



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 11 APRIL 2022 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 14 March 2022 (*Pages 3 - 12*)
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. Polegate High Street Movement and Access Improvements and 20mph scheme
(*Pages 13 - 68*)
Report by the Director of Communities, Economy and Transport
5. Any urgent items previously notified under agenda item 3

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1 April 2022

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 14 March 2022 at Committee Room, County Hall, Lewes

Councillor Matthew Beaver spoke on items 8 (see minute 56)
Councillor Godfrey Daniel spoke on items 4 and 9 (see minutes 52 and 57)
Councillor Julia Hilton spoke on item 4 (see minute 52)
Councillor Ian Hollidge spoke on items 4 and 8 (see minutes 52 and 56)
Councillor Matthew Milligan spoke on item 5 (see minute 53)
Councillor Steve Murphy spoke on items 4, 7 and 8 (see minutes 52, 55 and 56)
Councillor Peter Pragnell spoke on item 4 (see minute 52)
Councillor Stephen Shing spoke on items 7 and 8 (see minutes 55 and 56)
Councillor Colin Swansborough spoke on item 8 (see minute 56)
Councillor John Ungar spoke on item 6 (see minute 54)

48. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 FEBRUARY 2022

48.1 The Lead Member approved as a correct record the minutes of the meeting held on 21 February 2022.

49. DISCLOSURE OF INTERESTS

49.1 Councillor Godfrey Daniel declared a personal interest in item 4 as a resident living in close proximity to Alexandra Park. He did not consider this to be prejudicial.

49.2 Councillor Ian Hollidge declared a personal interest in item 4 as a member of a cycling group in Bexhill. He did not consider this to be prejudicial.

49.3 Councillor Julia Hilton declared a personal interest in item 4 as a trustee of Hastings Greenway Trust. She did not consider this to be prejudicial.

49.4 Councillor Shing declared a personal interest in item 8 as a resident of Coppice Avenue. He did not consider this to be prejudicial.

50. URGENT ITEMS

50.1 There were no urgent items.

51. REPORTS

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

52. ALEXANDRA PARK SHARED PEDESTRIAN AND CYCLE ROUTE, HASTINGS

52.1 The Lead Member considered a report by the Director of Communities, Economy and Transport together with written comments by Councillor Sorrell Marlow-Eastwood submitted prior to the meeting.

52.2 Mr David Taylor, the Lead Petitioner for the petition calling on the County Council to remove their support for a shared cycle / pedestrian pathway through Alexandra Park, spoke to highlight safety and enforcement concerns.

52.3 Mr Ian Sier, the Lead Petitioner for the petition calling on the County Council to continue with the route construction when the reference to the Secretary of State has been resolved, spoke to highlight the importance of the route in terms of the overall walking and cycling network in Hastings.

DECISIONS

52.4 The Lead Member RESOLVED to:

(1) Advise the petitioners that 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.

REASONS

52.5 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.

52.6 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, Hastings Borough Council 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. Officers agreed to explore a Service Level Agreement with Hastings Borough Council regarding resources for enforcement.

52.7 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 and wellbeing.

52.8 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.

53. PETITION RECOMMENDING A REVIEW OF THE SPEED LIMITS AND SAFER CROSSING SOLUTIONS ON THE A272 STATION ROAD BETWEEN NORTH CHAILEY AND NEWICK

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

53.2 Councillor Matthew Milligan as the local member spoke on behalf of the Lead Petitioner for the petition calling on the County Council to review the speed limits and safer crossing solutions on the A272, North Chailey. He highlighted the impact of recent housing developments on road safety in the area.

DECISIONS

53.3 The Lead Member **RESOLVED** to advise the petitioner 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.

REASONS

53.4 The resources that are available for road safety are limited and priority must be given to those locations with a history of personal injury crashes. 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.

53.5 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.

54. PETITION - REQUEST TO UPGRADE PEDESTRIAN CROSSING FACILITIES IN OLD TOWN, EASTBOURNE

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

54.2 Councillor John Ungar, the Lead Petitioner for the petition calling on the County Council to upgrade the zebra crossing on Church Street, Eastbourne to a Pelican Crossing and install a pedestrian phase on the traffic lights at the junction with Summerdown Road, Church Street, Victoria Drive and East Dean Road, Eastbourne, spoke to highlight safety concerns at this junction with particular regard to children using the crossing.

DECISIONS

54.3 The Lead Member RESOLVED 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 2022/23 capital programme for local transport improvements.

REASONS

54.4 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.

54.5 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.

55. EAST SUSSEX COUNTY COUNCIL MAJOR ROAD NETWORK A22 OUTLINE BUSINESS CASE SUBMISSION

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

DECISIONS

55.2 The Lead Member RESOLVED 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.

REASONS

55.3 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.

55.4 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.

55.5 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.

55.6 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.

55.7 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. The Outline Business Case seeking MRN funding will be submitted to Government at the end of March 2022 and 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.

56. CAPITAL PROGRAMME FOR LOCAL TRANSPORT IMPROVEMENTS 2022/23

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

DECISIONS

56.2 The Lead Member RESOLVED to:

(1) Agree the programme of local transport improvements for 2022/23 set out in Appendix 1 to the 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.

REASONS

56.3 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.

56.4 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 will be allocated to the programme of schemes set out in Appendix 1 of the report.

57. DEVONSHIRE ROAD/HAVELOCK ROAD/CORNWALLIS TERRACE/STATION APPROACH CROSSROADS, HASTINGS - PEDESTRIAN CROSSING IMPROVEMENTS

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

DECISIONS

57.2 The Lead Member RESOLVED to:

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

(2) Approve the proposed changes, as set out in Appendix 1 of the report, 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.

REASONS

57.3 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.

57.4 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. The scheme will progress 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.

58. FORMATION OF A SOUTH EAST COAST PATH NATIONAL TRAIL PARTNERSHIP

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

DECISIONS

58.2 The Lead Member RESOLVED 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.

REASONS

58.3 Natural England is working with local Access Authorities, which includes ESCC, to deliver the England Coast Path. Their preferred model is a strategic trail partnership, which enables them to provide an additional 40% funding for trail management.

58.4 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.

58.5 The Trail Partnership will consist of a relevant officer from each respective Access Authority.

59. EASTBOURNE LEVELLING UP FUND – GRANT AGREEMENT WITH EASTBOURNE BOROUGH COUNCIL

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

DECISIONS

59.2 The Lead Member RESOLVED to:

(1) 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) 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.

REASONS

59.3 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.

59.4 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.

60. MEMBER REPRESENTATION ON THE BOARD OF THE COMBE VALLEY COUNTRYSIDE PARK COMMUNITY INTEREST COMPANY

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

DECISIONS

60.2 The Lead Member RESOLVED to:

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

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

REASONS

60.3 To enable wider stakeholder representation on the Board and be a more efficient use of Councillor time.

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Report to:	Lead Member for Transport and Environment
Date of Meeting:	11 April 2022
By:	Director of Communities, Economy and Transport
Title:	Polegate High Street Movement and Access Improvements and 20mph speed limit scheme
Purpose:	To consider the results of the public consultation on the proposed Movement and Access improvements along Polegate High Street, including the introduction of a 20mph speed limit, and how the scheme will be taken forward

RECOMMENDATION: The Lead Member is recommended to:

- (1) Note the results of the public consultation on the movement and access improvements along Polegate High Street, including the introduction of a 20mph speed limit, bus stop and footway improvements; and**
 - (2) Agree that the scheme is taken forward to detailed design and construction as part of the 2022/23 Capital Programme for Local Transport Improvements, subject to any delivery risks and delays arising from the current COVID-19 pandemic**
-

1. Background Information

1.1 East Sussex County Council (ESCC) is promoting measures to improve movement and access along Polegate High Street. The proposals include reducing the existing 30mph speed limit along the whole of the High Street to 20mph, footway improvements and upgrades to existing bus stops.

1.2 The preliminary design has been developed using funds from the County Council's capital programme for local transport improvements. The design seeks to improve the environment for vulnerable users using the High Street and encourage a shift towards more sustainable modes of transport.

1.3 The scheme will significantly contribute to the County Council's priorities relating to climate change, economic growth and recovery, health and wellbeing.

2. Supporting Information

2.1 The proposals for Polegate High Street, as shown on the plan at Appendix 1, comprise:

- The introduction of a 20mph speed limit along the High Street between the Station Road/Hailsham Road mini-roundabout to the Wannock Road/A2270 signalised junction near the Horse & Groom Public House
- Localised footway widening where practicable within the highway boundary
- The introduction of dropped kerbs and tactile paving on side roads along the length of the High Street
- Localised footway resurfacing

2.2 The scheme will be delivered using development contributions secured towards local transport improvements in the Polegate area.

Stakeholder and Public Consultation

2.3 Informal consultation was undertaken with key stakeholders in November 2020, including emergency services, local cycle groups, Network Rail, disability groups, bus operators, County Councillors, District and Town Councillors. Comments on the proposals were received from Sussex Police and from Network Rail, because of the proximity of the full barrier level crossing in the town centre. The comments received helped to shape the scheme design.

2.4 Public consultation on the proposals was undertaken between 1 and 26 November 2021. Due to Covid restrictions, the consultation process was undertaken online via the County Council's consultation hub. The design proposals themselves were accompanied by a questionnaire which included open questions to encourage qualitative feedback. Leaflets about the consultation were distributed to over 6,000 properties in the vicinity of the proposed improvements.

Consultation responses

2.5 A total of 104 responses were received equating to a 1.7% response rate, which is low for a public consultation. A breakdown of the number of responses and the level of support received is shown below:

Scheme Name	Responses received	Support	Oppose	Don't know / no preference
Polegate High Street	104	59 (56.7%)	33 (31.7%)	12 (11.6%)

2.6 In the comments provided alongside the consultation responses, some respondents felt that the proposals would improve the town centre for residents, visitors and businesses and believed that the improvements would help the County Council achieve their stated objectives. The stakeholder and public consultations also raised, however, a number of issues about the proposals. These include:

- there is no, specific speeding problem along the High Street as vehicles are regularly delayed by the level crossing. The proposed speed reduction does not appear to be necessary
- inconsiderate parking along the High Street needs to be addressed and existing parking restrictions need to be policed. Many of the comments referred to problems caused by vehicles being parked on footways; the 20mph limit should be extended to encompass a wider area of Polegate, including the side roads
- vehicle speeds needed better policing
- Automatic Number Plate Recognition (ANPR) and / or speed cameras should be introduced to the High Street
- the scheme offers no significant benefits and is considered to be a waste of money
- consideration should be given to the introduction of additional pedestrian crossing facilities south of the level crossing

2.7 A copy of the consultation report, outlining the consultation process and comments received, can be found in Appendix 2.

