport & Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Formation of a South East Coast Path National Trail Partnership**
Purpose:	**To seek approval for the establishment of a National Trail Partnership to manage the South-East England Coast Path**

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

(1) Approve the establishment of a National Trail Partnership to manage the South-East England Coast Path; and

(2) Delegate authority to the Director of Communities, Economy and Transport to approve any related Inter Authority Agreement in conjunction with the Assistant Chief Executive and the appointment of an appropriate officer to the Partnership.

1 Background Information

1.1 In 2009**,** the Government announced its intention to create a new continuous National Trail known as the England Coast Path (ECP) (See Plan 2 – Appendix 2) Once in place, the ECP will be a 2,795 mile (4,500 kilometre) walking route around the English coast.

1.2 Natural England (NE) is working with Access Authorities (usually County, City or Borough Councils) to design and deliver the ECP in their authority areas.

1.3 In East Sussex, the Shoreham-Eastbourne stretch of the ECP is expected to open in 2022. The Eastbourne-Camber stretch is anticipated to open during 2023/24.

1.4 NE provides each Access Authority with grants to fund the planning and implementation of the ECP. Once the Trail is open, the Access Authority becomes responsible for ongoing maintenance, monitoring and promotion. At that stage, NE provides annual trail maintenance funding to each Access Authority. The amount of funding allocated to each authority is based on a standard formula which takes account of the length of trail and other relevant factors.

1.5 It is proposed to establish a Trail Partnership between the five Access Authorities involved in the south-eastern section of the England Coast Path (SE ECP – see Plan 1 – Appendix 1) The section would be called the London to Brighton Coast Path.

1.6 East Sussex County Council, Medway Council, Kent County Council, South Downs National Park Authority and Brighton & Hove City Council are the five Access Authorities involved in managing the SE ECP and would form the proposed Partnership.

2 Supporting Information

2.1 A Trail Partnership to manage the SE ECP is considered necessary for the following reasons:

a) Natural England's preferred model for ongoing management of a National Trail is that it is managed locally through a strategic trail partnership and that a trail manager is appointed. The activity of the trail manager is then managed by a

steering group comprised of representatives of the partner organisations - in this case the five Access Authorities

b) The creation of a Trail Partnership enables NE to provide an additional 40% funding for trail management. This additional funding is on top of that which each Authority would receive individually and acts as a financial incentive for Local Authorities to set up strategic partnerships

c) The proposed partnership members all share the view that the five authorities need to work together to manage the 250-mile London to Brighton stretch, running from Medway to Shoreham. This will achieve economies of scale and should allow a pooling of the NE funding, which is relatively small-scale on an individual authority basis

d) The set-up of a partnership would enable the creation and funding of a trail manager post, likely to be hosted by ESCC. This would provide much-needed capacity across the five authorities. The trail manager acts as a single point of contact, a figurehead and champion for the trail. They would lead on the maintenance and promotion of the trail as well as the annual funding bids and monitoring required by NE. The partnership also has the potential to bring in a diverse range of organisations and opportunities to access skills and funding

e) ESCC is already a member of the South Downs Way National Trail Partnership, along with the SDNPA, West Sussex County Council and Hampshire County Council, so has experience of this management arrangement. ESCC's experience in respect of the management of the South Downs Way National Trail is that this model works effectively and is the only realistic option within the current NE funding framework

f) The Trail Partnership will consist of a relevant officer from each respective Access Authority and will be facilitated by the trail manager. The trail manager will be recruited and appointed by the Trail Partnership in 2022/23

g) Financial information: NE have indicated that their 2022/23 funding contribution for the London to Brighton Coast Path would be £77k. In 2023/24, NE funding would increase to £123k as more stretches of the Trail open. To obtain this funding, the Trail Partnership is required to contribute 25% match-funding. Based on NE's funding projections, and the lengths of ECP in each authority area, ESCC would be expected to contribute annual match-funding of around £3k. There is existing budget available to contribute this match-funding

h) The formation of a Partnership has also been supported by members of the East Sussex Local Access Forum, an independent statutory group of countryside access experts which provides advice to the County Council

3 Conclusion and Reasons for Recommendations

3.1 As detailed above in Section 2, Lead Member is recommended to approve the establishment of a National Trail Partnership to manage the South-East England Coast Path.

