LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 21 NOVEMBER 2022 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 24 October 2022 *(Pages 3 - 6)*

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

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

4. Petition to improve safety measures at the junction of the A267 with the B2102 at Cross in Hand, Heathfield *(Pages 7 - 18)*
   Report by the Director of Communities, Economy and Transport

5. Policy relating to use of vans and cashless transactions at East Sussex County Council Household Waste Recycling Sites *(Pages 19 - 74)*
   Report by the Director of Communities, Economy and Transport

6. East Sussex Enhanced Partnership Plan and Scheme *(Pages 75 - 214)*
   Report by the Director of Communities, Economy and Transport

7. Community Match Schemes 2022/23 *(Pages 215 - 218)*
   Report by the Director of Communities, Economy and Transport

8. Bexhill-on-Sea Cycling and Pedestrian Route: Collington to Bexhill Enterprise Park, Worsham *(Pages 219 - 346)*
   Report by the Director of Communities, Economy and Transport

9. Notice of Motion: No to Fracking *(Pages 347 - 350)*
   Report by the Director of Communities, Economy and Transport

10. Any urgent items previously notified under agenda item 3

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

11 November 2022

Contact Sophie Webb, Governance and Democracy Officer,
01273 337495
Email: sophie.webb@eastsussex.gov.uk

This page is intentionally left blank

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 24 October 2022 at Committee Room, County Hall, Lewes

---

Councillors Pat Rodohan and John Ungar spoke on items 4 and 5 (see minutes 25 and 26)

Councillor Steve Murphy spoke on item 6 (see minute 27)

Councillors Carolyn Lambert and Stephen Shing spoke on item 9 (see minute 29)

21. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 18 JULY 2022

21.1 The Lead Member approved as a correct record the minutes of the meeting held on 18 July 2022.

22. DISCLOSURE OF INTERESTS

22.1 Councillor John Ungar declared a personal interest in item 5 as a Trustee of Old Town Community Library. He did not consider this to be prejudicial.

22.2 Councillor Steve Murphy declared a personal interest in item 6 as resident living in close proximity to the proposed roundabout. He did not consider this to be prejudicial.

23. URGENT ITEMS

23.1 There were none.

24. REPORTS

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

25. PETITION: MAKE COMPTON PLACE ROAD SAFE FOR SCHOOL CHILDREN

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

25.2 Ms Katherine Bruce, the Lead Petitioner for the petition calling on the County Council to Make Compton Place Road safe for schoolchildren spoke to highlight safety concerns relating to narrow and sloping pedestrian footways on Compton Place Road. The Lead Petitioner read a statement from the Head Teacher of Gildredge House School which resides on Compton Place Road.

DECISIONS

25.3 The Lead Member RESOLVED to advise the petitioners that:

(1) Pedestrian Guard Railing cannot be installed in the footway between Vicarage Road and Beechwood Crescent as it is not appropriate in these circumstances;

(2) A potential road safety improvement scheme for Compton Place Road has been assessed through our approved High Level Sift process and is not a priority for the County Council at the present time; and

(3) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study (at a cost of £500) and speed data (at a cost of £422 per site) would be required prior to a Community Match application.

REASONS

25.4 Compton Place Road has been assessed for a variety of improvements several times over the last 7 years and the progression of road safety improvements in the vicinity of Gildredge House School is not presently a priority for funding from the County Council's budget.

25.5 Appropriate improvements could be considered should an alternative source of income become available or an application through Community Match is successful.

26. PETITION FOR PEDESTRIAN CROSSING OUTSIDE CAVENDISH SCHOOL - ELDON ROAD, EASTBOURNE

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

26.2 It was noted that Appendix 2 containing a map of crash data in the Eldon Road area was not included within the report prior to the meeting and was circulated to attendees during the meeting. A copy of Appendix 2 can be found in the minute book.

26.3 Mr Peter Diplock, the Lead Petitioner for the petition calling on the County Council to install a pedestrian crossing outside Cavendish School – Eldon Road, Eastbourne, spoke to highlight safety concerns for children of a variety of ages crossing Eldon Road.

DECISIONS

26.4 The Lead Member RESOLVED to advise the petitioners that:

(1) A potential scheme to implement a pedestrian crossing outside Cavendish School in Eldon Road has been assessed through our approved High Level Sift process and is not a priority for the County Council at the present time; and

(2) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study (at a cost of £500) and speed data (at a cost of £422 per site) would be required prior to a Community Match application.

REASONS

26.5 Provision of a signalised pedestrian crossing outside of Cavendish School in Eldon Road is not a priority for the County Council at the present time.

26.6 Appropriate improvements could be considered should an alternative source of funding become available or an application through Community Match is successful.

27. ERSHAM ROAD/SOUTH ROAD/DIPLOCKS WAY ROUNDABOUT - CONSULTATION OUTCOMES AND NEXT STEPS

27.1 The Lead Member considered a report by the Director of Communities, Economy and Transport along with written comments from Councillor Gerard Fox as a Local Member for the proposed roundabout.

DECSIONS

27.2 The Lead Member RESOLVED to:

(1) Note the outcome of the public consultation to introduce a four-arm roundabout at the Ersham Road/Diplocks Way/South Road junction in Hailsham; and

(2) Agree that the scheme progress to detailed design and construction.

REASONS

27.3 The Movement and Access Strategy for Hailsham and Hellingly (MASHH), and more recently the 2018 Wealden Local Plan Transport Study, identified the need to improve the Ersham Road/South Road mini-roundabout and South Road/Diplocks Way junction to support the planned housing and employment growth in Hailsham.

27.4 Proposals have been developed to replace the existing two junctions with a single four arm roundabout in order to help reduce congestion and queuing in the area, improve

accessibility to the town centre and employment areas, improve active travel and public travel choices as well as improve safety for all users.

27.5 To accommodate the proposed new roundabout necessitated the de-designation of the Ersham triangle village green. Following submission of an application to the Planning Inspectorate by Wealden District Council, Hailsham Town Council and the County Council, the village green was de-designated in May 2022 with alternative provision being provided elsewhere in the south of the town.

27.6 The results of the public consultation undertaken in April/May 2022 show that there is a strong level of support for the introduction of a single four arm roundabout at the Ersham Road/Diplocks Way/South Road junction.

28. EXCLUSION OF THE PUBLIC AND PRESS

28.1 It was RESOLVED to exclude the public and press from the meeting for the remaining agenda items on the grounds that if the public and press were present there would be disclosure to them of exempt information as specified in paragraph 1 of Part 1 of the Local Government Act 1972 (as amended), namely information relating to any individual.

29. EXCEAT BRIDGE REPLACEMENT PROJECT - PROVISIONS FOR BIODIVERSITY COMPENSATION LAND

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

DECSIONS

29.2 The Lead Member RESOLVED to approve the recommendations in the report, for the reasons set out in the report. The decision and reasons are set out in an exempt minute.

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**21 November 2022**
By:	**Director of Communities, Economy, and Transport**
Title:	**Petition to improve safety measures at the junction of the A267 with the B2102 at Cross in Hand, Heathfield.**
Purpose	**To consider a petition asking that the County Council urgently improves safety measures to help save the lives of drivers and pedestrians at the junction of the A267 with the B2102 at Cross in Hand.**

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

(1) following the outcome of the detailed appraisal process, they will be informed whether the scheme has been assessed as a high priority for potential inclusion in the 2023/24 capital programme of local transport improvements which will be considered by the Lead Member at a meeting in March 2023; and

(2) following speed surveys undertaken along the A267/A265 between Cross in Hand to Heathfield, the resultant assessment has identified that the existing 40mph speed limit remains the most appropriate and safest speed limit for this road.

---

1 Background Information

1.1 A petition was presented to the Chairman at the County Council meeting on 18 July 2022 by Councillor Chris Dowling on behalf of residents concerned about road safety at the junction of the A267 with the B2102 at Cross in Hand, Heathfield. The petition requested that *"the council urgently improve safety measures at the junction of the A267 with the B2102 at Cross in Hand".* A plan showing the location of the junction is attached 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

Current situation and road safety record

2.1 The junction of the A267 with the B2102 at Cross in Hand lies to the west of the town of Heathfield and is within a 40mph speed limit. A number of facilities are located along the A267 in the vicinity of the junction including a petrol station, Village Hall and Health Club on the north side and the Bowling & Tennis Club, Recreation Ground and Public House on the south side. There is a pedestrian refuge island with tactile paving on the A267 at the eastern kerbline of the B2102 to assist pedestrians crossing the road. The A267 is also on a bus route with bus stops located in laybys on both sides of the A267 to the east of the junction with the B2102.

2.2 Crash data supplied by Sussex Police for the most recent three-year period up to 31 July 2022 records two personal injury crashes at the junction of the A267 with the B2102 and two personal injury crashes approximately 50 – 80 metres to the east of the junction at the exit from the petrol station/access road for the Health Club. One of the personal injury crashes east of the junction was a pedestrian fatality on 22 March 2022 which gave rise to the petition. There are an average of 18,500 vehicle movements per day through this junction which equates to over 20 million vehicle movements through the junction in the same three-year period.

2.3 From the exit of the petrol station and access road for the Health Club eastwards to the 30mph speed limit in Heathfield, approximately 1.7 kilometres, there have been two personal injury crashes reported to Sussex Police in the most recent three-year period. A plan showing the location of the crashes is attached as Appendix 2.

Previous studies and local safety improvements

2.4 A significant junction improvement scheme at the junction of the A267 with the B2102, has been looked at several times in the past, following its initial identification within the Local Area Transport Strategy (LATS) for Heathfield, published in 2004. The most recent study of this junction was undertaken in 2014/15 and resulted in two options going forward to a more detailed evaluation.

2.5 The option of a roundabout was rejected due to the need for additional land and redevelopment of the adjacent petrol station, resulting in an estimated cost, at the time, of more than £1 million. A traffic signal-controlled junction was also considered but addressing concerns about safe access into the petrol station and the Health Club resulted in cost estimates of more than £500,000. It was also identified that a signal-controlled junction would result in excessive queue lengths on the approaches to the junction. The conclusion of this study stated, *'having considered the traffic flow impacts, potential costs, safety impacts and public acceptability of a range of proposals both at the A267/B2102 junction and on the surrounding road network, there is no viable scheme that the County Council could promote at this current time'*. The conclusions of the study were presented to Heathfield and Waldron Parish Council and the County Councillors for the Heathfield and Cross-in Hand areas at the time who agreed with the study's recommendations.