2.8 The following responses are provided to the key issues raised:

- Although traffic speeds are not considered by some of the residents to be high enough to warrant the introduction of a 20mph speed limit, speed data captured at the site indicates that vehicle speeds are at their highest during the evenings and overnight. The introduction of the 20mph speed limit would ensure that vehicle speeds are kept low at all times
- Errant parking is reported to be a problem along Polegate High Street but would not be addressed by the proposed scheme. Parking in Wealden district has not been decriminalised meaning that this would be a matter for Sussex Police to enforce

- The introduction of ANPR / speed cameras is carefully regulated by the Sussex Safer Roads partnership. It is unlikely that Polegate High Street would meet the minimum criteria for the installation of these signs
- The introduction of additional pedestrian crossing points will be considered as a part of the next stage of the design process if approval to progress the scheme is given

Bus Service Improvement Plan (BSIP)

2.9 Separate to these proposed improvements for Polegate High Street, our Bus Service Improvement Plan approved in October 2021 identified proposals to introduce mobility hubs at various locations around the county to help deliver improved waiting facilities at key locations to encourage greater use of public transport. The two bus stops along Polegate High Street, southbound outside the Rail Station and northbound by the Medical Centre, have been identified as possible locations for these hubs.

2.10 The feasibility of including the mobility hubs into the High Street improvements has been investigated, however it has been concluded that there is insufficient space within the public highway in which to provide a full facility at each bus stop. However, there is scope to incorporate additional interactive displays that would supplement the existing real time information signing already in situ and provide guidance on alternative travel facilities available. A report on the outcome of this feasibility study can be found at Appendix 3.

Improved Cycling provision

2.11 Furthermore, as part of the wider sustainable transport package associated with the A22 Corridor package considered at the Lead Member decision making meeting in March 2022, proposals were identified to improve cycle facilities at the northern end of Polegate High Street to improve access on and off the existing shared footway/cycleway near the Station Road/Hailsham Road mini-roundabout. These improvements would also improve the connectivity to the Cuckoo Trail route and the off-road cycle route along Station Road/Pevensey Road/Dittons Road to Stone Cross. The proposed changes are shown on the plan at Appendix 4.

2.12 This additional cycle provision has been included in the revised design for Polegate High Street and, subject to the outcome and recommendation of the Stage 1 safety audit, it is proposed that this will be taken forward as part of this scheme.

3. Conclusion and Reason for Recommendation

3.1 Despite the low response rate, the results of the public consultation show that there is overall support for the implementation of the Polegate High Street Movement and Access improvements and 20mph speed limit scheme.

3.2 The footway improvements will benefit pedestrians, particularly those with visual impairments, and the lower speed limit of 20mph will result in a safer environment for pedestrians, particularly when crossing side roads, cyclists and general traffic, reflecting the recent changes in hierarchy and priority in the Highway Code. Improvements to cycling provision at the northern end of the High Street will help encourage greater use of cycling and connectivity onto existing routes in the town, whilst the interactive signage at the two bus stops will meet some of the mobility hub requirements detailed in our BSIP, and aid members of the public in their choice of travel.

3.3 The proposals will assist the County Council in meeting the objectives set out to achieve carbon neutrality from its activities as soon as possible and in any event by 2050.

3.4 Therefore, it is recommended that the scheme, incorporating the BSIP and cycling related improvements, is taken forward to detailed design and construction as part of the 2022/23 Capital Programme of Local Transport Improvements.

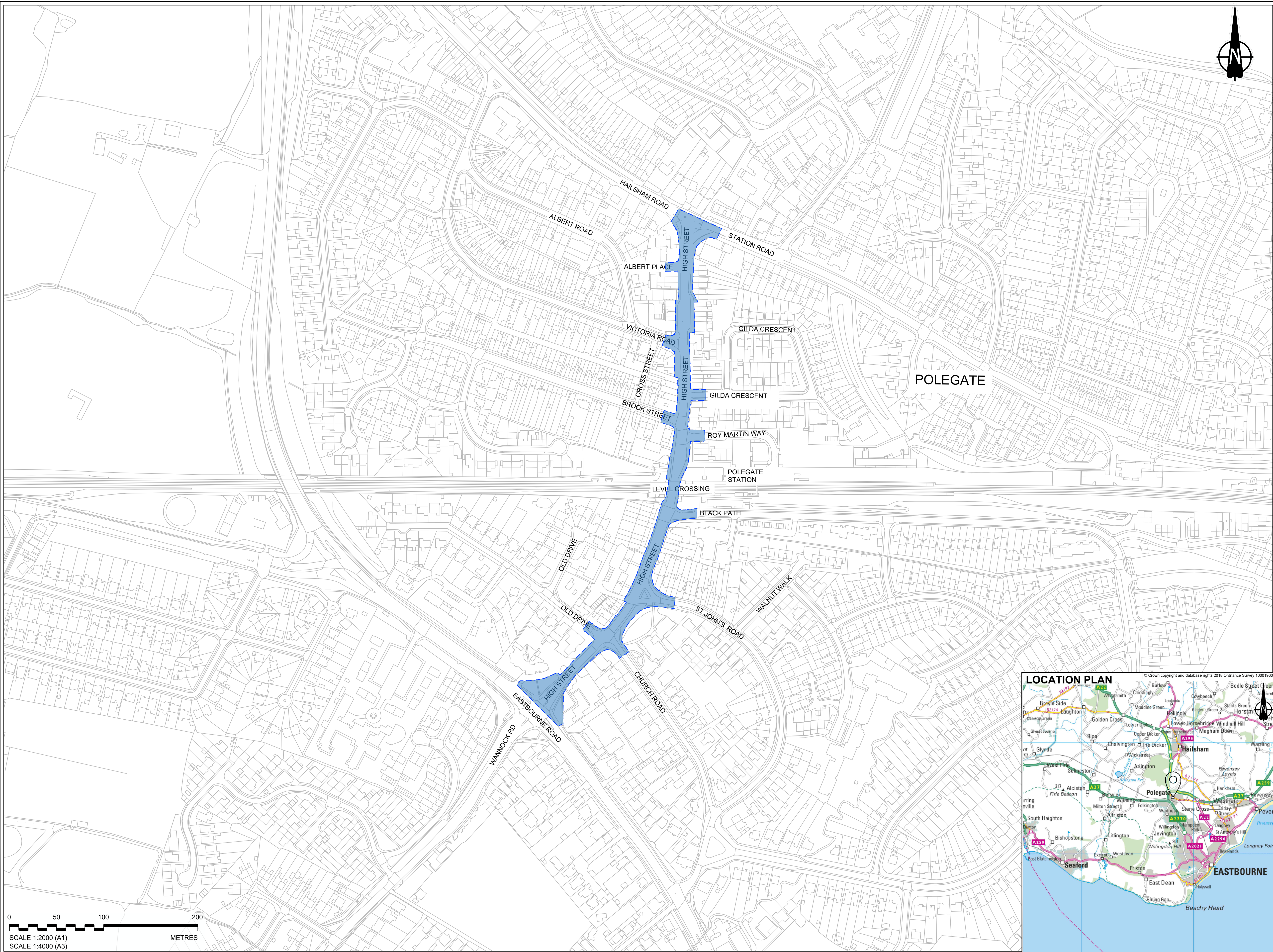
RUPERT CLUBB
Director of Communities, Economy and Transport

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LOCAL MEMBER
Councillor Daniel Shing

BACKGROUND DOCUMENTS
None



P01	S2	04/03/2022	First issue	IT	CK	IT
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd

LEGEND

 Extent of proposed works

East Sussex Highways
A partnership between:


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

Project	POLEGATE HIGH STREET				
Drawing title	SITE LOCATION				

Status	S2	Revision	P01
Scale	1:2000	Date	04/03/2022
Drawn By	I Tingley		
Checked By	C Kwok		
Approved By	I Tingley		
Project No.	3520000	Originator	CH2
Drawing number	HGN-SCH122B-DR-CH-0004	Volume	1
		Design Alt.	1
		Type	1
		Role	1
		Number	
		Original Size	A1

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Polegate High Street Improvements Public Consultation

Prepared for

East Sussex County Council

December 2021



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BN8 9NP

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Document Issue

Revision History

Issue	Author	Date	Description
1	Ian Tingley	01/12/21	Draft issue issued for comment.
2	Ian Tingley	31/01/22	Revision P01

Technical Check

Role	Name	Signature	Date
Senior Design Engineer	C Kwok	C Kwok	31/01/22

Approval

Role	Name	Signature	Date
Design Team Manager	D Johns	<i>D Johns</i>	31/01/22

Acronyms and Abbreviations

ESCC	East Sussex County Council
ESH	East Sussex Highways

Executive Summary

East Sussex Highways (ESH), in partnership with East Sussex County Council (ESCC) have developed proposals to introduce improvements along High Street, Polegate. The main objective of the scheme is to make the High Street safer for all users to access as well as making it more attractive to visit.

To achieve the objectives of the scheme the following measures are proposed:-

- Reducing the existing 30mph speed limit to 20mph along the length of High Street;
- Improvements to the bus stops outside the Polegate Railway Station and the Downlands Medical Centre to provide easier bus access and to provide high access kerbing;
- Provision of dropped kerbing and tactile paving at all pedestrian crossing points; and
- Repairs to the existing footway surfaces where required.

These measures will improve the experience for pedestrians, particularly those that require dropped kerbs such as those with mobility or sight impairments, pedestrians with prams / buggies / trolleys etc) as well as bus drivers and public transport users.

A public consultation was held on the proposals commencing Monday 1 November 2021. All responses were to be returned by the end of Friday 26 November 2021.

A public exhibition was not held for this scheme but, instead, approximately 6000 letters were delivered around Polegate to ensure that everyone within the locale was given the opportunity to provide comment. These were in addition to the 30 statutory consultees who were emailed the consultation material direct. All consultees were invited to provide comment via the ESH Citizen Space portal or by emailing the ESH Contact Centre.

79 responses were received via the Citizen Space and 25 responses by email – a total of 104 responses. The return rate equates to approximately 1.7% of the potential, total, number of responses.

59 responses (56.7%) were in support of the proposal to reduce the speed limit to 20mph. 33

responses (31.7%) were against the proposals.

12 responses (11.6%) provided comment but did not, specifically, express support or objection to the proposals.

Only 6 responses were received from the 30 consultees included on the Statutory Consultee list. From

the comments received the following two issues emerged as the key concerns:-

- Action needs to be taken to resolve problems caused by inappropriate parking including the need for parking enforcement.
- Speeding was not seen to be a problem along High Street as there are usually lengthy queues and delays caused by the level crossing.

Following completion of the public consultation ESCC now need to decide whether or not to progress with the scheme in its current form.

In light of the comments received it is recommended that a review of the proposals is carried out to determine whether or not there is scope to incorporate any additional measures into the scheme.

To this end it is recommended that a meeting is held between ESCC and ESH at the earliest opportunity to discuss the next steps for the scheme.