3.2 It is recommended to delegate authority to the Director of Communities, Economy and Transport to approve any related Inter Authority Agreement in conjunction with the Assistant Chief Executive and the appointment of an appropriate officer to the Partnership.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Andy Le Gresley
Tel. No. 07786 171486
Email: andrew.legresley@eastsussex.gov.uk

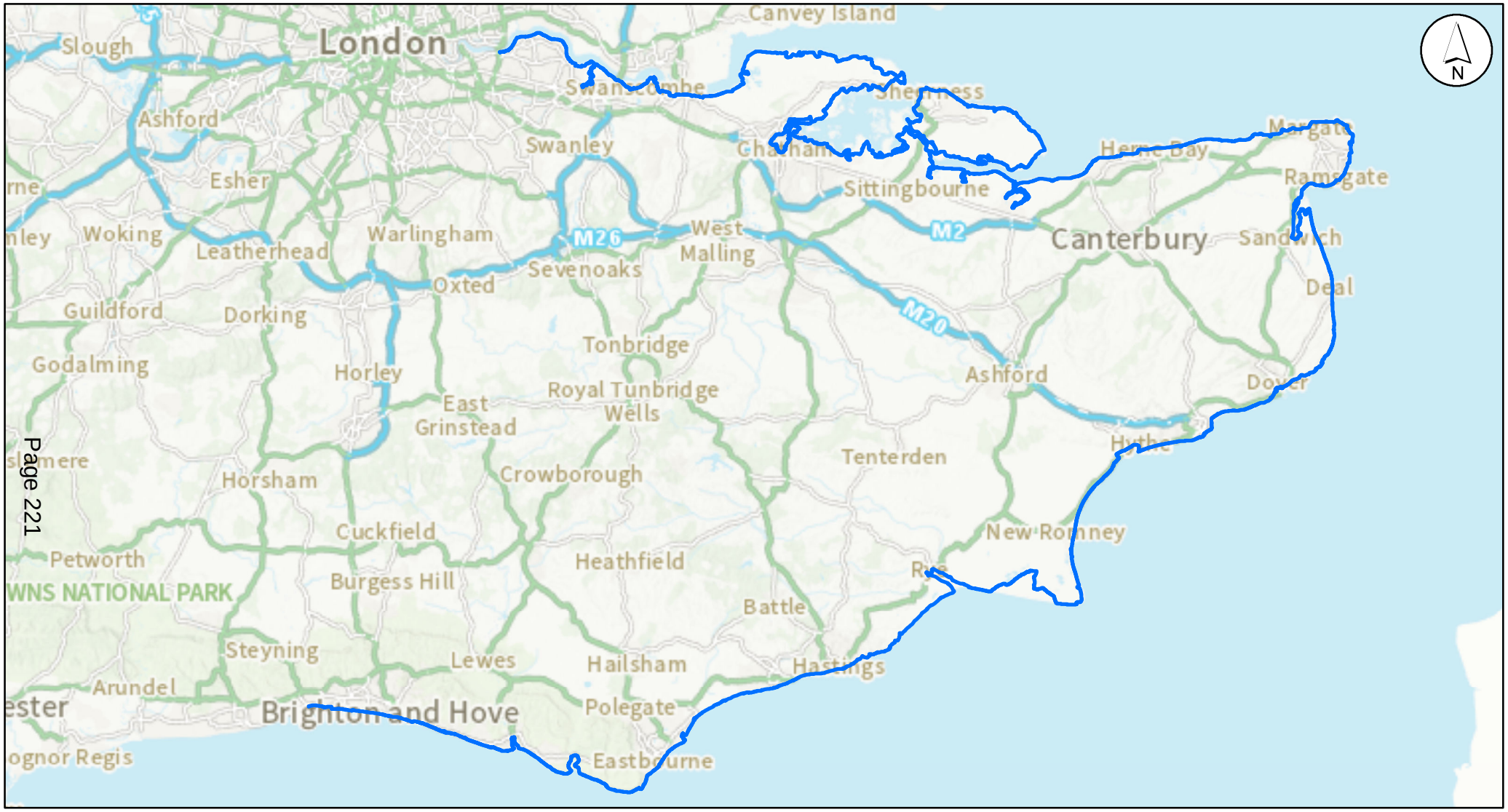
LOCAL MEMBERS

Councillor Sam Adeniji	Seaford North
Councillor Matthew Beaver	Maze Hill & West St.Leonards
Councillor Chris Collier	Peacehaven
Councillor Godfrey Daniel	Braybrooke & Castle
Councillor Penny di Cara	Sovereign
Councillor Nuala Geary	Bexhill West
Councillor Keith Glazier	Rye & Eastern Rother
Councillor Alan Hay	Baird & Ore
Councillor Julia Hilton	Old Hastings & Tressell
Councillor Ian Hollidge	Bexhill South
Councillor Stephen Holt	Devonshire
Councillor Carolyn Lambert	Seaford South
Councillor Tom Liddiard	Pevensey & Stone Cross
Councillor James MacCleary	Newhaven & Bishopstone
Councillor Carl Maynard	Brede Valley & Marsham
Councillor Christine Robinson	Telscombe
Councillor Stephen Shing	Willingdon & South Downs
Councillor Barry Taylor	Meads
Councillor Trevor Webb	Central St.Leonards & Gensing

BACKGROUND DOCUMENTS

None

This page is intentionally left blank



Page 221

Appendix 1

Map Title: Plan 1: London to Brighton England Coast Path	Key: London to Brighton England Coast Path
Date: 25.11.2021	Map No: 1
Scale: 1:625,000	Author: ALG