2.6 The cost of any significant junction improvement scheme in today's economic climate is likely to be double the previous 2015 estimates with a traffic signalised junction costing approximately £1m and £2 million for a roundabout.

2.7 The Road Safety Team identified this junction (and surrounding area) as part of their 2019 annual assessment of crash sites (defined as four or more crashes occurring in the previous three years within a 50-metre radius). A study of the causes of the crashes found that drivers were experiencing difficulties judging traffic movements through the junction area. As a result, several additional measures were installed in September 2021 to help highlight the junction arrangement and improve driver awareness. These measures included the introduction of red surfacing in the central hatching, renewing the existing road markings and redesigning the advanced direction signs. These measures will be monitored over the next 3 years to assess their impact.

Scheme Assessment Process

2.8 The County Council has a limited amount of funding to develop local transport improvements and the Council needs to ensure that resources are targeted to those schemes which will be of greatest benefit to local communities. To help prioritise the numerous requests received for improvements, ESCC developed a two-stage process to determine which schemes should be considered for funding through the Council's capital programme for local transport improvements.

2.9 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.

2.10 Subject to meeting the 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 Local Transport Plan objectives and its benefits, its relative value for money by assessing these benefits against the estimated County Council funding required to deliver the scheme, and the potential risks associated with its delivery. In appraising the scheme's benefits, the assessment considers the 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.

2.11 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.

Scheme assessment outcome

2.12 Following the pedestrian fatality and receipt of the petition, the scheme has been assessed through the Council's scheme prioritisation framework outlined in paragraphs 2.8 to 2.10. The introduction of junction and pedestrian improvements met the high level sift benchmark score meaning that the scheme is progressed to a detailed appraisal. Detailed appraisals are undertaken each year between December and January ahead of the formulation of the following year's annual capital programme of local transport improvements.

2.13 Until the detailed appraisal process has been completed to inform next year's capital programme of local transport improvements, the relative priority of this scheme against all the other schemes being considered for inclusion in the programme has yet to be determined.

Potential alternative local safety improvements

2.14 Whilst the petition has not specifically requested the existing 40mph speed limit on the A267 at Cross in Hand is reduced to 30mph, requests have been received following the pedestrian fatality. This includes recent correspondence from Heathfield and Waldron Parish Council.

2.15 Many people believe the introduction of a lower speed limit will automatically slow traffic down, however, it is recognised nationally that most drivers travel at the speed they consider to be safe for the conditions of the road, based on their assessment of the local environment. There are several factors that are taken into consideration when assessing a length of road for a speed limit, with the predominant factors being the character and appearance of the road, the level of visible frontage development and the speed of traffic using the road. A copy of our approved speed limit policy is attached as Appendix 3.

2.16 The research that has been carried out nationally indicates that speed limits that are introduced with signs and lines alone only reduce the average speed of traffic by about 1mph to 2mph, and then only when it appears obvious to the driver why the limit has been imposed. Setting a speed limit that is significantly below the speed that most drivers consider appropriate only leads to them being widely ignored. This produces a large margin between the slowest and fastest vehicles which is recognised as a significant contributor to crashes. A road is generally safer when all drivers are travelling at, or close to, the posted speed limit.

2.17 A seven-day speed survey was commissioned within the existing 40mph speed limit on the A265 to the west of Pages Hill between the 21 and 28 September 2022. Average speeds recorded over 24 hours were 35 mph in both directions with 85th percentile speeds of 39mph eastbound and 40mph westbound (the 85th percentile speed is the speed at or below which 85% of traffic is travelling, or viewed another way, the speed only 15% of drivers exceed). The County Council has a permanent speed counter positioned on the A267 at Cross in Hand in the vicinity of the Bowling & Tennis Club and during the same seven-day period the average speed recorded over 24 hours was 37 mph in both directions with 85th percentile speeds of 43mph in both directions.

2.18 Speed limits should be a minimum of 600 metres in length and should not be introduced to address isolated areas of crashes. The speeds which have been recorded indicate that the 40mph speed limit is well adhered to and is the most appropriate and safest speed limit for this part of the A267/A265. There are some services and development on the stretch of the A267 through Cross in Hand, however the visible frontage development is sporadic and mainly set back from the road so a driver can identify with a 40mph speed limit. Therefore, the existing speeds and level of visible frontage development does not support the introduction of a lower 30mph speed limit.

3 Conclusion and Reasons for Recommendations

3.1 Following the pedestrian fatality near the A267/B2102 junction in Cross in Hand, the introduction of junction and pedestrian improvements have been further assessed using the County Council's scheme prioritisation process for local transport improvements. The scheme has met the benchmark score through stage 1, the high level sift of the scheme assessment process meaning it progresses to detailed appraisal (stage 2). The 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. The detailed appraisal process is undertaken between December and January each year ahead of the developing the next year's capital programme of local transport improvements.

3.2 Therefore, it is recommended that the Lead Member for Transport and Environment advises the petitioners that following the outcome of the detailed appraisal process, they will be informed whether the scheme has been assessed as a high priority for potential inclusion in the 2023/24 capital programme of local transport improvements which will be considered by the Lead Member at a meeting in March 2023.

3.3 In addition, the Lead Member is recommended to advise the petitioners that following speed surveys undertaken along the A267/A265 between Cross in Hand to Heathfield, the resultant assessment has identified that the existing 40mph speed limit remains the most appropriate and safest speed limit for this road. The Lead Member is also recommended to advise the petitioners that the junction has recently been treated as part of the Road Safety Team's annual assessment process. It will continue to be monitored as part of the County Council's commitment to reducing the number of killed and seriously injured on our road network through the Local Safety Scheme identification work.

RUPERT CLUBB
Director of Communities, Economy and Transport

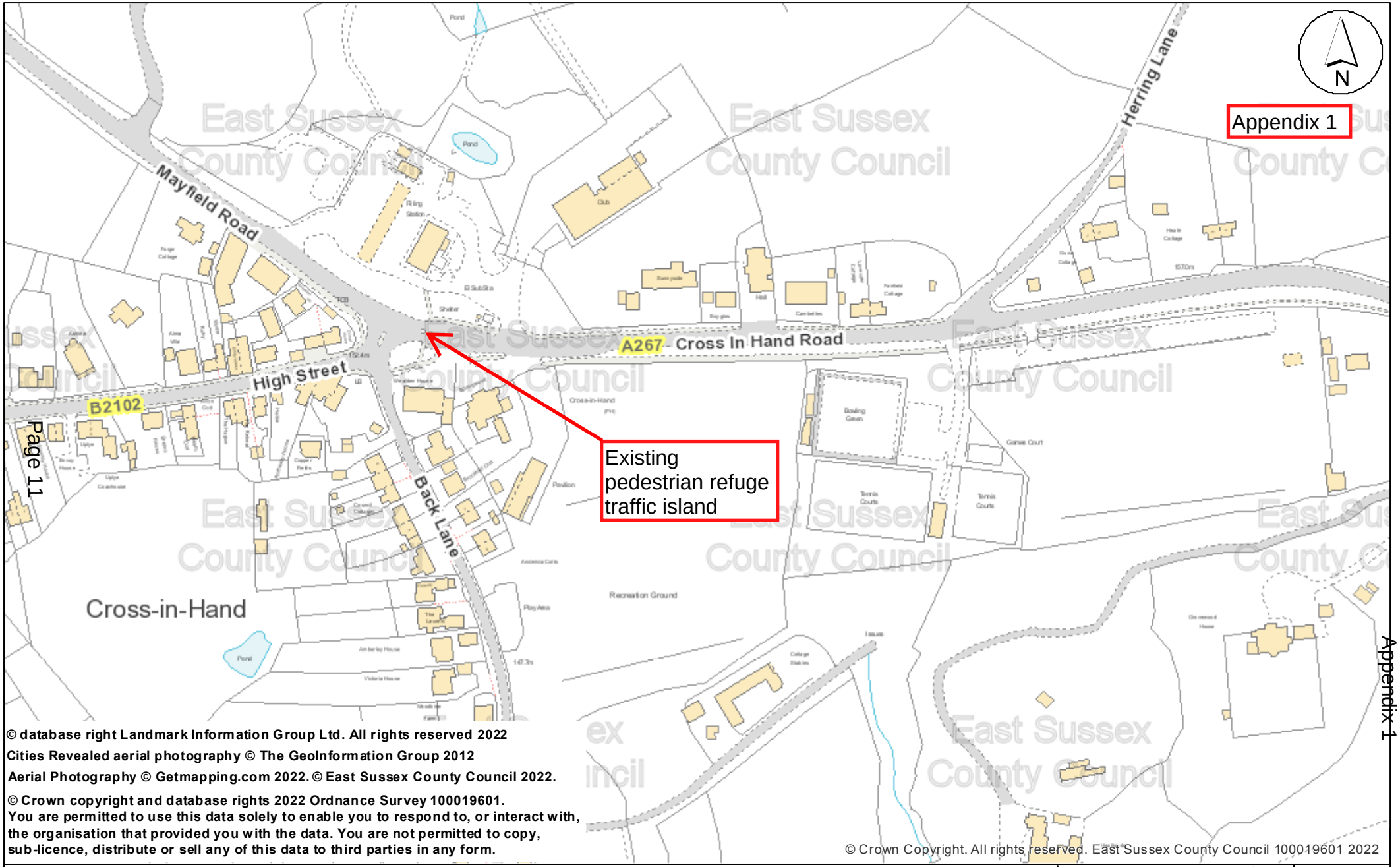
Contact Officer: Helen Clee
Tel. No. 0345 6080193
Email: Helen.Clee@eastsussex.gov.uk