1. Introduction

- 1.1. East Sussex Highways, through their design office in London, has worked in partnership with East Sussex County Council to promote a scheme to introduce a 20mph speed limit along the whole of High Street, Polegate.
- 1.2. The proposed speed reduction extends between the B2247 Station Road at the northern end of High Street and the A2270, Eastbourne Road, at the southern end. The proposed speed limit will also extend into each of the side roads by approximately 10m.
- 1.3. The proposed measures also aim to improve the bus stops adjacent to the Railway Station and the Downlands Medical Centre by re-aligning the entry kerbing to make it easier for buses to access the stops and providing high access kerbing to enable pedestrians to alight buses more easily.
- 1.4. An informal consultation with the statutory consultees was held in 2020. Comments arising from this informal exercise were incorporated into the scheme prior to commencing the formal consultation.
- 1.5. The formal consultation on the proposals was held between 1 November 2021 and the end of 26 November 2021.
- 1.6. This report is prepared to record the processes carried out and to record and comment on the results of the formal consultation.
- 1.7. All comments received will be assessed and used to shape the final layout of the scheme.

2. Informal Consultation

- 2.1. An informal consultation was carried out by ESH London office in November 2020.
- 2.2. From this exercise comments were received from 2 consultees – Network Rail and Sussex Police, each of whom raised concern about different aspects of the design.
- 2.3. Network Rail were concerned about visibility to the level crossing being obscured by southbound buses waiting at the adjacent bus stop. The proposed layout required buses to overhang the live carriageway.
- 2.4. Sussex Police raised concern about existing zig-zag road markings that extended into the circulatory carriageway at the mini roundabout at the northern end of High Street.
- 2.5. In August 2021, following completion of the informal consultation process, the project was handed over to ESH Ringmer office to progress.
- 2.6. The two items raised from the informal consultation were subsequently addressed and the solutions accepted, respectively, by both Sussex Police and Network Rail.
- 2.7. Approval was subsequently received from ESCC to progress the scheme to the formal consultation stage.

3. Formal Consultation

- 3.1. The formal consultation commenced on Monday 1 November 2021 and concluded at the end of Friday 26 November 2021.
- 3.2. Copies of the consultation letter and plan were emailed to the Councillors on Friday 29 October to give them advance notice of the forthcoming consultation.
- 3.3. 30 Statutory Consultees were sent the consultation material and invited to comment on the proposals. A full list of the Statutory Consultees is included in Appendix A.
- 3.4. An exhibition was not required for this scheme but, instead, approximately 6000 letters were delivered to properties within Polegate to give all residents the opportunity to provide comment on the proposals. The letters were delivered between Monday 1 November and Wednesday 3 November.
- 3.5. Copies of the letter and accompanying drawings were also posted on ESH Internet – Citizen Space – where residents were directed to provide comment.
- 3.6. A copy of the letter and accompanying plans are included in Appendix B.
- 3.7. At the close of the consultation period 79 responses had been provided on Citizen Space and an additional 25 responses had been emailed to the Contact Centre.
- 3.8. A total of 104 responses were received during the consultation period. This equates to a return rate of approximately 1.7%.
- 3.9. Of the responses received:-
- 59 responses (56.7%) were in support of the proposal to reduce the speed limit to 20mph.
 - 33 responses (31.7%) were against the proposals.
 - 12 responses (11.6%) provided comment but did not, specifically, express support or objection to the proposals.
 - Only 6 responses were received from the 30 consultees included on the Statutory Consultee list.
- 3.10. A summary of the responses received is included in Appendix C.
- 3.11. From the comments received the following 2 key items emerged as the main concern of the residents:-
- 24 of the respondents commented that there is no, specific, speeding problem along High Street as vehicles are regularly delayed by the level crossing. The proposed speed reduction did not appear to be necessary.

- **23 comments were received concerning inconsiderate parking along High Street and the need for the existing parking restrictions to be policed. Many the of comments referred to problems caused by vehicles being parked on footways.**

3.14. The next highest ranking comments were as follows:-

- **8 respondents suggested that the 20mph limit should be extended to encompass a wider area of Polegate, including the side roads.**
- **8 respondents suggested that vehicle speeds needed better policing.**
- **6 respondents commented that ANPR and / or speed cameras should be introduced to the High Street.**
- **5 respondents believed that the scheme offered no significant benefits and considered it to be a waste of money.**
- **4 respondents asked that consideration be given to the introduction of additional pedestrian crossing facilities south of the level crossing.**

3.15. A summary of the comments received through ESH Citizen Space and by email are included in Appendices D and E respectively.

3.16. 3 comments requested that consideration be given to the introduction of informal Zebra crossings as these are currently under trial in Manchester. In response to this specific point if the trials are successful these features could be considered but only once the full legislation, guidance and regulation is in place. Until such time these features cannot be introduced onto the Public Highway.

4. Conclusions

- 4.1. The level of response received was considered low, with 104 responses being received from a distribution of approximately 6000 letters. This equated to a return rate of 1.7%.
- 4.2. Of these 104 responses, however, 57% expressed support for the measures, which does give a mandate to progress the scheme. 32% of the responses were from residents who did not support the proposals.
- 4.3. The response from the Statutory Consultees was low, with only 6 of the 30 individuals and groups providing comment.
- 4.4. 24 of the respondents felt that there was no need to introduce the 20mph limit as they did not consider speeding to be a problem through the High Street. Conversely, however, 8 residents asked that the 20mph speed limit was introduced over a wider area as they had experienced excessive speed along their residential roads.
- 4.5. 23 respondents suggested that improved enforcement was needed to remove bad and illegal parking through the town, this being one of the key areas where pedestrian safety was cited as being affected.
- 4.6. From analysis of the consultation results there would appear to be a majority support for the scheme.
- 4.7. If the decision is taken to progress the scheme through to construction it is recommended that consideration be given to implementing some of the suggestions made, including the introduction of additional pedestrian crossing facilities along High Street. 4 of the residents requested that consideration be given to the provision of pedestrian crossing facilities south of the level crossing. If achievable, this would go some way to achieving the objective of the scheme to make the High Street safer for all users to access as well as making it more attractive to visit.

Appendix A – Formal Consultation

List of Consultees

The following table lists the departments, groups, private and public bodies included in the formal consultation:-

ESCC Departments	
Road Safety Team	Traffic.Safety@eastsussex.gov.uk
Passenger Transport group	publictransport.pts@eastsussex.gov.uk
Parking Team	Parking.escc@eastsussex.gov.uk
Transport Development Control	DevelopmentControl.Transport@eastsussex.gov.uk
Asset Management	Contracts.ManagementGroup@eastsussex.gov.uk
County Ecologist	kate.cole@eastsussex.gov.uk
County Archaeologist	County.Archaeology@eastsussex.gov.uk
Senior Asset Engineer (Soft Estate)	james.newmarch@eastsussex.gov.uk
Landscape Group	virginia.pullan@eastsussex.gov.uk
Planning Team	development.control@eastsussex.gov.uk
County Councillor (Current as at 13/09/21)	Postcode BN26 5EP (Polegate South & Willingdon Watermill ward) cllr.daniel.shing@eastsussex.gov.uk
District and Boroughs	
District and Borough Councils	Use link to website: https://maps.wealden.gov.uk/WebMap/
District and Borough Councillors	Postcode BN26 5EP cllr.oilin.shing@wealden.gov.uk Councillors in adjacent wards:- cllr.angela.snell@wealden.gov.uk (Polegate Central ward) cllr.raymond.shing@wealden.gov.uk (Upper Willingdon ward) cllr.stephen.shing@wealden.gov.uk (Lower Willingdon ward) cllr.alastair.douglas@wealden.gov.uk (Stone Cross ward)
Member of Parliament	No requirement to contact.

District/Borough Conservation Officer	Jo Tucker – Conservation Officer Jo.Tucker@wealden.gov.uk
Towns and Parish Councils	
Town & Parish councils	admin@polegatetowncouncil.gov.uk
Other Authorities	
Highways England	N/A
Environment Agency	N/A
South Downs National Park	N/A
East Sussex Fire and Rescue	Borough Commander for Wealden & Eastbourne: Pup.upton@esfrs.org
Police	Chris Cannon: Christopher.Cannon@surrey.pnn.police.uk
South East Coast Ambulance Service	Eastbourne, Wealden (Inc. Newhaven), Hastings, Rother eastsussexmanagers@secamb.nhs.uk
Network Rail	Donald Gilmour Donald.Gilmour2@networkrail.co.uk
Road User Groups	
Bus companies	Stagecoach dimitri.bridgland@stagecoachbus.com
Road Haulage Association	L.white@rha.uk.net
Freight Transport Association	South East (Kent, Sussex, Surrey) – trafficorderssoutheast@logistics.org.uk
Access and Cycle Groups	
Disability Groups	Debbie Peters - Equalities Officer Debbie.Peters@wealden.gov.uk
Cycle groups	Cycling UK

	cycling@cyclinuk.org
Statutory Undertakers	
Statutory undertakers	No requirement to contact
Other	
Schools	None
Local businesses/shops	F1 Autocentre ian.keeley@F1Autocentres.com -
GP Surgery	GP surgery – medical centre louise.goatcher@nhs.net
Clearchannel	Clear Channel Samantha.Williams@ClearChannel.co.uk
Residents groups/associations	None
Residents	None

Appendix B – Consultation Documentation

- 1) Consultation Letter
- 2) Small-Scale Plan (back to back with letter)
- 3) Full scale Plan (available to view online during consultation)

INFORMATION ON PROPOSALS FOR POLEGATE HIGH STREET IMPROVEMENT WORKS AND SPEED LIMIT REDUCTION

1 November 2021

Dear Resident,

Polegate High Street 20mph Speed Limit and Pedestrian Improvements

East Sussex Highways, in partnership with East Sussex County Council, is proposing to improve pedestrian and bus stop facilities and introduce a 20mph speed limit along Polegate High Street. This will be between the A2270 Junction (Wannock Rd, Eastbourne Rd and A2270) and the B2247 (Station Road/Hailsham Road) junction in Polegate.

I am writing to provide you with information about the proposal and let you know a public consultation exercise will take place from Monday 1 November to Friday 26 November 2021.

The main objective of the scheme is to make the High Street safer for all users to access, as well as more attractive to visit. In addition to the 20mph speed limit, to achieve the scheme's objectives there will be other improvement work: tactile paving and dropped kerbs will be introduced at existing junctions along Polegate High Street that do not currently have them; localised areas of footway will be resurfaced; and improvements will be made to the bus stops outside the Polegate Rail Station and in front of the Downland Medical Centre. A simplified plan showing the proposed layout has been included overleaf. A larger print copy of the proposed layout can be provided upon request.

These changes will improve the experience for pedestrians, particularly those that require dropped kerbs (such as those with mobility or sight impairments, pedestrians with prams/buggies/trolleys etc.) as well as bus drivers and public transport users.

Commenting on the proposal

We would be pleased to receive any comments or concerns you may have regarding the proposal by no later than the end of Friday 26 November 2021 via the Citizen Space portal:

<https://consultation.eastsussex.gov.uk/economy-transport-environment/polegate-high-street>.