East Sussex County Council
County Hall
St Annes Crescent
Lewes

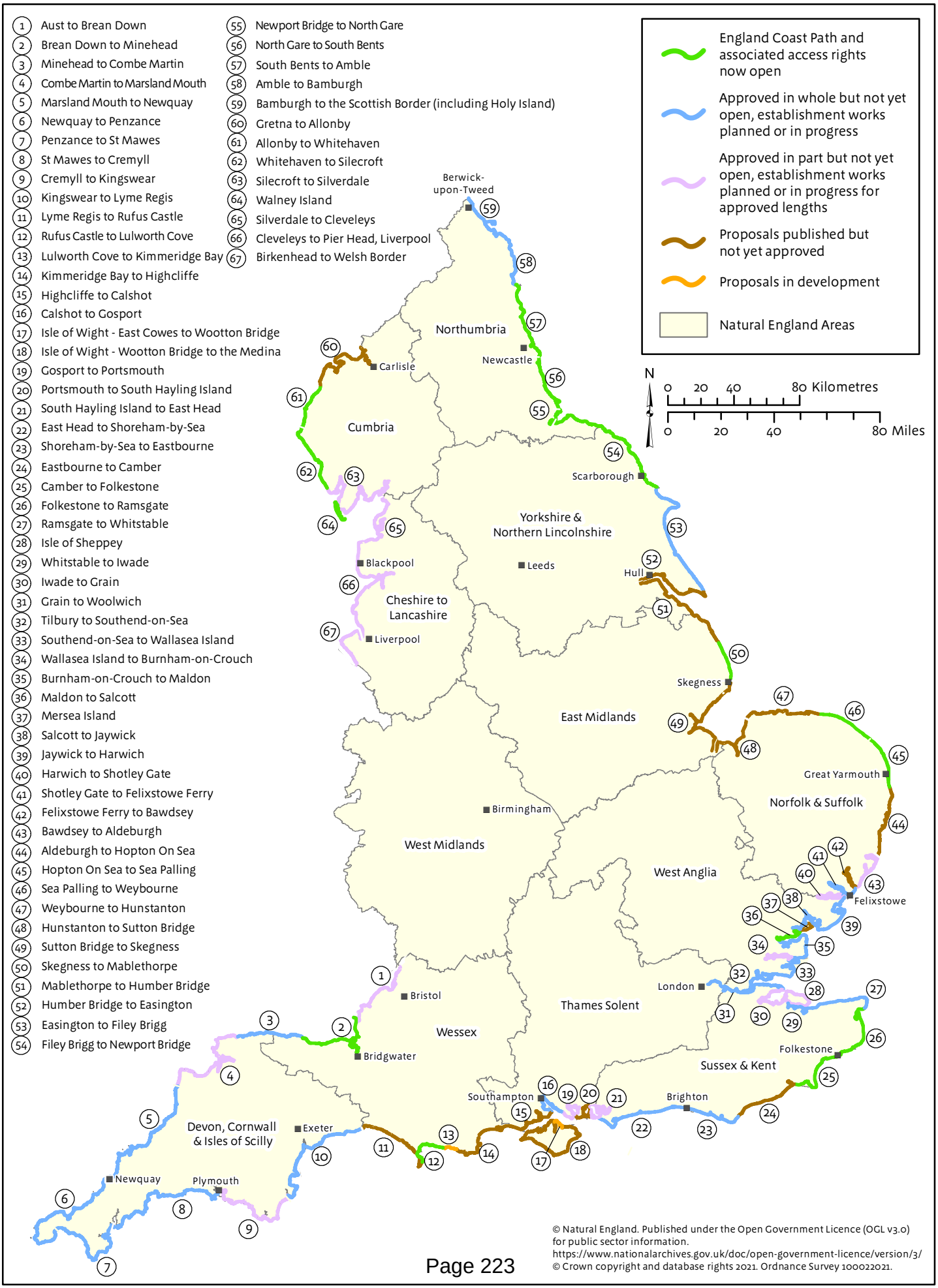
eastsussex.gov.uk

This page is intentionally left blank

England Coast Path - Stretch Progress

11th November 2021

Appendix 2



This page is intentionally left blank

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Eastbourne Levelling Up Fund – Grant Agreement with Eastbourne Borough Council**
Purpose:	**To approve East Sussex County Council, as the scheme delivery partner, entering into a grant funding agreement with Eastbourne Borough Council in relation to the Levelling Up funding allocated for the delivery of the Victoria Place pedestrianisation scheme of Terminus Road.**

RECOMMENDATIONS: The Lead Member is recommended:

(1) To approve East Sussex County Council, as the scheme delivery partner, entering into a grant funding agreement with Eastbourne Borough Council in relation to the £4.74m of Levelling Up funding allocated for the delivery of the Victoria Place pedestrianisation of Terminus Road: and

(2) To delegate authority to the Director of Communities, Economy and Transport, in consultation with the Chief Finance Officer and Assistant Chief Executive , to negotiate and agree the terms of the grant funding agreement between Eastbourne Borough Council and East Sussex County Council.

1 Background Information

1.1. Following the Spending Review in March 2021, the Government published the prospectus for the first round of a new £4.8 billion Levelling Up Fund (LUF). The first round of the Fund focussed on three themes - smaller transport projects that make a genuine difference to local areas; town centre and high street regeneration; and support for maintaining and expanding cultural and heritage assets. District and Borough authorities were encouraged to submit investment proposals that focussed on supporting high priority projects that make a visible impact in their local areas.

1.2. In June 2021 East Sussex County Council as the local highway authority worked in partnership with Eastbourne Borough Council to provide the necessary preliminary plans for the Eastbourne 'Victoria Place' pedestrianisation of Terminus Road (southern section) for inclusion within the Borough Council's LUF bid proposal 'Linking Town Centre Regeneration with a Strengthened Visitor Economy @Victoria Place and @Towner'. The plans for the Victoria Place section of Terminus Road continues the ambition to create a continuous pedestrian route from the train station to the seafront and builds on the previous Local Growth Fund investment in pedestrian and public realm improvements on this key arterial route in Eastbourne town centre.