LOCAL MEMBER

Councillor Chris Dowling

BACKGROUND DOCUMENTS

None

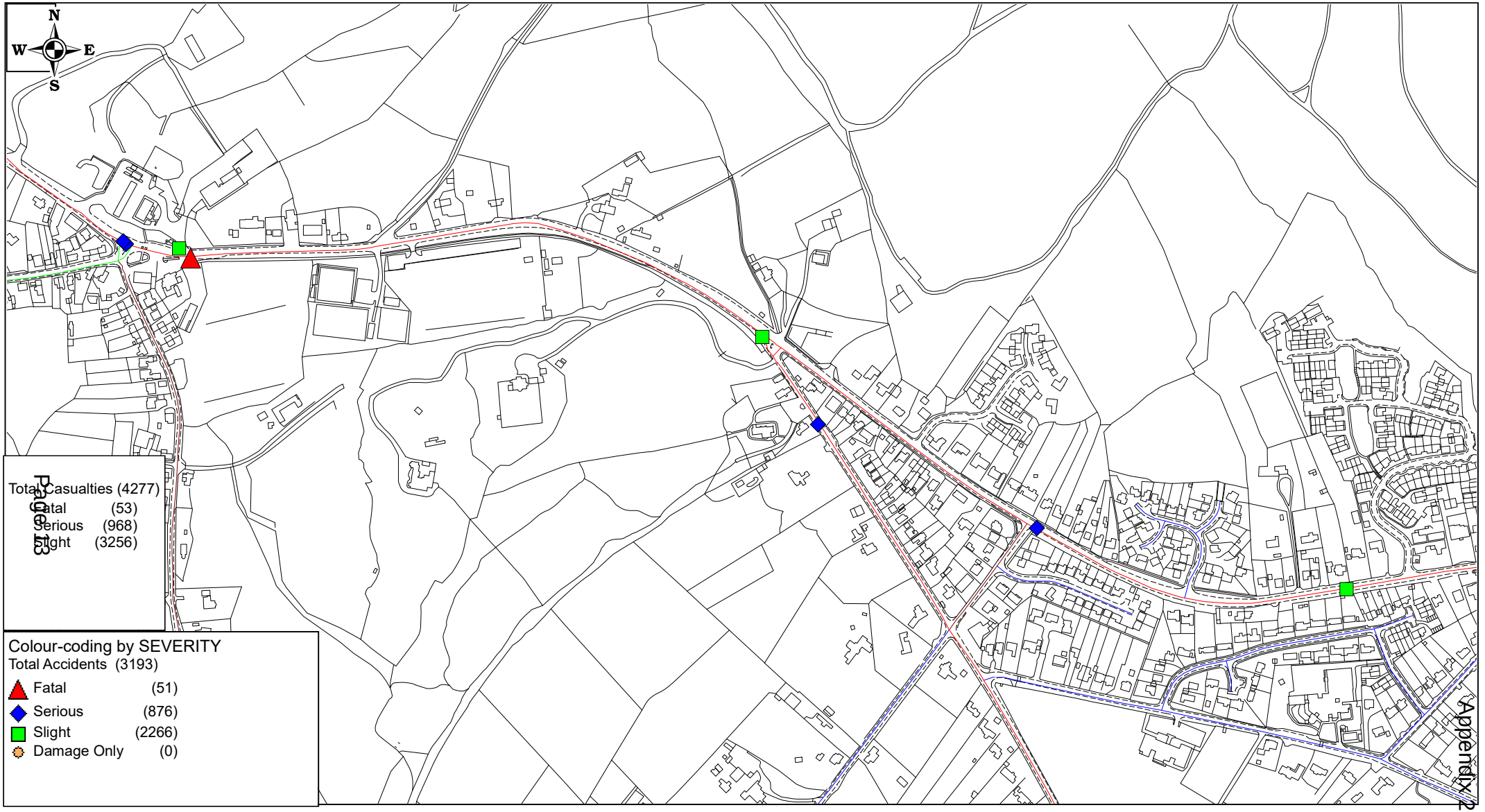


© database right Landmark Information Group Ltd. All rights reserved 2022
Cities Revealed aerial photography © The GeoInformation Group 2012
Aerial Photography © Getmapping.com 2022. © East Sussex County Council 2022.
© Crown copyright and database rights 2022 Ordnance Survey 100019601.
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
© Crown Copyright. All rights reserved. East Sussex County Council 100019601 2022

Map of A267 junction with B2102 at Cross in Hand	Scale: 1:2,500
Author:	Date: 05/10/2022

East Sussex County Council

This page is intentionally left blank



Page 153

Appendix 2

East Sussex County Council

Crashes on A267 & A265 between Cross in hand & Heathfield

Most Recent 36 Months Accident Data

SCALE	1 : 5920
DATE	25/10/2022
DRAWING NO.	Appendix 3
DRAWN BY	HSC
ORIGINAL SIZE	

This page is intentionally left blank

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

LOCAL SPEED LIMITS	**PS05/02**

PURPOSE OF POLICY

To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment

SPECIFIC POLICIES

1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road.

2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections.

3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.

SUPPORTING STATEMENT

Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.

References – Further Information	Date of Approval
Road Traffic Regulation Act 1984	
Department for Transport – Circular Roads 01/2006	
Department for Transport – Circular Roads 02/2006	
Department for Transport – Traffic Advisor Leaflet 1/04	
Department for Transport – Traffic Advisory Leaflet 2/06	
Department for Transport- Circular Roads 01/2013	
H & T Committee – Agenda Item 10	17.03.1993
H & T Committee – Agenda Item 18	19.10.1994
Cabinet Committee – Agenda Item 5	15.11.2000
Lead Member for Transport and Environment – Agenda Item 11	25.06.2007
Lead Member for Communities & Safety – Agenda Item 31	16/03/2018

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.

5. Speed limits should be set in accordance with the table below :-

Speed Limit	Average Speed Below
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-

a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.

b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

7. 20mph Speed Limits and Zones

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;

b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and

c) The lower limit is effectively self-enforcing

Proposed Speed Limit Criteria – Route Assessment
Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
20 mph Speed Limit		
Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph High proportion of vulnerable road users in direct conflict with traffic
30 mph Speed Limits		
Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph Significant number of vulnerable road users in conflict with vehicular traffic
40 mph Speed Limits		
Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	**Urban** Suburban distributor roads buildings set back from the road **Rural** Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph **Urban** Vulnerable road users segregated from road space **Rural** A noticeable presence of vulnerable road users
50 mph Speed Limits		
Limited frontage development	Higher quality urban distributors with few points of access Low standard classified roads	Mean vehicle speed below 52mph
60 mph Speed Limits (Dual Carriageways)		
Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph

Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.

This page is intentionally left blank

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**21 November 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Policy relating to use of vans and cashless transactions at East Sussex County Council Household Waste Recycling Sites**
Purpose:	**To formalise and continue policy changes across the East Sussex Household Recycling Site network**

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Approve continuing restricting vans and oversize vehicle access to Household Waste Recycling Sites (HWRS) to Tuesdays, Thursdays, and Saturdays only; and

(2) Approve all HWRS continue with cashless transactions for non-household waste which includes hardcore, soil, plasterboard, asbestos, and tyres.

1 Background Information

1.1. The collection and disposal of waste is one of the most visible services that councils provide. It is one of a small number of services that every resident benefits from on a weekly basis. Whether it is rubbish or recycling, or garden waste being collected from residents' homes, streets being swept, or visiting a Household Waste Recycling Sites (HWRS), everyone uses the service on a regular basis.

1.2. Due to this reach, managing waste and recycling is a complicated and expensive service. It is the biggest single contract held by East Sussex County Council. However, service does not include the collection of waste and recycling or street cleaning, which is handled by five Districts and Borough Councils.

1.3. Controlling what East Sussex spends on waste and recycling has some significant limitations. The Council has a legal duty to dispose of or recycle all the household waste our residents create. As residents we all, to a greater or lesser degree, create waste and recycling for councils to collect and dispose of.

1.4. The network of 10 HWRS in East Sussex is an important part of the service provided by East Sussex County Council and is popular with residents. The sites receive 1.6 million visits per year and handle about a quarter of the total waste that East Sussex residents produce. The sites also recycle, compost, or reuse almost 60% of the materials that are brought to them by residents and accept up to 36 different types of materials.

1.5. The network, in line with Government guidance, temporarily closed in March 2020 for approximately 11 weeks due to the Covid-19 pandemic. Reopening the network brought a period of challenge. The sites experienced high levels of demand but were operating a restricted service to provide a safe environment for our residents. During this time, the Council needed to reassess some of the entry policies and restrictions, this is when changes were introduced to van and oversize vehicle access arrangements. Details around the amended policy which restricts vans and oversize vehicle access to Household Waste Recycling Sites (HWRS) to Tuesdays, Thursdays, and Saturdays only is reflected in Appendix 1. The currently operating Van and Oversize Vehicle Access Policy for our Household Waste Recycling Sites is referenced in Appendix 4.

1.6. East Sussex County Council is required, under s51 of the Environmental Protection Act 1990, to provide residents in its area with reasonably accessible HWRS for the free disposal of household waste. Trade waste is not allowed at these sites. There is no specified minimum number of sites or mandatory opening times, although they must be open for part of either Saturday or Sunday. There is also no obligation to accept waste other than household waste, delivered by our residents, for free at the HWRS. The Act is silent on how the sites should be accessed and so authorities have developed their own approaches to how they manage vehicle access to their sites.

1.7. Upon reopening the Household Waste Site Network after it's temporary Covid-19 closure, the Council also considered how charges for non-household waste and products such as compost could be paid for. Non-household waste transactions at all sites - franchised and non-franchised – changed to become all cashless with only electronic means of payment accepted. Appendix 1 outlines the benefits of moving to this model and some background context of how neighbouring authorities accept payment for non-household waste..

1.8 We wish to maintain these changes and have completed Equality Impact Assessments for both amended access policies. The Equality Impact Assessment for Cashless Transactions can be found in Appendix 2 whilst the Equality Impact Assessment for Vans and Oversize Vehicles can be found in Appendix 3.

2 Conclusion and Reasons for Recommendations

2.1. The Lead Member is recommended to:

(1) approve the continuation of access of Van and oversize vehicles to Household Waste Sites on Tuesdays, Thursdays, and Saturdays only as this allows more thorough Trade Waste checks to be carried out.

(2) approve the continuation of cashless transactions for non-household waste.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Anthony Pope
Tel. No. 07714 481648
Email: anthony.pope@eastsussex.gov.uk

LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

None

Appendix 1

1 Supporting Information

Access for Vans and over height vehicles

1.1 Prior to the Covid-19 network shutdown, most types of vans and over height vehicles were admitted on any day provided they were carrying the residents own household waste.

1.2 Upon reopening the network in May 2020, to try to ensure as many vehicles could access the sites as possible, vans and over height vehicles were initially not able to access sites but from July they were limited to two days a week (Tuesdays and Thursdays) with Saturdays added in October. An additional benefit of this is that Veolia site staff can more rigorously administer Trade Waste inspection checks 3-days a week when the barriers are opened, with the barriers being closed the other 4 days a week.

1.3 From a 2022 Customer Satisfaction Survey conducted by Veolia that sought the views of 1,004 people, when asked 'Since Covid, vans have only been allowed to use the HWRS sites on Tuesdays, Thursdays, and Saturdays. Are you happy for this restriction to continue?' 87.2% said they with either happy for this to continue or had no opinion. Of those responding to the Question 'Why haven't you never used a HWRS in this area?' 2.6% said it was because they 'Can't use van, trailer etc'.