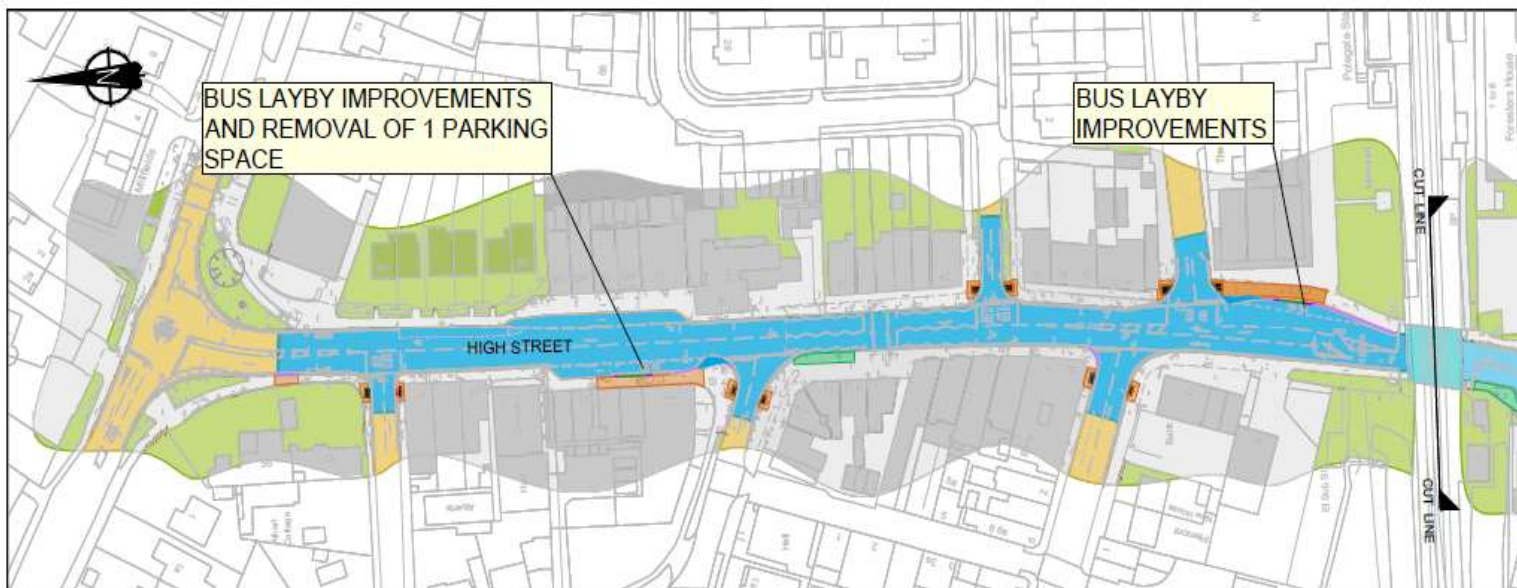
You can also write directly to me at FREEPOST, East Sussex Highways or by email: customer@eastsussexhighways.com. If you don't have access to the website please contact us and we will send you a copy of the consultation.

The comments we receive will help shape the final proposals and the decision on whether to proceed to construction. Any improvements would be funded using development contributions secured from development in Polegate towards local transport schemes.

Yours sincerely,

I M Tingley

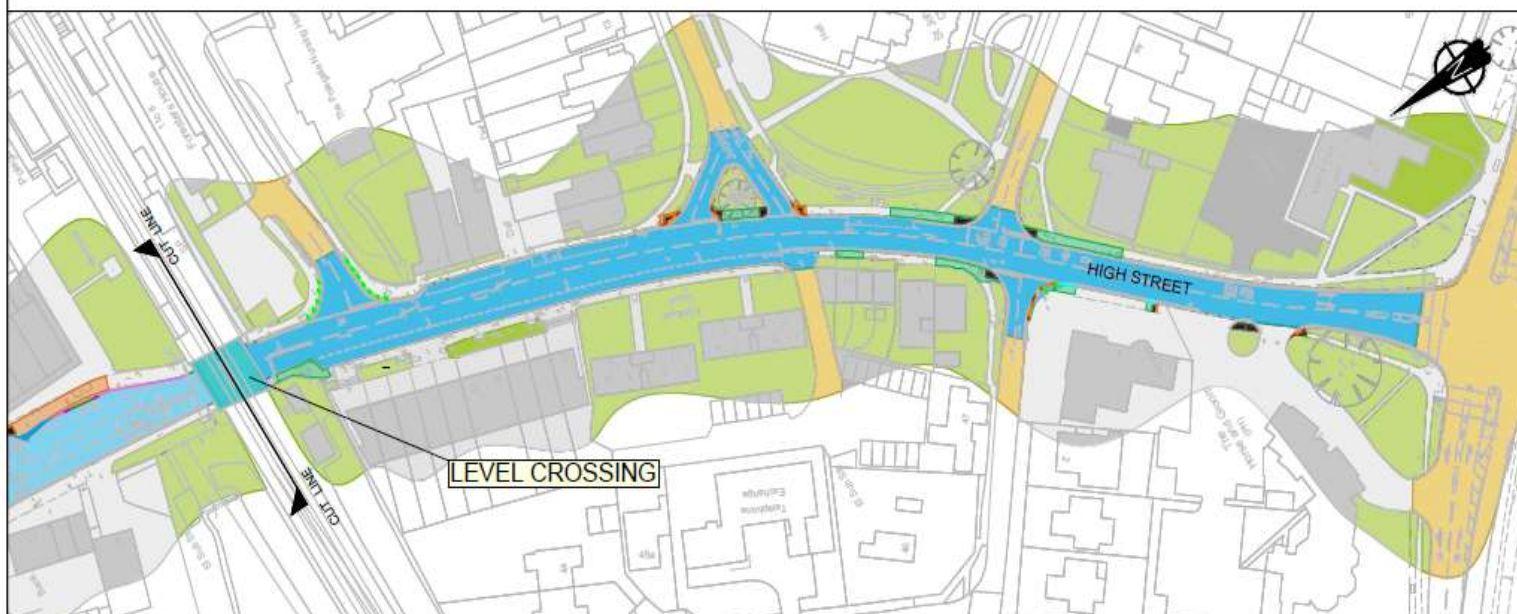
Ian Tingley | Project Manager
Infrastructure & Transportation | East Sussex Highways



NOTES

1. Background based on Ordnance Survey mapping supplemented with topographical survey.
2. DO NOT scale from this drawing.
3. Proposed measures to include:-
 - localised footway surface repairs / improvements.
 - improved dropped kerbing and provision of tactile paving at all crossing points.
 - replacement of pedestrian guardrailling with bollards.
4. A full version of this drawing can be viewed online at:-

<https://consultation.eastsussex.gov.uk/economy-transport-environment/polegate-high-street>



LEGEND - PROPOSED MEASURES

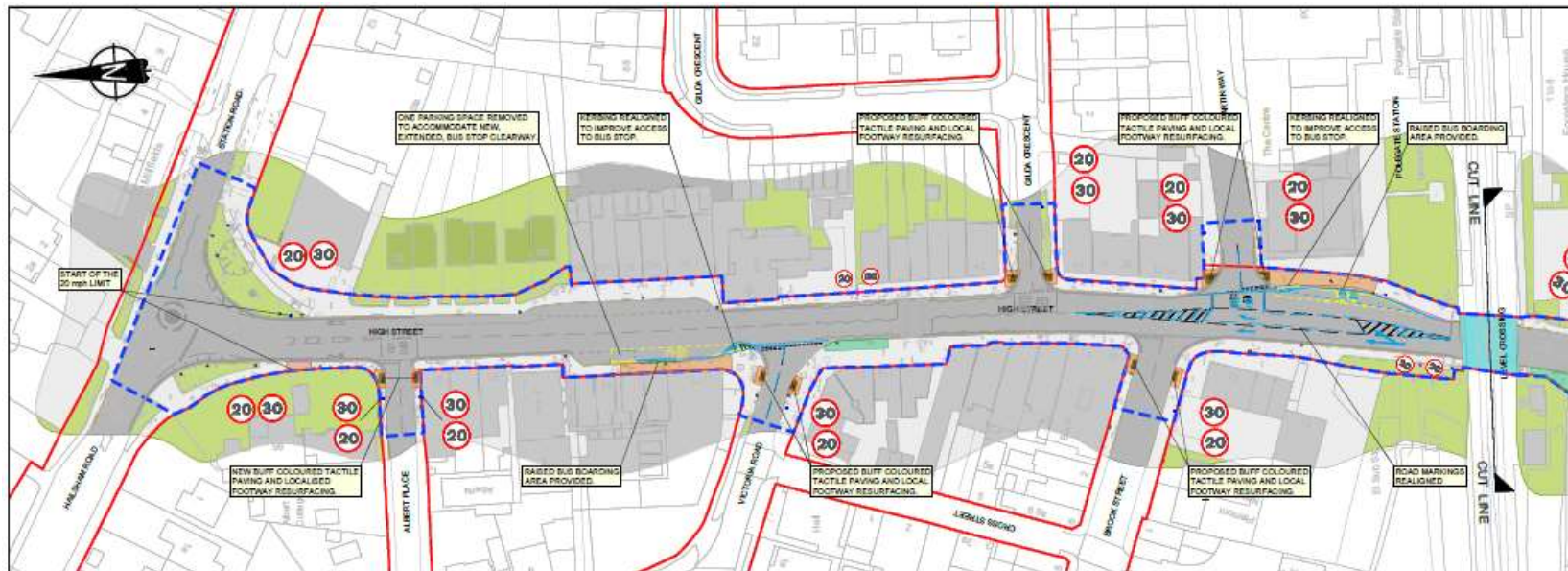
- Existing speed limit to remain.
- Existing 30mph speed limit reduced to 20mph.