1.3. In October 2021 Eastbourne Borough Council received notification that their £19.85m LUF bid had been successful. Within this amount, £4.74m was allocated for the delivery of the Victoria Place pedestrianisation scheme. East Sussex County Council, as the local highway authority, will act as the delivery body for the scheme.

2 Supporting Information

Victoria Place Pedestrianisation scheme

2.1 The Victoria Place pedestrianisation scheme represents an opportunity to sustainably

upgrade this section of the town centre by creating more space, priority and accessibility for pedestrians; as well as providing a clear and inviting pedestrian route between the Town Centre to the Seafront and improving connections with existing pedestrianised areas through upgraded crossing points to the Seafront and over Seaside Road/Trinity Trees. A plan showing the extent of the scheme is at Appendix 1.

2.2 The scheme builds on the £8m investment, including £5m of Local Growth Fund, on Phase 1 of the Eastbourne Town Centre Movement and Access Package which focussed on improvements for pedestrians and buses on the section of Terminus Road between Station Road and Bankers Corner, Cornfield Road and Gildredge Road, and supported the investment made in extending the 'The Beacon' shopping centre. It also supports the planned £3.4m investment, including £3m LGF, on Phase 2a of the Movement and Access Package related to the section of Terminus Road between 'Bankers Corner' and Langney Road, which is due to begin construction in Spring 2022.

2.3 The Victoria Place pedestrianisation scheme represents an opportunity to bring strategic economic and cultural benefits to the Town Centre, by creating opportunities for boosting the night-time economy of Eastbourne and supporting the creation of a restaurant quarter and public realm improvements and new space with the potential for social and cultural activities. These fit within the County Council objective of supporting economic growth alongside the Borough Council's strategic development objectives for Eastbourne town centre.

2.4 The scheme also supports the East Sussex Local Transport Plan (LTP 2011 - 2026), which identifies that in order to meet the likely travel demand from new development and to promote the local economy, improvements to accessibility for pedestrians as well as traffic movement would be required within Eastbourne town centre. In addition, the East Sussex Local Cycling and Walking Infrastructure Plan (2021), approved by the County Council in September 2021, identifies the pedestrianisation of Terminus Road to the seafront as one of its priority schemes.

Grant Funding Agreement

2.5 Following their successful Levelling Up Fund (LUF) bid, Eastbourne Borough Council has entered into a grant funding agreement with the Government in order to receive their £19.85m LUF allocation.

2.6 The County Council, acting as a delivery partner for the Victoria Place element of Eastbourne's LUF package, will be required to enter into a grant funding agreement with Eastbourne Borough Council to enable the £4.74m of LUF funding allocation to be defrayed to enable delivery by the end of the LUF funding period in March 2024.

2.7 The County Council has completed the preliminary design stage for the Eastbourne Town Centre Movement and Access Package Phase 2b Terminus Road upgrading and pedestrianisation, which covers the Victoria Place scheme extent. The preliminary design current cost estimates indicate that the LUF allocation will fund the Victoria Place section, however exact details of costs will be achieved through detailed design development and in discussions with Eastbourne Borough Council.

2.8 It is envisaged that in the event of any cost overruns to the project, this will be managed by Eastbourne Borough Council acting as the LUF lead authority. The precise details of the mechanisms for risk for any overspend will be reviewed once the County Council receives the grant funding agreement this month.

Programme Delivery

2.9 The current delivery programme for the Victoria Place pedestrianisation scheme will see engagement, public consultation and the development of the detailed design continue throughout 2022, with construction programmed to commence in spring 2023 and complete by March 2024.

3 Conclusion and Reasons for Recommendations

3.1 In October 2021, Eastbourne Borough Council successfully secured £19.85m from the Government's Levelling Up Fund for its 'Linking Town Centre Regeneration with a 'Strengthened Visitor Economy @Victoria Place and @Towner' proposal. This included £4.74m for the delivery of the Victoria Place pedestrianisation of Terminus Road. The scheme builds on the existing investment the County Council has made using Local Growth Fund and other funding sources in the Eastbourne Town Centre Movement & Access Package and represents an opportunity to sustainably upgrade this section of the town centre by creating more space, priority and accessibility for pedestrians, as well as providing a clear and inviting pedestrian route between the Town Centre to the Seafront.