1.4 East Sussex Household Waste Recycling Sites have height barriers at their entrances (2m / 6ft6in high) which are one of the network's in-built trade waste Controls. We recognise that some residents use vehicles such as small camper vans etc and we request that residents with these vehicles visit on van days when the height barriers can be opened. Blue Badge holders with over height vehicles can attend on any day and site staff will open the height barriers.

1.5 On van days, all vans and the waste are checked, and driver and vehicle details are recorded for monitoring and enforcement purposes. The following details are taken:

- Vehicle registration number.
- Driver's name and address.
- Company name from vehicle livery.
- Waste type and quantity.
- Date and time of visit.

1.6 The collected data enables East Sussex County to monitor aspects such as extremely frequent network usage and suspected trade waste abuse and write to the user directly. East Sussex County Council would like to continue with the 3-day-per-week access regime for vans and over height vehicles to continue.

1.7 The reasons for continuation of the system are –

- Efficiency, as vans can often take much longer to unload than a car.
- Trade waste control by deterring traders to visit the sites.

1.8 Since the new system of recording of van visits began from July 2020 onwards:

- Over 34,000 van entries have been supervised with trade waste checks administered.
- 68 enforcement investigation actions have been carried out.
- 55 letters have been sent to van users suspected of bringing trade Waste to HWRSs.
- 4 individuals have been restricted from entering the HWRS network.

- 35 individual van users have been identified as being frequent users of the network and have been sent an advisory letter.

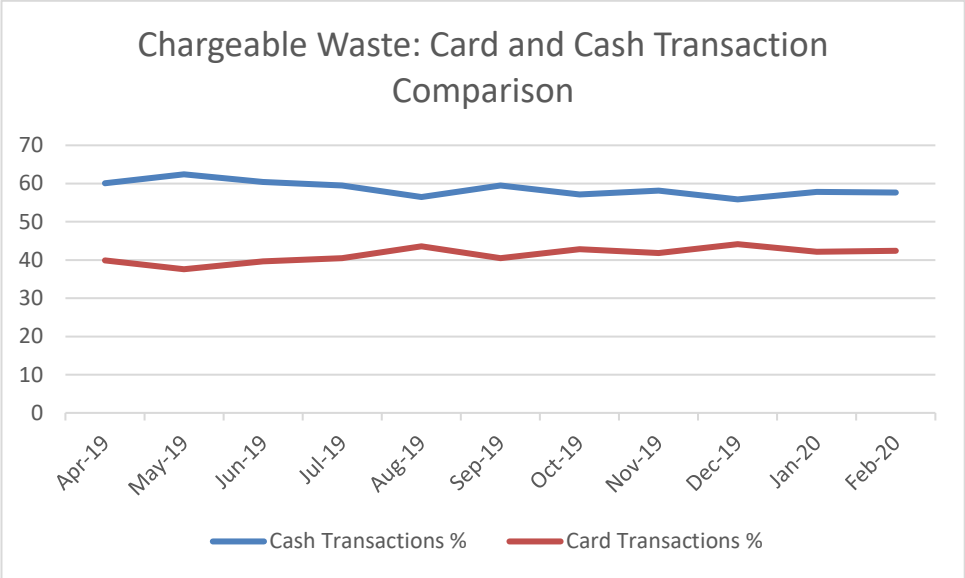
1.9 The system of recording van details and asking for official ID (driving licence) is a deterrent to traders attempting to use the sites in the first place.

2.0 Cashless transactions for paid for services

2.1 The HWRS network offers a small number of paid-for services including

- on-site sales of 'Progrow' products (compost etc)
- re-use shop sales
- charges for non-household waste

2.2 Charges for the disposal of certain types of non-household waste – soil, hardcore, plasterboard, tyres and asbestos – were introduced in 2018. Prior to the Covid-19 network shutdown, disposal charges could be paid for by cash but upon re-opening, the cash option was removed in order to reduce contact during transactions. Government consulted on potential restrictions on Councils' charging for non-household waste earlier in 2022 and we await the outcome of that process. In the meantime, and until we are provided with further direction from Government, we continue to apply the Controlled Waste Regulations (2012) which allow us to charge for non-household waste. The table below shows the split of cash and card transactions for non-household waste prior to the stopping of cash payments.



2.3 Of the neighbouring authorities that have their own charging schemes for non-household waste, Hampshire, Kent and Surrey all run theirs on a card-only payment basis and West Sussex County Council who only charge for tyres also only accepts card payments.

2.4 From a 2022 Customer Satisfaction Survey conducted by Veolia, when asked 'The Chargeable Waste Scheme went cashless in 2020. Are you happy for payments to continue to be made by card only?', 87.4% of respondents to that question said yes, they were happy to continue using the cashless system with 12.6% of the 143 respondents to this question saying they were unhappy to continue with the cashless system.

2.5 Franchised sites continue to accept cash payments for their re-use shop sales and also sales of 'Progrow' products. These will continue to accept cash for these two services. Non-household waste transactions at all sites - franchised and non-franchised - will continue to be cashless.

2.6 Removing the option of paying by cash at non-franchised sites provides a number of benefits including that it removes the cost to East Sussex County Council of paying for the secure transport of cash takings and provides full electronic documentation of all transactions which is helpful concerning regulated activities such as waste disposal.

2.7 Removing the option to pay by cash does however raise concerns that residents without bank accounts are not able to use the chargeable waste scheme. The Equalities Impact Assessment (Appendix 2) covers this in more detail. The lack of a cash option is largely mitigated through an ability to use pre-paid (https://www.moneyhelper.org.uk/en/everyday-money/budgeting/prepaid-cards-explained) which are a means of financial inclusion. As the charging applies to a small number of non-household waste streams commonly associated with significant renovation projects, it is likely that the cost of disposal of waste is only a part of the total budget for the improvement or renovation project being undertaken.

2.8 The table below illustrates the total number of chargeable waste transactions carried out before and after the Covid-19 shutdown. Total transactions have increased each year, and this combined with the lack of complaints demonstrates that residents are accepting of the cashless service.

	Cash & Card			Cashless				
	2018	**2019**	**Ave Monthly Transactions Cash & Card**	**2020**	**2021**	**2022**	**Ave Monthly Transactions Card only**	**% change + / -**
Oct	1663	1494	1579	1876	1677	N/A	1777	13%
Nov	1253	1335	1294	1613	1845	N/A	1729	34%
Dec	872	1079	976	1157	1096	N/A	1127	15%

3.0 Financial Implications

3.1 **Van and oversize vehicle access to Household Waste Sites on Tuesdays, Thursdays and Saturdays only.**

There are no financial implications associated with this access policy.

3.2 **Cashless Transactions.**

Each electronic transaction incurs a fee. The table below illustrates the saving from cashless transactions despite an increase in transaction processing fees.

Cost of 2021-22 electronic transaction fees that would have likely been cash transactions prior to Covid-19	£2,908	**A**
Cost of annual secure cash collections prior to Covid-19	£10,000	**B**
Annual saving realised - secure cash collection cost minus increased cost of processing increased electronic transactions (B - A)	£7,092	

This page is intentionally left blank

East Sussex
County Council

Equality Impact Analysis Template

Equality Impact Analysis (EqIA) (or Equality Impact Assessment) aims to make services and public policy better for all service-users and staff and supports value for money by getting council services right first time.

We use EqIAs to enable us to consider all relevant information from an Equality requirements perspective when procuring or restructuring a service, or introducing a new policy or strategy. This analysis of impacts is then reflected in the relevant action plan to get the best outcomes for the Council, its staff and service-users[1].

EqIAs are used to analyse and assess how the Council's work might impact differently on different groups of people[2]. EqIAs help the Council to make good decisions for its service-users, staff and residents and provide evidence that those decision conform with the Council's obligations under the Equality Act 2010[3].

This template sets out the steps you need to take to complete an EqIA for your project. Guidance for sections is in the end-notes. If you have any questions about your EqIA and/or how to complete this form, please use the contact details at the end of this form.

Title of Project/Service/Policy[4]	Household Waste Recycling Sites (HWRS) Access Policies – cashless transactions
Team/Department[5]	Waste Team
Directorate	Communities, Economy and Transport
Provide a comprehensive description of your Project (Service/Policy, etc.) including its Purpose and Scope[6]	The network of 10 HWRSs in East Sussex is a popular service with residents. The sites receive 1.6 million visits per year and handle about a quarter of the total waste that East Sussex residents produce. The sites also recycle, compost, or reuse almost 60% of the materials that are brought to them by residents and provide containers for up to 36 different materials. The network, in line with Government guidance, temporarily closed in March 2020 for approximately 11 weeks due to the Covid-19 pandemic. Upon reopening the sites experienced high levels of demand and the Waste Team and Veolia (the County Council's Contractor) needed to reassess some of the entry policies and restrictions and whilst some temporary changes were removed, there are some with which we would like to continue.

	We charge for a small number of waste types – soil, hardcore, asbestos, plasterboard and tyres. These are designated as 'non household' waste types in law hence we are able to apply a charge that covers the cost of their disposal. The rates are set to only recover Council costs – no profit is made. Prior to the network shutdown residents were able to pay in cash but when sites reopened, in order to simply the transactions and processes, we only accepted electronic card payments. As we do not have to pay for secure cash handling, only accepting electronic transactions save the Authorities approximately £7,100 per year. Electronic payments also provide full electronic documentation of all transactions which is helpful concerning regulated activities such as waste disposal. There is also a safety benefit of not holding sums of money on site. As the charging applies to a small number of non-household waste streams commonly associated with significant renovation projects, it is likely that the cost of disposal of waste is only a part of the total budget for the improvement or renovation project being undertaken.

East Sussex
County Council

Initial assessment of whether your project requires an EqIA

When answering these questions, please keep in mind all legally protected equality characteristics (sex/gender, gender reassignment, religion or belief, age, disability, ethnicity/race, sexual orientation, marriage/civil partnership, pregnancy and maternity) of the people actually or potentially receiving and benefiting from the services or the policy.

In particular consider whether there are any potential equality related barriers that people may experience when getting to know about, accessing or receiving the service or the policy to be introduced or changed.

Discuss the results of your Equality assessment with the Equality Lead for your department and agree whether improvements or changes need to be made to any aspect of your Project.