Rev	Issue	Date	Proposed by	Drawn by	Checked by
001	01/10/2021	Initial design	IT	OK	IT
002	01/10/2021	Minor updates to layout	IT	OK	IT
003	01/10/2021	Minor updates to layout	IT	OK	IT
004	01/10/2021	Minor updates to layout	IT	OK	IT

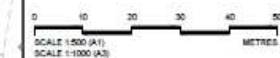
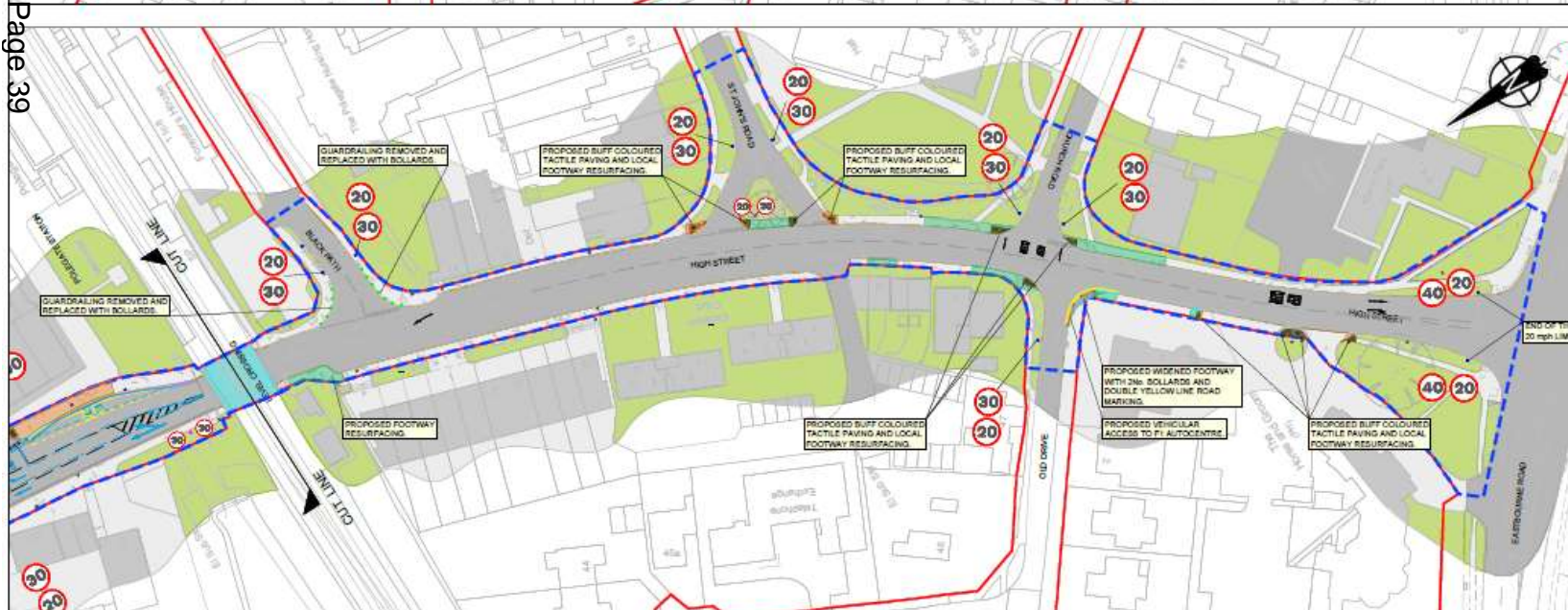


Project		Polegate High Street	
Drawing title		General Arrangement Proposed Measures	

Scale	AS	POA
Date	04/10/2021	
Drawn by	J. Tingley	
Checked by	C. Jones	
Approved by	J. Tingley	
Project No.	302000	CHD
Version	1	Design
Drawn by	J. Tingley	Original
Checked by	C. Jones	Drawn
Approved by	J. Tingley	Drawn



- NOTES**
1. Background based on Ordnance Survey mapping supplemented with topographical survey.
 2. DO NOT scale from this drawing.
 3. This drawing shall be printed in colour.
 4. All existing road markings other than those specifically identified on this drawing are to be refreshed.



<p>LEGEND</p> <ul style="list-style-type: none"> Highway Boundary Scheme Extents Proposed full height kerb Proposed dropped kerb Proposed resurfaced kerb Proposed white road markings Proposed yellow road markings Existing road markings to be removed Proposed carriageway construction Proposed buff bitar tactile paving Proposed footway construction Existing footway re-surfaced Proposed traffic sign Traffic sign to remain Proposed bollard New traffic sign - 600mm diameter / 300mm repeater 																															
<p>East Sussex Highways A partnership between</p> <p>EAST SUSSEX HIGHWAYS RINGMER DEPOT, THE BROVLE RINGMER, EAST SUSSEX, BN9 5NP Tel: 01424 60 60 183 www.eastsussexhighways.com</p>																															
<p>Project: Polegate High Street</p> <p>Drawing title: General Arrangement Consultation Plan</p>		<p>© Crown copyright and database rights 2011 Ordnance Survey 100019691</p> <table border="1"> <tr> <td>Sheet</td><td>02</td><td>Version</td><td>P02</td></tr> <tr> <td>Scale</td><td>1:500</td><td>Date</td><td>2021/04/13</td></tr> <tr> <td>Drawn by</td><td>I. Tingley</td><td>Checked by</td><td>C. Wood</td></tr> <tr> <td>Approved by</td><td>I. Tingley</td><td></td><td></td></tr> <tr> <td>Project No.</td><td>3020000</td><td>Project</td><td>CH2</td></tr> <tr> <td>Original title</td><td></td><td></td><td>A1</td></tr> <tr> <td colspan="4">Drawing number: Volume 1, Sheet 10 of 1, Page 1 of 1 HGH-SCH122B-OR-21-0002</td></tr> </table>		Sheet	02	Version	P02	Scale	1:500	Date	2021/04/13	Drawn by	I. Tingley	Checked by	C. Wood	Approved by	I. Tingley			Project No.	3020000	Project	CH2	Original title			A1	Drawing number: Volume 1, Sheet 10 of 1, Page 1 of 1 HGH-SCH122B-OR-21-0002			
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Original title			A1																												
Drawing number: Volume 1, Sheet 10 of 1, Page 1 of 1 HGH-SCH122B-OR-21-0002																															

<u>KEY</u>	
<u>COMMENTS RECEIVED BY EMAIL</u>	<u>COMMENTS RECEIVED THROUGH CITIZEN SPACE</u>
In support of proposals	In support of proposals
Does not support proposals	Does not support proposals
	Prefers not to say

East Sussex
Highways

A partnership between:

COSTAIN CH2M
Supporting East Sussex

Consider the 2 mobility hubs proposed in the BSIP bid.	3	1	1	1
Need informal crossings as per Manchester trial.	3	1	1	1
Pedestrian guardrailing should be retained. (1 x partially sighted resident uses them as a guide)	3	1	1	1
More seating and trees needed.	3	1	1	1
Needs a pedestrian crossing near to the school.	3	1	1	1
Make St John's junction one-way in / out.	2	1	1	
Disabled space needs to be provided in the layby fronting and opposite the medical centre.	2	1	1	
Footbridge needed over railway	2	1	1	
Ped crossing needed on west side of roundabout on B2247.	2	1	1	
Additional traffic calming measures should be introduced.	2	1	1	
Better ped crossing facilities needed north of level crossing - especially when traffic queues because of the crossing.	2	1	1	
Major issue for pedestrians is drivers overtaking traffic queuing at the crossing	2	1	1	
Box junction marking is needed at High Street / Roy Martin Way	1	1		
Box junction marking needed at High Street / St John's Road	1	1		

Northbound bus stop needs to accommodate 2 buses - it's a waiting stop.	1	1
Additional bollards needed to stop parking on footways.	1	1
High Street should be made on-way.	1	1
Improved signage from Station to bus stops would be useful.	1	1
Footway by Dinkum PH too narrow.	1	1
Better signing asking drivers to turn off engines at crossing.	1	1
Remove all parking from the bus laybys.	1	1
Alter traffic flow directions on Church Road, St John's Road and Albert place.	1	1

Appendix D – ESH Citizen Space – Response Summary



Polegate High Street: Summary report

This report was created on Monday 29 November 2021 at 10:36 and includes 79 responses.

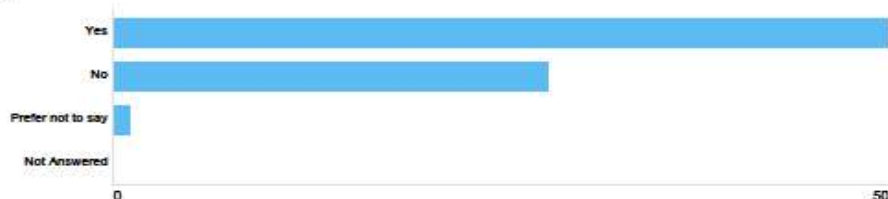
The activity ran from 01/11/2021 to 26/11/2021.

Contents

Question 1: Do you support the introduction of a 20mph speed limit along Polegate High Street?	1
Support 20mph	1
Do you have any comments further to your answer?	1
Question 2: Do you support proposals to upgrade bus stop facilities on Polegate High Street?	1
Bus stop proposals	1
Do you have any comments further to your answer?	2
Question 3: Do you support the proposals for the pedestrian areas on Polegate High Street?	2
Do you support pedestrian areas	2
Do you have any comments further to your answer?	2

Question 1: Do you support the introduction of a 20mph speed limit along Polegate High Street?

Support 20mph



Option	Total	Percent
Yes	50	63.29%
No	28	35.44%
Prefer not to say	1	1.27%
Not Answered	0	0.00%

Do you have any comments further to your answer?

There were 62 responses to this part of the question.

Question 2: Do you support proposals to upgrade bus stop facilities on Polegate High Street?

Bus stop proposals



Option	Total	Percent
Yes	63	79.75%
No	14	17.72%
Prefer not to say	2	2.53%
Not Answered	0	0.00%

Do you have any comments further to your answer?

There were 38 responses to this part of the question.

Question 3: Do you support the proposals for the pedestrian areas on Polegate High Street?

Do you support pedestrian areas



Option	Total	Percent
Yes	63	79.75%
No	15	18.99%
Prefer not to say	0	0.00%
Not Answered	1	1.27%

Do you have any comments further to your answer?

There were 36 responses to this part of the question.

Note:- a full printout of the consultation comments received through Citizen Space is available if required. These have not been reproduced here due to space limitations (approximately 88 x A3 pages printed full size).

Summarising the results:-

50 responses were in support of the proposals

28 responses were against the proposals

1 responder preferred not to say.

Appendix E – Email Response Summary

Note:- a full printout of the consultation comments received by email is available if required. These have not been reproduced here due to space limitations (approximately 35 x A4 pages printed full size).

Summarising the results:-

9 responses were in support of the proposals.

5 responses were against the proposals.

11 responders did not express a preference.

Polegate High Street Improvements

BSIP Mobility Hubs – Review Report

Prepared for

East Sussex County Council

January 2022



A partnership between:

COSTAIN CH2M
Supporting East Sussex



Ringer Offices
The Broyle
Ringmer
East Sussex
BN8 9NP

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Document Issue

Revision History

Issue	Author	Date	Description
1	Ian Tingley	27/01/22	Revision P01

Technical Check

Role	Name	Signature	Date
Senior Design Engineer	C Kwok	C Kwok	27/01/22

Approval

Role	Name	Signature	Date
Design Team Manager	D Johns	<i>D Johns</i>	31/01/22

Acronyms and Abbreviations

ESCC	East Sussex County Council
ESH	East Sussex Highways

Executive Summary

In accordance with the Government's National Bus Strategy for England "Bus Back Better" ESCC have a mission to ensure that East Sussex residents and visitors enjoy the highest possible quality bus services that provide a frequent and comprehensive choice, reduce congestion and make a positive contribution to better air quality and decarbonisation.

The proposals are detailed in a separate report – East Sussex Bus Service Improvement Plan (BSIP) – that was presented and approved at ESCC's Lead Member meeting on 25 October 2021.

The report provided detailed analysis of measures to improve bus services around the County, including the provision of mobility hubs at various locations including Polegate High Street. It is suggested in the report that mobility hubs are introduced along the high street at the northbound bus stop and at the railway station.

Separate to this report ESH are developing the design of measures to reduce the speed limit along High Street to 20mph. Because of the overlap in work ESH have been asked to investigate the provision of the mobility hubs as part of the design of the 20mph scheme.

The recommended layout of a mobility hub has been developed to ensure smooth, uninterrupted, interchange connections between different transport services and 2 layouts are detailed in the BSIP.