3.2 The County Council, acting as the scheme delivery body, will be required to enter into a grant funding agreement with Eastbourne Borough Council to defray the Victoria Place funding allocation to the County Council to progress the consultation, detailed design and construction by the end of the LUF funding period of March 2024.

3.3 The Lead Member is recommended to approve East Sussex County Council entering into a grant funding agreement with Eastbourne Borough Council in relation to the £4.74m of Levelling Up funding allocated to the Borough Council for the delivery of the Victoria Place pedestrianisation of Terminus Road. The Lead Member is also recommended to delegate authority to the Director of Communities, Economy and Transport, in consultation with the Chief Finance Officer and Assistant Chief Executive to negotiate and agree the terms and conditions on the grant agreement.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Richard Lambert
Tel. No. 07783 802411
Email: Richard.Lambert@eastsussex.gov.uk

LOCAL MEMBERS

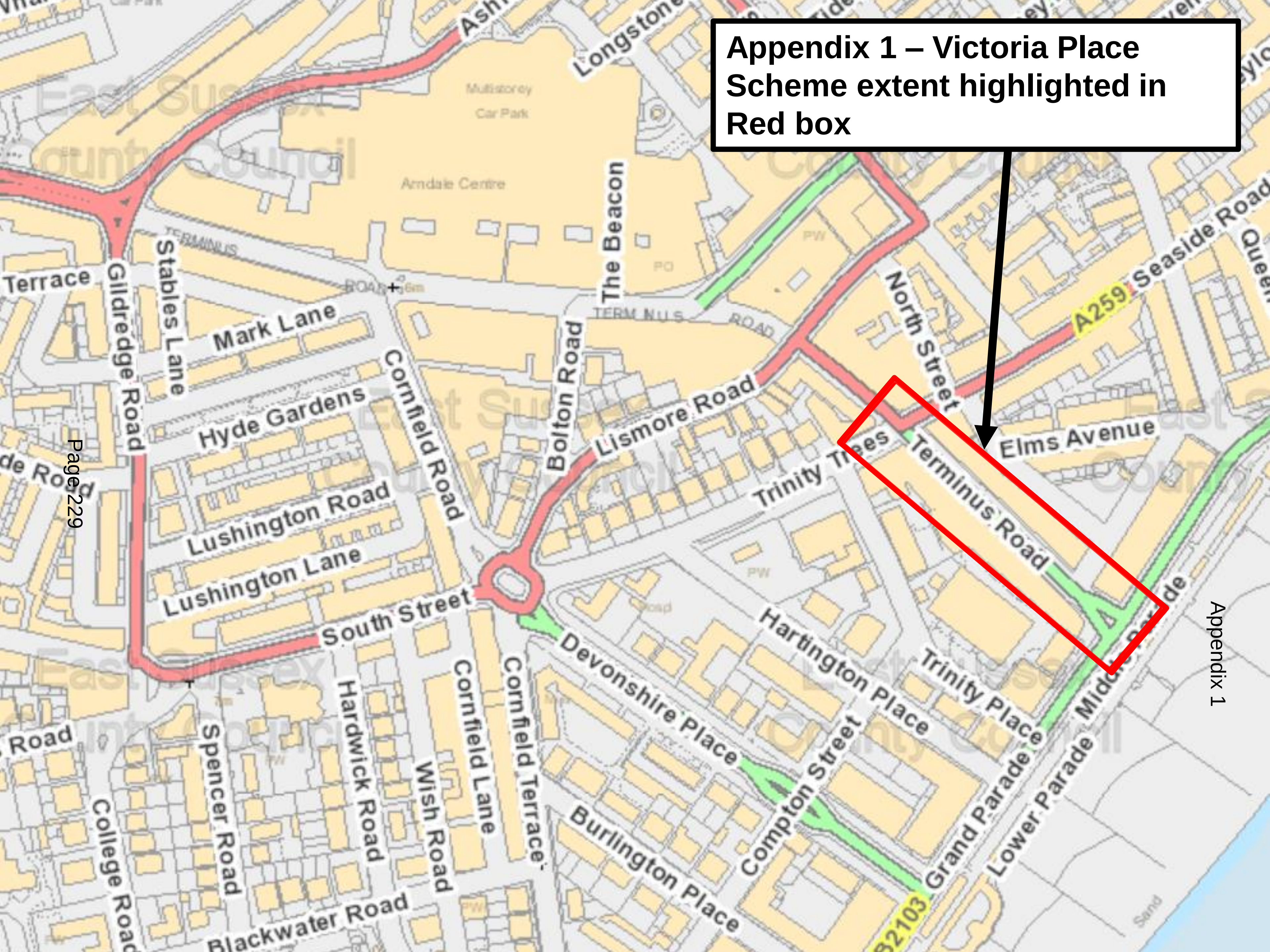
Councillors Holt, Taylor

BACKGROUND DOCUMENTS

Eastbourne Borough Council Levelling up Fund BID – Executive Summary

This page is intentionally left blank

Appendix 1 – Victoria Place Scheme extent highlighted in Red box



This page is intentionally left blank

Report to:	**Lead Member Transport and Environment**
Date of meeting:	**14 March 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Member representation on the board of the Combe Valley Countryside Park Community Interest Company**
Purpose:	**To approve changes being recommended to the governance of the Combe Valley Countryside Park Community Interest Company**

RECOMMENDATIONS:

(1) To consider the changes to Local Authority Member representation on the Combe Valley Countryside Park Community Interest Company; and

(2) To support the proposed changes to Local Authority Member representation.

1 Background

1.1 During the last year the Combe Valley Countryside Park (CVCP) Community interest Company (CIC) has been reviewing its governance to ensure it best reflects diversity and inclusion in decision-making and is best able to attract much needed funding to the CVCP. Following a recent review of its governing document, the Articles of Association, the CIC is consulting with each of the Local Authorities that are Members of the Company to seek agreement to reduce the number of local authority councillor representatives on the CIC Board from a maximum of 2 councillors each to a maximum of one councillor from each authority. The Local Authorities currently have 1 vote each on the Board and this will continue to be the case.