	Question	Yes	No	Don't Know
1	Is there evidence of different needs, experiences, issues or priorities on the basis of the equality characteristics (listed below) in relation to the service or policy/strategy area?		✓	
2	Are there any proposed changes in the service/policy that may affect how services are run and/or used or the ways the policy will impact different groups?	✓		
3	Are there any proposed changes in the service/policy that may affect service-users/staff/residents directly?	✓		
4	Is there potential for, or evidence that, the service/policy may adversely affect inclusiveness or harm good relations between different groups of people?		✓	
5	Is there any potential for, or evidence that any part of the service/aspects of the policy could have a direct or indirect discriminatory effect on service-users/staff/residents ?		✓	
6	Is there any stakeholder (Council staff, residents, trade unions, service-users, VCSE organisations) concerned about actual, potential, or perceived discrimination/unequal treatment in the service or the Policy on the basis of the equality characteristics set out above that may lead to taking legal action against the Council?		✓	
7	Is there any evidence or indication of higher or lower uptake of the service by, or the impact of the policy on, people who share the equality characteristics set out above?		✓	

If you have answered "YES" or "DON'T KNOW" to any of the questions above, then the completion of an EqIA is necessary.

The need for an EqIA will depend on:

- How many questions you have answered “yes”, or “don’t know” to;
- The likelihood of the Council facing legal action in relation to the effects of service or the policy may have on groups sharing protected characteristics; and
- The likelihood of adverse publicity and reputational damage for the Council.

Low risk	Medium risk	High risk

East Sussex
County Council

1. Update on previous EqIAs and outcomes of previous actions (if applicable)[7]

What actions did you plan last time? (List them from the previous EqIA)	**What improved as a result?** What outcomes have these actions achieved?	**What <u>further</u> actions do you need to take?** (add these to the Action Plan below)
2016 Household Waste Site Service Review • Introduction of charges for non-household chargeable waste types • Closure of Forest Row and Wadhurst part-time Household Waste Sites • Changed Opening Hours at certain sites to better meet demand	In making service changes to meet a difficult period of budgetary pressures, we were able to maintain a comprehensive network of 10 sites, still provide above average service coverage and changed some opening hours to align the network with more closely with customer demand	None

2. Review of information, equality analysis and potential actions

Consider the actual or potential impact of your project (service, or policy) against each of the equality characteristics.

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do[11]?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age[12]	From our 2022 HWRS Customer Satisfaction Survey, 54% of site users are aged 45-74 years of age. Under 16's are prohibited from using sites due to Health & Safety concerns.	From our 2022 HWRS Customer Satisfaction Survey 96.4% were either 'Very Satisfied' or 'Fairly Satisfied' with their overall experience of using a HWRS within our network.	The vast majority of HWRS users are in the 45 – 74 year old age group and overwhelming majority of the population (98%) now hold a debit card whilst 69% of adults in the UK have a credit card (SUMMARY-UK-Payment-Markets-2021-FINAL.pdf (ukfinance.org.uk)). We charge for a small amount of non-household waste types which are mostly associated with home renovation projects. As such, the vast majority of our users never need to deposit these waste types	We continue to highlight the fact that transactions can only be conducted electronically.

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Disability[13]	From our 2022 HWRS Customer Satisfaction Survey, 13.2% consider themselves to have a disability	(see left)	Although it is our policy to offer assistance at the HWRSs for those that need it, our satisfaction survey showed that some 0.3% of respondents do not visit the sites because they are disabled. 1.5% told us they would visit more if more assistance was given	Continue to work with Veolia to ensure that all site staff are responsive to HWRS site users needs including those with disabilities.
Gender reassignment[14]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Pregnancy and maternity[15]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Race/ethnicity[16] Including migrants, refugees and asylum seekers	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Religion or belief[17]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Sex/Gender[18]	In a 2022 Customer Satisfaction survey of HWRS users, 54.6% identified as female whilst 43.7% identified as male	(see left)	No actual or potential impact identified	No actual or potential impact identified
Sexual orientation[19]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Marriage and civil partnership[20]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Impacts on community cohesion[21]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified

Additional categories
(identified locally as potentially causing / worsening inequality)

Characteristic	What do you know[22]?	What do people tell you[23]?	What does this mean[24]?	What can you do[25]?
Rurality[26]	From a 2022 HWRS Customer Satisfaction Survey, 80.8% of users; journey to the site was between 5 and 25mins	(see left)	There is no nationally recognised steer on the acceptable level of HWRS provision and continue to cite the National Assessment of Civic Amenity Sites (NACAS) recommendations for minimum levels of HWRC provision. The NACAS recommendation suggests a maximum driving time to a site for the great majority of residents of 20 minutes in urban areas, and 30 minutes in rural areas	Continue to aim to maintain or improve our current level of HWRS provision across East Sussex
Carers				
Other groups that may be differently affected (including but not only: homeless people,				

Characteristic	What do you know[22]?	What do people tell you[23]?	What does this mean[24]?	What can you do[25]?
substance users, care leavers – see end note)[27]				
Assessment of overall impacts and any further recommendations[28] - include assessment of cumulative impacts (where a change in one service/policy/project may have an impact on another)				

East Sussex County Council

3. List detailed data and/or community feedback that informed your EqIA

Source and type of data (e.g. research, or direct engagement (interviews), responses to questionnaires, etc.)	**Date**	**Gaps in data**	**Actions to fill these gaps: who else do you need to engage with?** (add these to the Action Plan below, with a timeframe)
Chargeable Waste Service usage – we monitor, review and audit all transactions and also reconcile against tonnages of chargeable waste types deposited		**We do not record the number of transactions that do not take place due to the resident not having the means to pay electronically.**	**We monitor overall tonnages and waste flows down to each material stream so are able to see if this waste arises either elsewhere (e.g. at the kerbside) or simply does not get disposed of at all.**
2022 Household Waste Site Customer Satisfaction Survey		**Survey asked approx. 1,0000 respondents**	**We will continue to monitor the responses to our customer satisfaction surveys and feedback from representative groups.**
2018 HWRS Service Review Consultation 1. INTRODUCTION (eastsussex.gov.uk)		**East Sussex residents were invited to have their say on the proposed changes by completing a consultation questionnaire. We received 3,385 online and written responses to the consultation questionnaire which is 0.7% of the East Sussex population aged 16 and over (454,109 people, source: ONS Population Estimates, 2017). People also emailed the Council's Waste team directly or wrote in with their comments, and 36 representations via email and letter (and one phone call) were received after the start of consultation from**	**A range of methods and media were used to publish and advertise the consultation, to try to ensure that as many people as possible were encouraged and able to give their views. The intention was to ensure participation from a wide range of interested members of the local population and representative groups**

		members of the public, organisations and MPs. Twelve Parish Councils, a District Council and a neighbouring County Council also sent in representations (for a list of those sending in representations, see the Consultation report, Appendix 1 of the Cabinet report). There were also four petitions received against site closure, totalling 7,035 signatures. These petitions have been considered alongside the results of the public consultation. **We also received two petitions a week before the official start of the consultation against the closure of the Forest Row site with around 4,200 signatures, and two further petitions against the closure of the Wadhurst site totalling an additional 2,835 signatures during the consultation period. Petition signatures totalled 7,035.** **Efforts were made to promote the questionnaire to non-users, as well as users, of the service. Nevertheless, the vast majority of respondents to the consultation questionnaire (99%) were HWRS-users.**	

		To encourage people to take part, we publicised the consultation with banners, posters and leaflets at each of the HWRSs, as well as posters and leaflets at libraries and other council sites. At the start of the consultation, our press release was picked up by the Sussex Express, Eastbourne Herald, Hastings Observer and BBC Sussex Drivetime. **Regular posts were published on our Twitter and Facebook accounts, and there were links to the online consultation from the 'Rubbish and recycling' pages on our website as well as from the East Sussex County Council home page.** **Various stakeholders were emailed directly to notify them of the consultation, including the County, District and Borough Councillors, Town and Parish Councils, and a variety of relevant local voluntary and public sector organisations including support organisations and forums for the elderly and the disabled (see the Consultation report, Appendix 1 of the Cabinet report).**	

		Efforts were made in terms of those with protected characteristics by making the consultation questionnaire available upon request in other formats, including printed paper copies.	
2016 Household Waste Site Customer Satisfaction Survey	**2016**	**Survey asked approx. 1,0000 respondents**	**We will continue to monitor the responses to our customer satisfaction surveys and feedback from representative groups.**

4. Prioritised Action Plan[29]

NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
None	**N/A**	**N/A**	**N/A**	**N/A**
(Add more rows as needed)				

EqIA sign-off: (for the EqIA to be final an email must be sent from the relevant people agreeing it, or this section must be signed)

Staff member competing Equality Impact Analysis: **Anthony Pope** **Date: 24.10.22**

Directorate Management Team rep or Head of Service: **Date:**

Equality lead: **Date:**

Guidance end-notes

[1] The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the Council must be aware of the Council's duties under the Equality Act 2010 and ensure they comply with them appropriately in their daily work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral, rigorous part of your decision-making process and influence the process.
- **Sufficient Information:** you must assess what information you have and what is further needed to give proper consideration.
- **No delegation:** the Council is responsible for ensuring that any contracted services, which are provided on its behalf need also to comply with the same legal obligations under the Equality Act of 2010. You need, therefore, to ensure that the relevant contracts make these obligations clear to the supplier. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy or service is developed/agreed, and when it is implemented and reviewed.
- **Proper Record Keeping:** to prove that the Council has fulfilled its legal obligations under the Equality Act you must keep records of the process you follow and the impacts identified.

NB: Filling out this EqIA in itself does not meet the requirements of the Council's equality duty. All the requirements above must be fulfilled, or the EqIA (and any decision based on it) may be open to challenge. An EqIA therefore can provide evidence that the Council has taken practical steps comply with its equality duty and provide a record that to demonstrate that it has done so.

[2] **Our duties in the Equality Act 2010**

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the actual and potential impact of our activities on people who share any of the legally 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on the nature of your project, who it might affect, those groups' vulnerability, and the seriousness of any potential impacts it might have. We use this EqIA template to gather information and assess the impact of our project in these areas.

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- **avoid, reduce, minimise or eliminate any negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).

- **promote equality of opportunity**. This means the need to:
  - Remove or minimise disadvantages suffered by equality groups
  - Take steps to meet the needs of equality groups
  - Encourage equality groups to participate in public life or any other activity where participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not**. This means:
  - Tackle prejudice
  - Promote understanding

[3] **EqIAs are always proportionate** to:

- The nature of the service, or scope of the policy/strategy
- The resources involved
- The number of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed service or policy on a protected group (e.g. disabled people), the more thorough and demanding our process must be so that we comply with the Equality Act of 2010.