ESH have reviewed these layouts and assessed these against the available site conditions along high Street. The conclusion is that there is insufficient space available to introduce features of this nature without the acquisition of a significant area of private land and / or the removal of existing property. It is therefore concluded that it is currently not possible to provide a fully compliant mobility hub at either the northbound bus stop or at the railway station.

It is noted that some form of mobility provision is already made close to the southbound bus stop that allows passengers to switch between buses, taxi, rail and cycle, although these facilities are provided as a part of the railway station and on land owned by Network Rail. Although the layout does not accord with the BSIP design layout, however, they do provide some form of mobility interface.

Limited improvements are achievable at the northbound bus stop to facilitate easier pedestrian access to buses by the introduction of high access kerbing and this is also achievable at the southbound bus stop.

It is also proposed to install electronic display signs at each location to supplement the existing real time information signing already in place.

No additional improvements are considered viable.

1. Introduction

- 1.1. East Sussex Highways has worked in partnership with East Sussex County Council to promote a scheme to introduce a 20mph speed limit along the whole of High Street, Polegate.
- 1.2. The proposed speed reduction extends between the B2247 Station Road at the northern end of High Street and the A2270, Eastbourne Road, at the southern end.
- 1.3. The proposed measures also include improvements to the bus stops adjacent to the Railway Station and the Downlands Medical Centre by re-aligning the entry kerbing to make it easier for buses to access the stops and providing high access kerbing to enable pedestrians to alight buses more easily.
- 1.4. Separate to this, ESCC are developing proposals to introduce mobility hubs at various locations around the County to help promote public transport and increase patronage. The mobility hubs are being promoted through ESCC's Bus Service Improvement Plan (BSIP) which aims to deliver improved facilities to encourage greater use of public transport.
- 1.5. In the BSIP the northbound bus stop on High Street is listed as one of the potential sites forming a part of the suggested network of mobility hubs around the County as is the railway station.
- 1.6. To minimise any overlap between these two projects ESCC have requested that ESH investigate whether there is scope to provide mobility hubs at these locations and, if so, to include these in the 20mph scheme.
- 1.7. This brief report is prepared to record the outcome of the assessments made on the existing site conditions and to record and comment on what is achievable in terms of mobility hub along High Street.

2. Bus Stop Improvement - Preliminary Design

- 2.1. The preliminary design of the proposed 20mph scheme was initially undertaken by Jacobs London office and included improvements to the two bus stops along High Street.
- 2.2. The design included the realignment of the kerbing at both bus stop locations to widen the footways resulting in the width of the laybys being reduced. The idea was that buses waiting at these stops would encroach into the live carriageway lane.
- 2.3. A Stage 1 Road Safety Audit was carried out on the proposals in April 2019.
- 2.4. The audit team raised concern with the layout of the northbound stop on the grounds that drivers wishing to access the parking bays immediately north of the bus stop could strike the realigned kerbing resulting in loss of control type crashes. The decision was subsequently taken to retain the existing kerblines but modify this to provide a higher kerb upstand to aid passengers alighting buses.
- 2.5. An informal consultation was held in November 2020, from which Network Rail raised concern with the layout at the southbound bus stop, as waiting buses would obscure sightlines between drivers and the wig-way signals. The concern was that drivers may not observe the barriers being in the lowered position, with potential for collision with the barriers. After some additional design investigation, the decision was subsequently taken to retain the existing layout but modify this to provide higher a kerb upstand to aid passengers alighting buses.
- 2.6. It is not proposed to replace the existing shelters at each stop.
- 2.7. It is not proposed to remove the existing realtime information signs from each location but supplement these with additional, interactive, information signage.
- 2.8. The existing CCTV cameras at both sites will be retained unaltered.

3. Mobility Hub Review

General

- 3.1. Following completion of the initial road safety audit on the proposed 20mph scheme ESCC instructed ESH to review potential options to include mobility hubs along the High Street in accordance with ESCC's Bus Service Improvement plan (BSIP) that received Lead Member approval in October 2021.
- 3.2. ESH have reviewed the requirements for a mobility hub and looked to see what measures, if any, are achievable along the High Street. The proposal is to include any potential measures as a part of the 20mph scheme.
- 3.3. Guidance provided in the BSIP suggests that a mobility hub should be a recognisable place that offers different and connected transport modes, including rail, bus / coach, taxi and bicycle. The hubs should include enhanced facilities and information features that both attract and benefit the traveller.
- 3.4. The following image, taken from Figure 5-1 in the BSIP, shows 2 typical layouts for a mobility hub:-



- 3.5. A typical hub might:-

- include hi-tech equipment such as interactive screens;
- have a priority of safety and security with CCTV and good lighting;

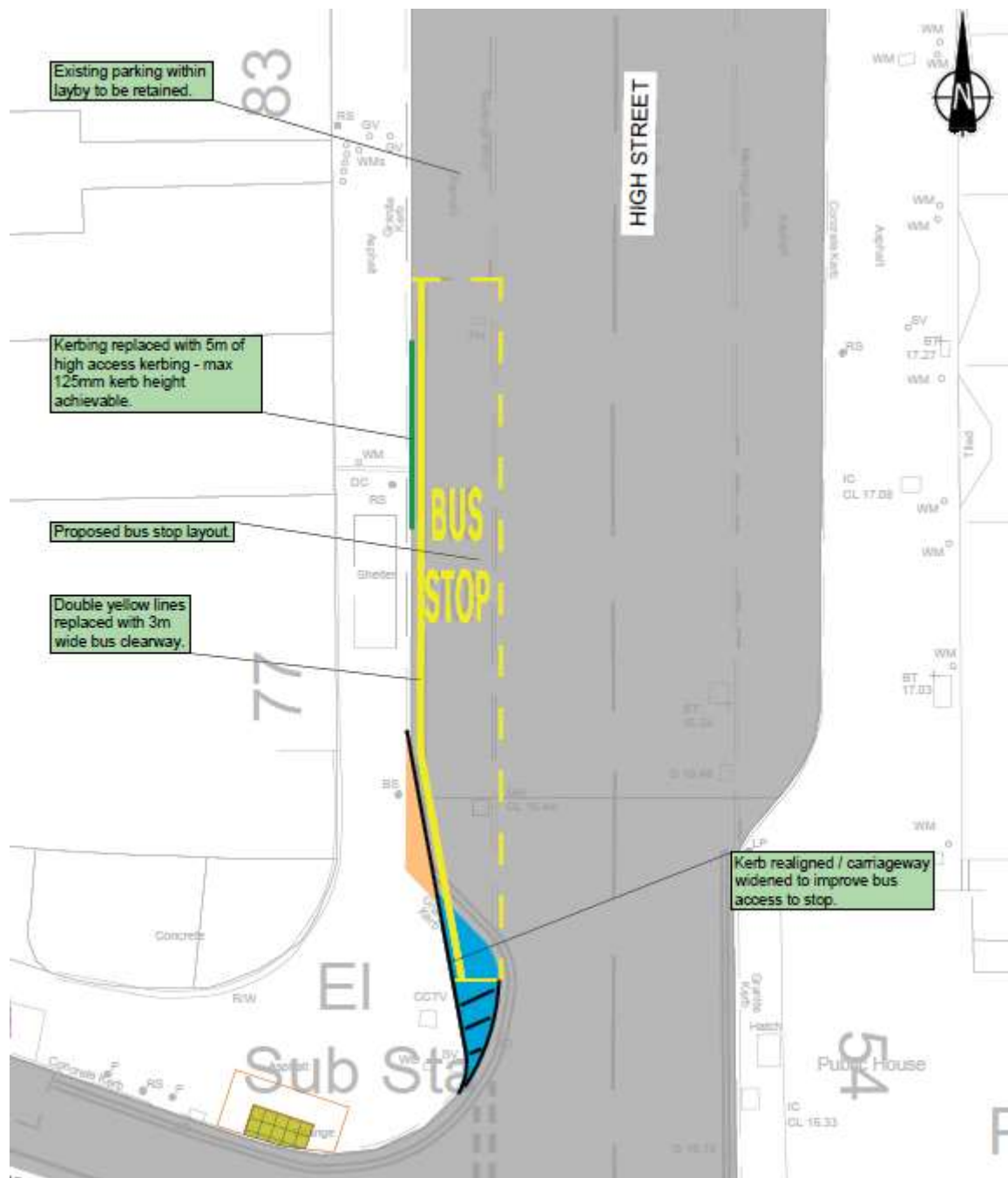
- make use of solar panels to provide renewable energy source;
 - be fully accessible and multi-modal;
 - include landscaping.
- 3.6. ESH have undertaken a review of the requirements for a mobility hub and compared this with the existing site conditions along High Street. The first observation was that Polegate High Street is heavily developed with shops and business units along both side of the road between the railway station and Station Road to the north. As such there is very limited opportunity to provide a mobility hub to the scale indicated in the images.
- 3.7. The High Street is crossed approximately ½-way along its' length by the Eastbourne to London railway line immediately east of which lies the Polegate Station. This is one of the key stations along this line and incorporates a car park, taxi rank, drop-off location and cycle racks close to the station entrance. All of this is provided on private land understood to be owned by Network Rail.

Northbound Bus Stop – Medical Centre

- 3.8. This bus stop is located in a layby immediately outside of the Medical Centre. The bus stop is positioned at the southern end of the layby with the northern end providing space for parked vehicles.
- 3.9. As a part of the original design of the 20mph scheme it was proposed to reduce the width of this layby so that waiting buses would be half in the layby, half in the running lane. This layout would have increased the width of the footway at the back of the layby, significantly improving the area for pedestrians.
- 3.10. The layout was submitted for Stage 1 Safety Audit as a part of the overall scheme from which it was established that the audit team had a number of concerns with it. The decision was subsequently taken not to develop this layout further but, instead, retain the existing layout. Small-scale improvements are proposed to the entry taper to the layby to make access easier for buses and high access kerbing will be provided to make it easier for passengers to access the buses.
- 3.11. The following image shows the existing bus stop:-



- 3.12. Due to the constrained nature of the site there is no scope to introduce the major improvements required to create a mobility hub at this location.
- 3.13. The following image shows the measures that are proposed at this location:-