2 Supporting Information

2.1 In October 2021 the CIC Board of Directors, which includes two County Councillors (Cllrs Pragnell and Beaver), discussed a change to their governing document, the Articles of Association, to reduce the number of local authority councillor representatives on the CIC Board from 2 councillors each to one councillor from each authority, and a decision was made to consult the relevant authorities on this proposed change. Hastings Borough Council, East Sussex County Council and Rother District Council all currently have two councillors on the Board, although each Local Authority has only one vote on the Board. The reason for this proposed change is in order to enable more community stakeholders to be represented on the Board. This proposal was supported unanimously by all Councillors present at the Board meeting in October. However, neither Cllrs Pragnell nor Beaver were present at that meeting. The views of the consulted local authorities were discussed at the CIC Board meeting which was held on 23 February 2022.

2.2 The proposed change to governance is a logical step in making the CIC less reliant on local authority support, which the County Council has long been keen to encourage and is probably a

more efficient use of councillor time. Both Rother District Council and Hastings Borough Council support the proposed change, which they will confirm in writing. The main consequence for the County Council will be the need to decide which Councillor should continue to sit on the CIC Board.

3 Conclusion and Reasons for Recommendations

3.1 Lead Member is recommended to support the proposed change to County Councillor membership of the Board of the Combe Valley Countryside Park Community Interest Company, as this will enable wider stakeholder representation on the Board and be a more efficient use of Councillor time.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Virginia Pullan
Tel. No. 07786171433
Email: Virginia.pullan@eastsussex.gov.uk

LOCAL MEMBERS

Cllrs Beaver, Pragnell, Scott, Webb, Marlow-Eastwood and Hollidge.

BACKGROUND DOCUMENTS

CVCP Articles of Association

CVCP Current Structure December 2021

Letter to the Leader of East Sussex County Council dated 4.1.22