[4] **Title of EqIA:** This should clearly explain what service / policy / strategy / change you are assessing

[5] **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

[6] **Focus of EqIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Analysis (EqIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the service, policy, strategy, practice, or function?
- Who implements, carries out or delivers the service, policy, strategy, practice, or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?

- Who is affected by the service, policy, strategy, practice, or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes, or improvements, are required and what should the benefits be?
- What do existing or previous reviews of the service, policy, strategy, practice, or function indicate to you?
- What is the reason for the proposal, or change (financial, service scope, legal requirements, etc)? The Equality Act requires us to make these clear.

[7] **Previous actions:** If there is no previous EqIA, or this assessment is for a new service, then simply write 'not applicable'.

[8] **Data:** Make sure you have enough information to inform your EqIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?[8]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups / communities?

[9] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act.

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[10] Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that you take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
    - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
    - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
    - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
    - If there is negative differential impact, how can you minimise that while taking into account your overall aims
    - Do the effects amount to unlawful discrimination? If so, the plan must be modified.
    - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[11] Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqIA which has attempted to airbrush the facts is an EqIA that is vulnerable to challenge.

[12] **Age**: People of all ages

[13] **Disability**: A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis. Carers of disabled people are protected within the Act by association.

[14] **Gender Reassignment:** In the Act a transgender person is someone who proposes to, starts or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected

[15] **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

[16] **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

[17] **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

[18] **Sex/Gender:** Both men and women are covered under the Act.

[19] **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

[20] **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

[21] **Community Cohesion:** potential impacts on how well people from different communities get on together. The council has a legal duty to foster good relations between groups of people who share different protected characteristics. Some actions or policies may have impacts – or perceived impacts – on how groups see one another or in terms of how the council's resources are seen to be allocated. There may also be opportunities to positively impact on good relations between groups.

[22] **Data:** Make sure you have enough information to inform your EqIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?[22]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?

- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?

[23] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act .

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[24] Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims
  - Do the effects amount to unlawful discrimination? If so the plan must be modified.
  - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[25] Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqIA which has attempted to airbrush the facts is an EqIA that is vulnerable to challenge.

[26] **Rurality:** deprivation is experienced differently between people living in rural and urban areas. In rural areas issues can include isolation, access to services (eg: GPs, pharmacies, libraries, schools), low income / part-time work, infrequent public transport, high transport costs, lack of affordable housing and higher fuel costs. Deprivation can also be more dispersed and less visible.

[27] **Other groups that may be differently affected:** this may vary by services, but examples include: homeless people, substance misusers, people experiencing domestic/sexual violence, looked after children or care leavers, current or former armed forces personnel (or their families), people on the Autistic spectrum etc.

[28] **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

[29] **Action Planning:** The Council's obligation under the Equality Act of 2010 is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

East Sussex
County Council

Equality Impact Analysis Template

Equality Impact Analysis (EqIA) (or Equality Impact Assessment) aims to make services and public policy better for all service-users and staff and supports value for money by getting council services right first time.

We use EqIAs to enable us to consider all relevant information from an Equality requirements perspective when procuring or restructuring a service, or introducing a new policy or strategy. This analysis of impacts is then reflected in the relevant action plan to get the best outcomes for the Council, its staff and service-users[1].

EqIAs are used to analyse and assess how the Council's work might impact differently on different groups of people[2]. EqIAs help the Council to make good decisions for its service-users, staff and residents and provide evidence that those decision conform with the Council's obligations under the Equality Act 2010[3].

This template sets out the steps you need to take to complete an EqIA for your project. Guidance for sections is in the end-notes. If you have any questions about your EqIA and/or how to complete this form, please use the contact details at the end of this form.

Title of Project/Service/Policy[4]	Household Waste Recycling Sites (HWRS) Access Policies – van and oversize vehicle access arrangements
Team/Department[5]	Waste Team
Directorate	Communities, Economy and Transport
Provide a comprehensive description of your Project (Service/Policy, etc.) including its Purpose and Scope[6]	The network of 10 HWRSs in East Sussex is a popular service with residents. The sites receive 1.6 million visits per year and handle about a quarter of the total waste that East Sussex residents produce. The sites also recycle, compost, or reuse almost 60% of the materials that are brought to them by residents and provide containers for up to 36 different materials. The network, in line with Government guidance, temporarily closed in March 2020 for approximately 11 weeks due to the Covid-19 pandemic. Upon reopening the sites experienced high levels of demand and the Waste Team and Veolia (the County Council's Contractor) needed to reassess some of the entry policies and restrictions and whilst some temporary changes were removed, there are some with which we would like to continue.

	Prior to the Covid-19 network shutdown, most types of vans and over height vehicles were admitted on any day provided they were carrying the residents own household waste. Upon reopening the network in May 2020, to try to ensure as many vehicles could access the sites as possible, vans and over height vehicles were initially not able to access sites but from July they were limited to two days a week (Tuesdays and Thursdays) with Saturdays added in October. An additional benefit of this is that Veolia site staff can more rigorously administer Trade Waste inspection checks 3-days a week when the barriers are opened, with the barriers being closed the other 4 days a week.

East Sussex
County Council

Initial assessment of whether your project requires an EqIA

When answering these questions, please keep in mind all legally protected equality characteristics (sex/gender, gender reassignment, religion or belief, age, disability, ethnicity/race, sexual orientation, marriage/civil partnership, pregnancy and maternity) of the people actually or potentially receiving and benefiting from the services or the policy.

In particular consider whether there are any potential equality related barriers that people may experience when getting to know about, accessing or receiving the service or the policy to be introduced or changed.

Discuss the results of your Equality assessment with the Equality Lead for your department and agree whether improvements or changes need to be made to any aspect of your Project.

	Question	Yes	No	Don't Know
1	Is there evidence of different needs, experiences, issues or priorities on the basis of the equality characteristics (listed below) in relation to the service or policy/strategy area?		✓	
2	Are there any proposed changes in the service/policy that may affect how services are run and/or used or the ways the policy will impact different groups?	✓		
3	Are there any proposed changes in the service/policy that may affect service-users/staff/residents directly?	✓		
4	Is there potential for, or evidence that, the service/policy may adversely affect inclusiveness or harm good relations between different groups of people?		✓	
5	Is there any potential for, or evidence that any part of the service/aspects of the policy could have a direct or indirect discriminatory effect on service-users/staff/residents ?		✓	
6	Is there any stakeholder (Council staff, residents, trade unions, service-users, VCSE organisations) concerned about actual, potential, or perceived discrimination/unequal treatment in the service or the Policy on the basis of the equality characteristics set out above that may lead to taking legal action against the Council?		✓	
7	Is there any evidence or indication of higher or lower uptake of the service by, or the impact of the policy on, people who share the equality characteristics set out above?		✓	

If you have answered "YES" or "DON'T KNOW" to any of the questions above, then the completion of an EqIA is necessary.

The need for an EqIA will depend on:

- How many questions you have answered “yes”, or “don’t know” to;
- The likelihood of the Council facing legal action in relation to the effects of service or the policy may have on groups sharing protected characteristics; and
- The likelihood of adverse publicity and reputational damage for the Council.

Low risk	Medium risk	High risk

East Sussex
County Council

1. Update on previous EqIAs and outcomes of previous actions (if applicable)[7]

What actions did you plan last time? (List them from the previous EqIA)	**What improved as a result?** What outcomes have these actions achieved?	**What <u>further</u> actions do you need to take?** (add these to the Action Plan below)
2016 Household Waste Site Service Review • Introduction of charges for non-household chargeable waste types • Closure of Forest Row and Wadhurst part-time Household Waste Sites • Changed Opening Hours at certain sites to better meet demand	In making service changes to meet a difficult period of budgetary pressures, we were able to maintain a comprehensive network of 10 sites, still provide above average service coverage and changed some opening hours to align the network with more closely with customer demand	None

2. Review of information, equality analysis and potential actions

Consider the actual or potential impact of your project (service, or policy) against each of the equality characteristics.

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do[11]?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age[12]	From our 2022 HWRS Customer Satisfaction Survey, 54% of site users are aged 45-74 years of age. Under 16's are prohibited from using sites due to Health & Safety concerns.	From our 2022 HWRS Customer Satisfaction Survey 96.4% were either 'Very Satisfied' or 'Fairly Satisfied' with their overall experience of using a HWRS within our network.	From the 2022 Customer Satisfaction Survey conducted by Veolia, when asked 'Since Covid, vans have only been allowed to use the HWRS sites on Tuesdays, Thursdays and Saturdays. Are you happy for this restriction to continue?' 87.2% said they with either happy for this to continue or had no opinion.	We will continue to monitor HWRS van usage in particular see if there are any significant increases or decreases that may indicate that the current satisfaction levels have changed in some appreciable way.
Disability[13]	From our 2022 HWRS Customer Satisfaction Survey, 13.2% consider themselves to have a disability	(see left)	Although it is our policy to offer assistance at the HWRSs for those that need it (and access barriers are Blue badge holders with taller vehicles who are	Continue to work with Veolia to ensure that all site staff are responsive to HWRS site users needs including those with disabilities. Continue to open site height

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
			permitted entrance on any day at any site, except Eastbourne, provided they meet the other site requirements and are able to show their Blue badge) our satisfaction survey showed that some 0.3% of respondents do not visit the sites because they are disabled. 1.5% told us they would visit more if more assistance was given	barriers for Blue Badge Holders.
Gender reassignment[14]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Pregnancy and maternity[15]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Race/ethnicity[16] Including migrants, refugees and asylum seekers	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Religion or belief[17]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Sex/Gender[18]	In a 2022 Customer Satisfaction survey of HWRS users, 54.6% identified as female whilst 43.7% identified as male	(see left)	No actual or potential impact identified	No actual or potential impact identified
Sexual orientation[19]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified
Marriage and civil partnership[20]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified

Protected characteristics groups under the Equality Act 2010	**What do you know[8]?** Summary of data about your service-users and/or staff	**What do people tell you[9]?** Summary of service-user and/or staff feedback	**What does this mean[10]?** Impacts identified from data and feedback (actual and potential)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Impacts on community cohesion[21]	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified	No actual or potential impact identified

Additional categories
(identified locally as potentially causing / worsening inequality)

Characteristic	What do you know[22]?	What do people tell you[23]?	What does this mean[24]?	What can you do[25]?
Rurality[26]	From a 2022 HWRS Customer Satisfaction Survey, 80.8% of users; journey to the site was between 5 and 25mins	(see left)	There is no nationally recognised steer on the acceptable level of HWRS provision and continue to cite the National Assessment of Civic Amenity Sites (NACAS) recommendations for minimum levels of HWRC provision. The NACAS recommendation suggests a maximum driving time to a site for the great majority of residents of 20 minutes in urban areas, and 30 minutes in rural areas	Continue to aim to maintain or improve our current level of HWRS provision across East Sussex
Carers				
Other groups that may be differently affected (including but not only: homeless people,				