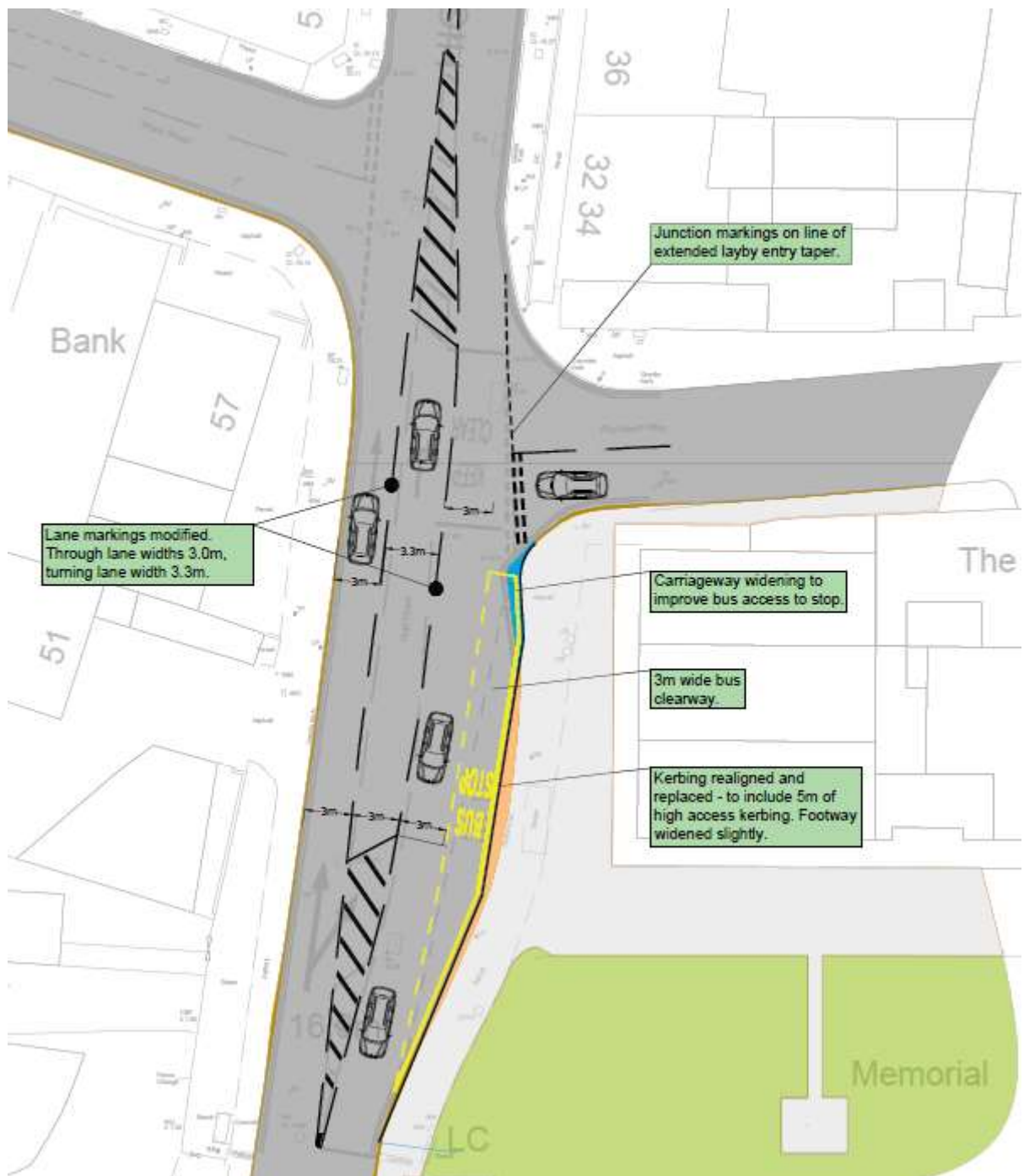
- 3.14. The existing site has a realtime information sign in place and it is proposed to supplement this with an additional, interactive, display sign that accords with those suggested for a mobility hub.

Southbound bus stop – Railway Station.

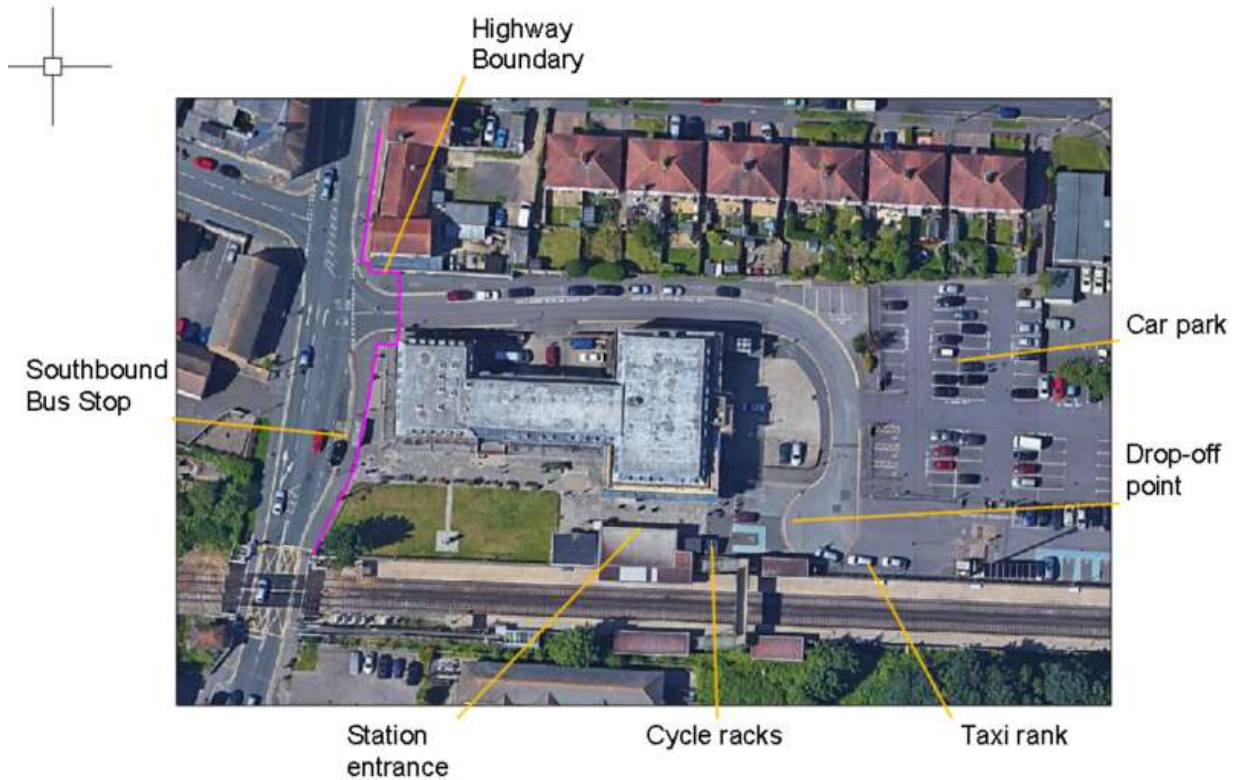
- 3.15. The southbound bus stop is located immediately adjacent to the Polegate railway station, with easy pedestrian linkage between the stop and the station entrance.
- 3.16. The footway behind the bus stop measures approximately 2m in width with a sizeable area of private forecourt behind.
- 3.17. The following image shows the layout of the existing bus stop:-



- 3.18. In the above image the grass area and shop forecourts are privately owned, understood to be by Network Rail but this has yet to be confirmed. It can be seen that there is insufficient space within the Public Highway to provide the type of layout required for a mobility hub here.
- 3.19. The original design for this bus stop suggested that the kerbing be adjusted so that waiting buses would be half in the layby, half in the running lane. This layout would have increased the width of the footway at the back of the layby, significantly improving the area for pedestrians.
- 3.20. Initial consultation was undertaken with Network Rail on this layout from which it was established that Network Rail could not support the proposal as buses would block the sightline to the nearside wig-wag signals.
- 3.21. The proposed layout was therefore modified. The proposed layout now involves minor realignment of the kerbing to provide easier access for buses to the stop and high access kerbing to make it easier for pedestrians to get on / off a bus. The following image shows the proposed layout at this location:-



- 3.22. The existing bus stop site has a realtime information sign in place and it is proposed to supplement this with an additional interactive display sign that accords with those suggested for a mobility hub.
- 3.23. The lack of available space at this location precludes the provision of a mobility hub within the Highway Boundary but it has been noted that the various elements of a hub are already provided in close proximity to this bus stop as detailed in the following image:-



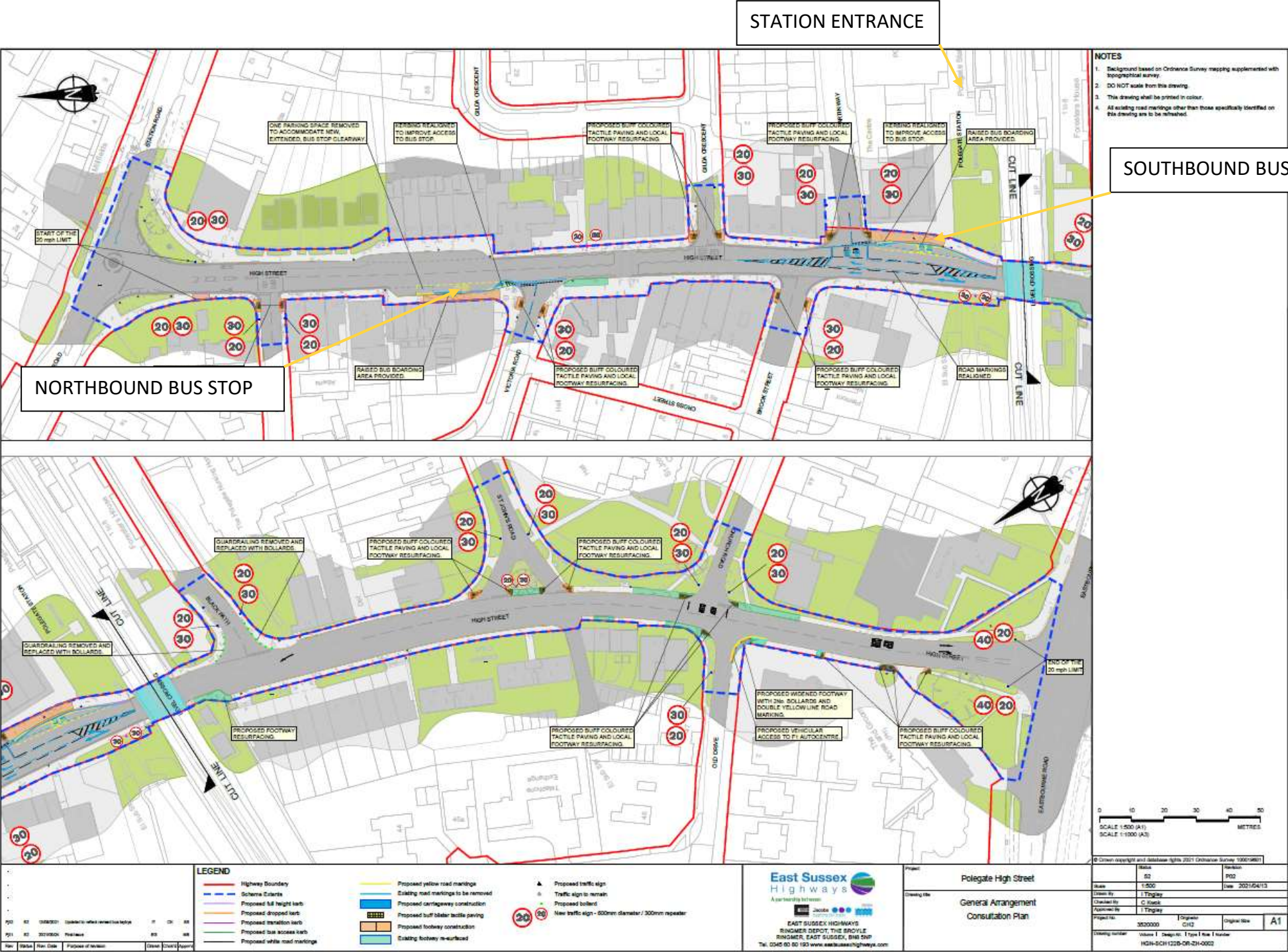
- 3.24. All of the facilities except the southbound bus stop highlighted above lie on land under the ownership of Network Rail. There is scope to redevelop the whole area to provide a formal, compliant, mobility hub but this is likely to require lengthy negotiation with the land owners. This is likely to result in the timescales for delivery of the 20mph scheme not being realised.
- 3.25. It is recommended that if there is commitment to introduce a mobility hub in this area, this is progressed as a separate scheme to the High Street works.