Characteristic	What do you know[22]?	What do people tell you[23]?	What does this mean[24]?	What can you do[25]?
substance users, care leavers – see end note)[27]				
Assessment of overall impacts and any further recommendations[28] - include assessment of cumulative impacts (where a change in one service/policy/project may have an impact on another)				

3. List detailed data and/or community feedback that informed your EqIA

Source and type of data (e.g. research, or direct engagement (interviews), responses to questionnaires, etc.)	**Date**	**Gaps in data**	**Actions to fill these gaps: who else do you need to engage with?** (add these to the Action Plan below, with a timeframe)
Our Trade Waste Monitoring systems records all van visits and records details of the van, van user and waste types	**Ongoing**	**We cannot collect data on vans that do not visit our sites or do not chose to enter to whatever reason despite travelling to site with the intention to travel**	**We will continue to promote the van access and oversize vehicle access arrangements across our comms channels**
2022 Household Waste Site Customer Satisfaction Survey	**2022**	**Survey asked approx. 1,0000 respondents**	**We will continue to monitor the responses to our customer satisfaction surveys and feedback from representative groups.**
2018 HWRS Service Review Consultation 1. INTRODUCTION (eastsussex.gov.uk)	**2018**	**East Sussex residents were invited to have their say on the proposed changes by completing a consultation questionnaire. We received 3,385 online and written responses to the consultation questionnaire which is 0.7% of the East Sussex population aged 16 and over (454,109 people, source: ONS Population Estimates, 2017). People also emailed the Council's Waste team directly or wrote in with their comments, and 36 representations via email and letter (and one phone call) were received after the start of consultation from members of the public, organisations**	**A range of methods and media were used to publish and advertise the consultation, to try to ensure that as many people as possible were encouraged and able to give their views. The intention was to ensure participation from a wide range of interested members of the local population and representative groups**

		and MPs. Twelve Parish Councils, a District Council and a neighbouring County Council also sent in representations (for a list of those sending in representations, see the Consultation report, Appendix 1 of the Cabinet report). There were also four petitions received against site closure, totalling 7,035 signatures. These petitions have been considered alongside the results of the public consultation. **We also received two petitions a week before the official start of the consultation against the closure of the Forest Row site with around 4,200 signatures, and two further petitions against the closure of the Wadhurst site totalling an additional 2,835 signatures during the consultation period. Petition signatures totalled 7,035.** **Efforts were made to promote the questionnaire to non-users, as well as users, of the service. Nevertheless, the vast majority of respondents to the consultation questionnaire (99%) were HWRS-users.**	

		To encourage people to take part, we publicised the consultation with banners, posters and leaflets at each of the HWRSs, as well as posters and leaflets at libraries and other council sites. At the start of the consultation, our press release was picked up by the Sussex Express, Eastbourne Herald, Hastings Observer and BBC Sussex Drivetime. **Regular posts were published on our Twitter and Facebook accounts, and there were links to the online consultation from the 'Rubbish and recycling' pages on our website as well as from the East Sussex County Council home page.** **Various stakeholders were emailed directly to notify them of the consultation, including the County, District and Borough Councillors, Town and Parish Councils, and a variety of relevant local voluntary and public sector organisations including support organisations and forums for the elderly and the disabled (see the Consultation report, Appendix 1 of the Cabinet report).**	

		Efforts were made in terms of those with protected characteristics by making the consultation questionnaire available upon request in other formats, including printed paper copies.	

4. Prioritised Action Plan[29]

NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
None	**N/A**	**N/A**	**N/A**	**N/A**
(Add more rows as needed)				

EqIA sign-off: (for the EqIA to be final an email must be sent from the relevant people agreeing it, or this section must be signed)

Staff member competing Equality Impact Analysis: Anthony Pope **Date: 24.10.22**

Directorate Management Team rep or Head of Service: **Date:**

Equality lead: **Date:**

Guidance end-notes

[1] The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the Council must be aware of the Council's duties under the Equality Act 2010 and ensure they comply with them appropriately in their daily work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral, rigorous part of your decision-making process and influence the process.
- **Sufficient Information:** you must assess what information you have and what is further needed to give proper consideration.
- **No delegation:** the Council is responsible for ensuring that any contracted services, which are provided on its behalf need also to comply with the same legal obligations under the Equality Act of 2010. You need, therefore, to ensure that the relevant contracts make these obligations clear to the supplier. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy or service is developed/agreed, and when it is implemented and reviewed.
- **Proper Record Keeping:** to prove that the Council has fulfilled its legal obligations under the Equality Act you must keep records of the process you follow and the impacts identified.

NB: Filling out this EqIA in itself does not meet the requirements of the Council's equality duty. All the requirements above must be fulfilled, or the EqIA (and any decision based on it) may be open to challenge. An EqIA therefore can provide evidence that the Council has taken practical steps comply with its equality duty and provide a record that to demonstrate that it has done so.

[2] **Our duties in the Equality Act 2010**

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the actual and potential impact of our activities on people who share any of the legally 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on the nature of your project, who it might affect, those groups' vulnerability, and the seriousness of any potential impacts it might have. We use this EqIA template to gather information and assess the impact of our project in these areas.

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- **avoid, reduce, minimise or eliminate any negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).

- **promote equality of opportunity**. This means the need to:
  - Remove or minimise disadvantages suffered by equality groups
  - Take steps to meet the needs of equality groups
  - Encourage equality groups to participate in public life or any other activity where participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not**. This means:
  - Tackle prejudice
  - Promote understanding

[3] **EqIAs are always proportionate** to:

- The nature of the service, or scope of the policy/strategy
- The resources involved
- The number of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed service or policy on a protected group (e.g. disabled people), the more thorough and demanding our process must be so that we comply with the Equality Act of 2010.

[4] **Title of EqIA:** This should clearly explain what service / policy / strategy / change you are assessing

[5] **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

[6] **Focus of EqIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Analysis (EqIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the service, policy, strategy, practice, or function?
- Who implements, carries out or delivers the service, policy, strategy, practice, or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?

- Who is affected by the service, policy, strategy, practice, or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes, or improvements, are required and what should the benefits be?
- What do existing or previous reviews of the service, policy, strategy, practice, or function indicate to you?
- What is the reason for the proposal, or change (financial, service scope, legal requirements, etc)? The Equality Act requires us to make these clear.

[7] **Previous actions:** If there is no previous EqIA, or this assessment is for a new service, then simply write 'not applicable'.

[8] **Data:** Make sure you have enough information to inform your EqIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?[8]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups / communities?

[9] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act.

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[10] Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that you take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
    - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
    - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
    - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
    - If there is negative differential impact, how can you minimise that while taking into account your overall aims
    - Do the effects amount to unlawful discrimination? If so, the plan must be modified.
    - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[11] Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqIA which has attempted to airbrush the facts is an EqIA that is vulnerable to challenge.

[12] **Age**: People of all ages

[13] **Disability**: A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis. Carers of disabled people are protected within the Act by association.

[14] **Gender Reassignment:** In the Act a transgender person is someone who proposes to, starts or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected

[15] **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

[16] **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

[17] **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

[18] **Sex/Gender:** Both men and women are covered under the Act.

[19] **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

[20] **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

[21] **Community Cohesion:** potential impacts on how well people from different communities get on together. The council has a legal duty to foster good relations between groups of people who share different protected characteristics. Some actions or policies may have impacts – or perceived impacts – on how groups see one another or in terms of how the council's resources are seen to be allocated. There may also be opportunities to positively impact on good relations between groups.

[22] **Data:** Make sure you have enough information to inform your EqIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?[22]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?

- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?

[23] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act .

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[24] Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims
  - Do the effects amount to unlawful discrimination? If so the plan must be modified.
  - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[25] Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqIA which has attempted to airbrush the facts is an EqIA that is vulnerable to challenge.

[26] **Rurality:** deprivation is experienced differently between people living in rural and urban areas. In rural areas issues can include isolation, access to services (eg: GPs, pharmacies, libraries, schools), low income / part-time work, infrequent public transport, high transport costs, lack of affordable housing and higher fuel costs. Deprivation can also be more dispersed and less visible.

[27] **Other groups that may be differently affected:** this may vary by services, but examples include: homeless people, substance misusers, people experiencing domestic/sexual violence, looked after children or care leavers, current or former armed forces personnel (or their families), people on the Autistic spectrum etc.

[28] **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

[29] **Action Planning:** The Council's obligation under the Equality Act of 2010 is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

This page is intentionally left blank

Appendix 4

Household Waste Recycling Site Access Policies – Vehicle Restrictions including van access 3-days-per-week and Chargeable Waste including Cashless Transactions. The following information is published on our website.

1. Policy on vehicle restrictions

Vans

Vans are only permitted to use our sites on Tuesdays, Thursdays and Saturdays.

Van drivers must bring photo ID (for example a driving licence, valid passport or work ID) and one other form of ID such as a recent utility or Council Tax bill that contains your home address.

It is illegal to tip any trade/business waste at our sites. Tradesmen, professional gardeners, landlords and other businesses should take their waste to a licensed commercial waste facility instead and pay for its disposal.

Vans are subject to trade waste checks. All vans and the waste will be checked and driver and vehicle details will be recorded for monitoring and enforcement purposes. The following details will be taken:

- vehicle registration number
- driver's name and address
- company name from vehicle livery
- waste type and quantity
- date and time of visit

Banned vehicles

You are not permitted to dispose of waste at our recycling sites if your vehicle:

- is 3500kg or more in weight (Gross Vehicle Weight). Useful information to identify your maximum gross vehicle weight [631.1 KB] [pdf].
- has a Luton, or box style body (such as a horse box) or cage body
- has a flatbed, tipper, drop side or similar body style
- is sign written containing matching waste types.

The above vehicles are not permitted at any site because they are too large and pose a danger to other site users. These vehicles do not fit in the parking spaces and their size is such that the driver may have difficulty seeing pedestrians particularly when reversing or turning. The health and safety of all site users is our top priority.

Hired vans

Hired vans are permitted on Tuesdays, Thursdays and Saturdays only so long as they meet the above conditions and the waste is from your own home and not of a commercial nature.