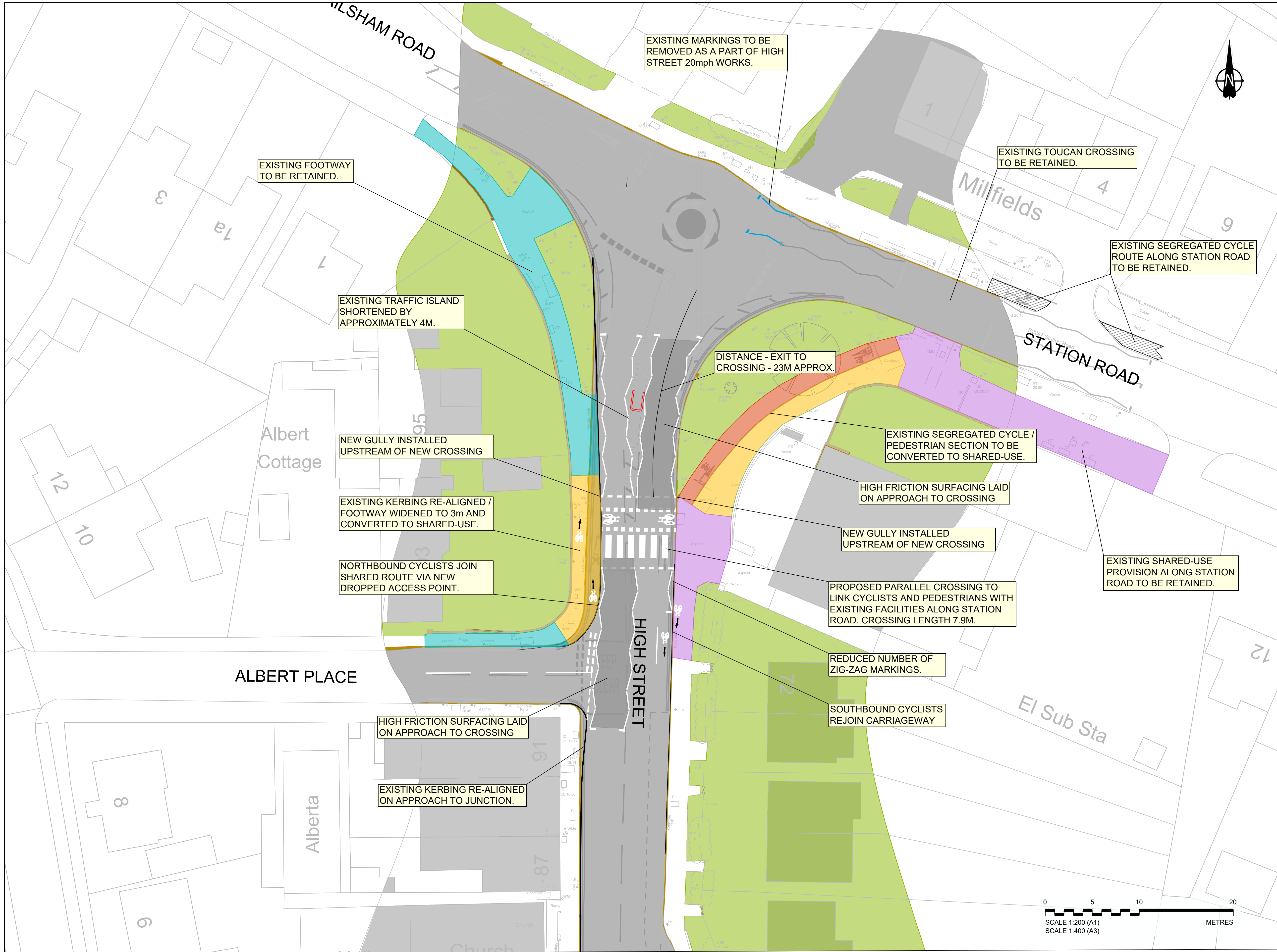
4. Conclusions

- 4.1. It has been established that at both of the bus stop locations along High Street the existing site conditions prevent the provision of a formal mobility hub due to the lack of physical space available.
- 4.2. Site conditions at the northbound stop outside the medical centre mean that it is not possible to introduce anything other than small-scale improvements including high access kerbing to assist passengers with getting on / off a bus. Small modifications can also be made to the entry kerbing to make it easier for buses to access the stop and an additional display panel can be installed to provide passengers with additional information.
- 4.3. Conditions at the southbound bus stop are similar to the northbound stop in that there is insufficient space in which to provide a formal mobility hub at the bus stop.
- 4.4. Within close proximity to this bus stop, however, the various elements forming a hub are already in place, including station access, taxi rank, parking, cycle rack and drop-off point, within a very short walk of the southbound bus stop.
- 4.5. At the southbound bus stop it is not possible to introduce anything other than small-scale improvements in the form of high access kerbing to assist passengers with getting on / off a bus. Small modifications can also be made to the entry kerbing to make it easier for buses to access the stop and an additional display panel can be installed to inform passengers.
- 4.6. There is scope to re-model the whole area to provide a formal mobility hub but this would require significant negotiation with land owners.
- 4.7. If there is commitment to introduce a formal mobility hub in this location it is recommended that this is progressed as a separate scheme to the High Street works as the timescales for progressing the design and land negotiations for a hub are likely to delay the introduction of the 20mph scheme considerably.

Appendix A

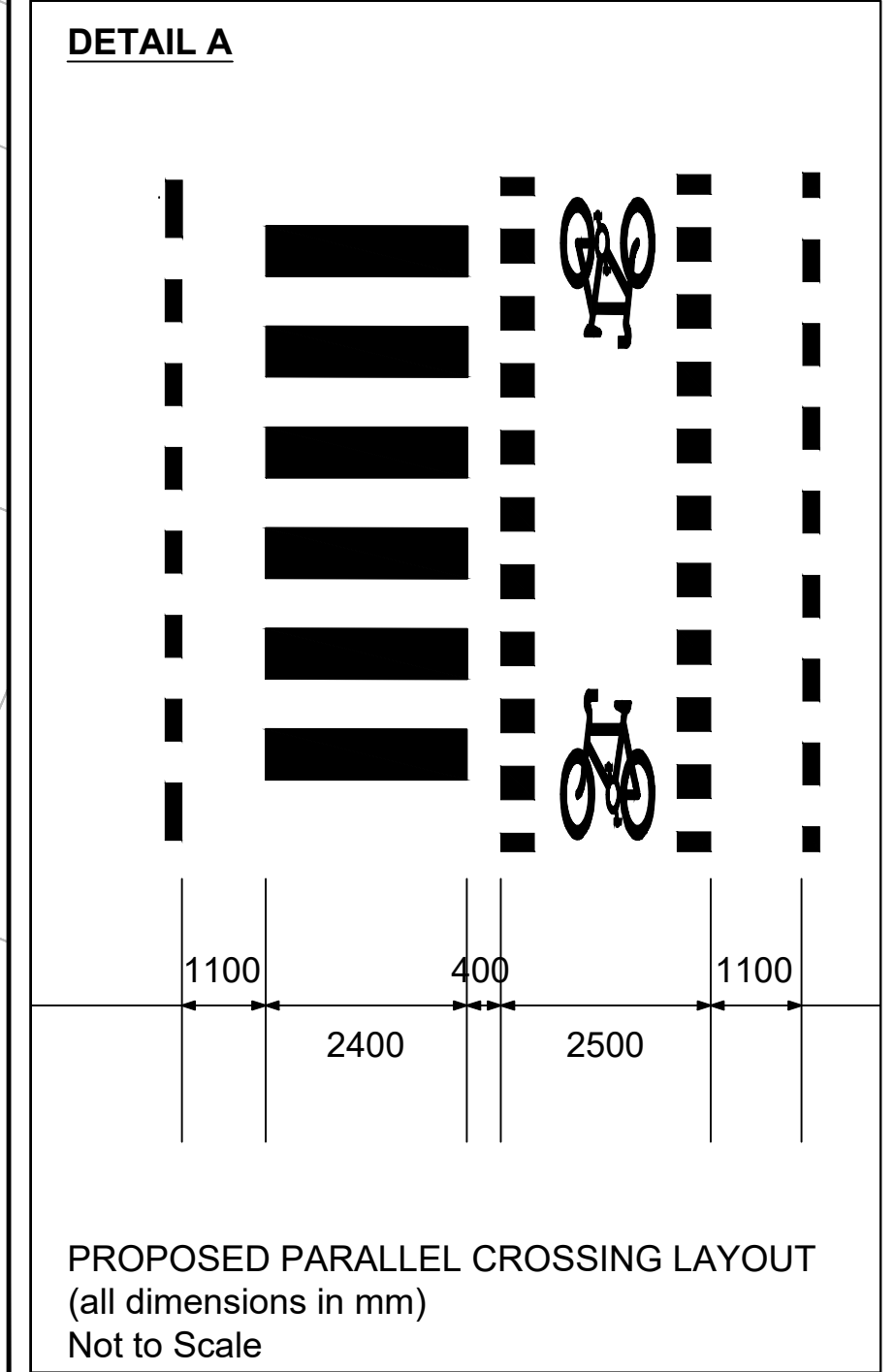
Bus stop location sketch





- NOTES**
1. Background based on Ordnance Survey mapping supplemented with topographical survey.
 2. DO NOT scale from this drawing.
 3. All existing markings within the boundary of the new zig-zag markings are to be removed.
 4. Cycle direction signing is to be provided to guide cyclists along the route. Not shown on the drawing at this stage.
 5. PRELIMINARY DESIGN ONLY.

- LEGEND**
- Existing footway to be retained.
 - Existing segregated cycle route to be retained.
 - Existing shared footway / cycle route to be retained.
 - Existing segregated cycle route to be converted to shared use.
 - Existing footway to be converted to shared use.



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Rev		Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd	Status S2	Revision P01	Date 17/01/2022	
Drawn By		Checked By		Approved By		Project No.		Originator		Original Size	A1
Drawing number		Volume		Design Alt.		I Type		I Role		I Number	
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