Height restrictions

All our recycling sites have height restriction barriers of 2 metres (6 feet, 6 inches). The barrier will only be opened for taller vehicles on Tuesdays, Thursdays and Saturdays at all sites, so long as they meet the other site requirements.

The only exception is for Blue badge holders with taller vehicles who are permitted entrance on any day at any site (except Eastbourne), provided they meet the other site requirements (see Vehicle restrictions section above) and are able to show their Blue badge.

Why are there height barriers at the household waste recycling sites?

These measures are in place as part of our efforts to help prevent commercial waste from businesses entering the sites. This is often (although not always) brought to the sites in oversized vehicles such as vans. The household waste recycling sites are paid for by the Council Tax payer to dispose of waste from residents own homes. Businesses do not contribute to the household waste recycling sites through their business rates. Unfortunately, some unscrupulous traders try to access the sites to tip their business waste for free at the expense of the Council Tax payer. The sites are also not licensed to accept commercial waste.

The height barriers set at 2m (6 foot 6 inches) high prevent the majority of commercial vans from entering the sites. This height however, does not preclude the majority of domestic type vehicles (including most 4x4s).

2. Policy on charges for hardcore, soil, plasterboard, bonded asbestos and tyres

Residents have to pay to dispose of hardcore, soil, plasterboard, bonded asbestos and tyres at the household waste recycling sites. There is no charge to dispose of other types of waste at our sites. **Card payment** only.

Hardcore, soil, plasterboard, bonded asbestos and tyres are not classed as household waste and are expensive for the council to dispose of. The council does not have to accept this non-household waste for free. Around half of councils charge for these items. Applying charges allows us to continue accepting these waste types at the recycling sites. The charges cover the cost of waste disposal and operating the scheme, they are not to make profit.

Hardcore

- **£4 per bag.** Card payment only.
- Maximum bag size 55cm x 85cm (ie a standard rubble type sack)
- Bags part filled will be rounded up to each full bag for charging purposes. For example, two half-filled bags will be charged as one bag. A resident arriving with just one part filled bag will be charged the minimum charge of £4
- For loose loads, an equivalent number of bags will be estimated by site staff
- Charged £4 per item for formed concrete and ceramic bathroom ware e.g. toilets and sinks
- Includes (but is not limited to) stonework, sand, gravel, rock, clay, bricks, concrete blocks, paving slabs, tarmac, tiles and ceramic bathroom fittings

- Accepted at all sites.

Soil

- **£4 per bag.** Card payment only.
- Maximum bag size 55cm x 85cm (ie a standard rubble type sack)
- Bags part filled will be rounded up to each full bag for charging purposes. For example, two half-filled bags will be charged as one bag. A resident arriving with just one part filled bag will be charged the minimum charge of £4
- For loose loads, an equivalent number of bags will be estimated by site staff
- Accepted at all sites.

Plasterboard

- **£4 per bag or sheet.** Card payment only.
- Maximum bag size 55cm x 85cm (ie a standard rubble type sack)
- Maximum sheet size 1800mm x 900mm
- Bags part filled will be rounded up to each full bag for charging purposes. For example, two half-filled bags will be charged as one bag. Similarly, part sheets will be rounded up to each full sheet. A resident arriving with just one part filled bag or one part sheet will be charged the minimum charge of £4
- Includes plasterboard and plaster
- Accepted at Crowborough, Eastbourne, Hastings and Newhaven sites only.

Bonded Asbestos

- **£6 per bag or sheet.** Card payment only.
- Maximum bag size 55cm x 85cm (ie a standard rubble type sack)
- Maximum sheet size 1800mm x 900mm (6 foot by 3 foot)
- Bags part filled will be rounded up to each full bag for charging purposes. For example, two half-filled bags will be charged as one bag. Similarly, part sheets will be rounded up to each full sheet. A resident arriving with just one part filled bag or one part sheet will be charged the minimum charge of £6
- Only cement bonded asbestos is accepted. Asbestos tanks are not accepted.
- Limited to 6 bags or 4 sheets per calendar month, per household
- Accepted at Eastbourne, Hastings, Heathfield and Newhaven sites only
- Bonded asbestos brought to these sites must be double bagged and sealed, or wrapped in plastic and sealed.
- Staff will take a record of the resident's name, address and vehicle registration so that the amounts brought to the sites can be monitored to help prevent abuse of the policy and ensure Council Tax payers money is not used to dispose of any trade waste.
- See the Health & Safety Executive website for specialist advice when handling asbestos.

- Do not break asbestos up yourself – as this will release harmful fibres into the atmosphere. We strongly advise you contact a licenced asbestos removal contractor instead.

Tyres

- **£2 per tyre (or part tyre).** Card payment only.
- Limited to 4 tyres per calendar month, per household
- Motorised vehicle tyres are charged for (not bicycle tyres)
- Accepted at Eastbourne, Hastings, Lewes, Maresfield and Newhaven sites only.

The above waste types should not be mixed together.

Site staff's decision is final.

Any one who does not pay the charges on site will be invoiced the disposal plus administration costs via Sussex Police's Operation Crackdown vehicle tracing scheme.

If you have large quantities of these types of waste, you can consider alternatives such as hiring a skip, buying a Hippo bag, or using a waste disposal company. Our sites are not designed to accept large quantities of these types of waste.

There will be no charges for residents to dispose of household wastes such as green garden waste, electricals, furniture, crockery, clay flowerpots, recycling and general waste.

The waste must be from your own home. Waste from traders/businesses is not accepted at any of our household waste recycling sites.

The waste can only be accepted at our sites if the work has been carried out/removed by the householder themselves.

Where residents use a contractor to do works at their property the contractor must arrange for the disposal of the waste either by arranging a skip hire or taking it to a licensed commercial waste facility (not a household waste recycling site). In the case of asbestos, contact the Asbestos Removal Contractors Association for details of contractors who can remove and dispose of all types of asbestos.

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

Date of meeting: **21 November 2022**

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

Title: **Enhanced Partnership Plan and Scheme**

Purpose: **To consider the East Sussex Enhanced Partnership (EP) Plan and Scheme.**

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

(1) Approve the Enhanced Partnership (EP) Plan and Scheme as detailed in Appendices 1 and 2 and

(2) Agree that East Sussex County Council proceed with the formation the EP.

---

1 Background Information

1.1 On 15 March 2021 the Government launched "Bus Back Better", a new bus strategy for England (outside London). It aims to rejuvenate local bus services, making them attractive for passengers, cheaper, easier to understand and use, faster and more dependable, and greener. It acknowledges the decades-long decline in bus patronage nationally and points to towns and cities which have bucked the trend, increasing passenger numbers with coordinated services and investment. Greater use of buses, and more buses being zero emission, will contribute to Government's central objectives: carbon net zero and levelling up.

1.2 The government strategy placed new requirements on local transport authorities (LTAs) to develop Bus Service Improvement Plans (BSIPs) and set up Enhanced Partnerships (EPs) with local bus operators, with actions on networks and services, fares and ticketing, passenger facilities, and highway bus priority measures.

1.3 At the Lead Member for Transport and Environment meeting of 18 July 2022 approval was given to delegate to the Director of Communities, Economy and Transport the authority to finalise the EP Plan and Scheme following further technical work and feedback from the Department for Transport (DfT). The EP Plan and Scheme were finalised incorporating outputs from the technical work and DfT feedback.

1.4 On 7 September 2022 the DfT confirmed East Sussex's BSIP funding of £41.4m. The DfT indicated that funding would be released in fiscal years as per the BSIP Financial Summary Table and only after the Council have a made EP Plan and Scheme.

1.5 The statutory process required to 'make' the East Sussex EP Plan and Scheme began on 23 September 2022 with the commencement of the operator objection period. The operator objection period ended on 21 October 2022 with no objections having been received. All operators were contacted as part of this procedure. A full list of operators can be found in Table C1 and C2 in appendix 3.

1.6 The next step of the statutory process was the key stakeholder engagement period. This commenced immediately after the objection period had closed on 21 October 2022 and will run to the 18 November 2022. A summary of any feedback received from key stakeholders will be presented to the Lead Member for Transport and Environment. Below is a list of the key stakeholders:

- all operators of local bus services that would be affected by any of the proposals;
- organisations that represent local passengers;

- other local authorities that would be affected by the proposals;
- the Traffic Commissioner for the south east;
- the chief officer of police for each area to which the plan relates;
- Transport Focus;
- the Competition and Markets Authority (CMA).

2 Conclusions and Reasons for Recommendations

2.1 East Sussex County Council's mission as a local transport authority is 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. This mission is supported by the authority's bus operators who will play a key role in its delivery. Equality implications will be assessed as plans develop to enable maximum benefits for people sharing specific protected characteristics.

2.2 The East Sussex BSIP is an extremely ambitious plan that seeks to stimulate and drive significant improvements to bus services across the local authority area and the wider region. The BSIP intends to deliver as many of the ambitious proposals as possible, provide value for money and:

- Recover bus usage from the Covid-19 pandemic, taking account of consequential changes in travel patterns
- Increase bus usage significantly in the next few years and to eventually deliver a transformational change in bus usage.
- Deliver a step change in bus provision to both current and new bus users.
- Deliver lower and simpler fares.
- Deliver more, higher quality (more accurate and richer) passenger information.

2.3 The Lead Member for Transport and Environment is therefore recommended to:

(1) Approve the Enhanced Partnership (EP) Plan and Scheme, as detailed in Appendices 1 and 2; and

(2) agree that the County Council proceed with the formation of the EP.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Craig Lamberton Tel. No. 01273 337525
Email:craig.lamberton@eastsussex.gov.uk

LOCAL MEMBERS

All members

BACKGROUND DOCUMENTS

East Sussex Bus Service Improvement Plan

Appendix 1

East Sussex
County Council

EAST SUSSEX ENHANCED PARTNERSHIP PLAN

IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY:

EAST SUSSEX COUNTY COUNCIL



TABLE OF CONTENTS

TABLE OF CONTENTS 3

APPENDICES 4

TABLES 4

FIGURES 4

APPENDIX TABLES 4

1 EXTENT OF THE EAST SUSSEX ENHANCED PARTNERSHIP 6

2 EP PLAN PERIOD AND REVIEW 9

3 CURRENT POSITION AND FUTURE CONSIDERATIONS 11

4 CUSTOMER VIEWS 15

BUS BACK BETTER (BSIP) ENGAGEMENT SURVEY 2021 16

5 SUMMARY OF AVAILABLE DATA - TRENDS IN BUS JOURNEY SPEEDS AND THE IMPACT OF CONGESTION ON LOCAL BUS JOURNEY SPEEDS AND THE IMPACT OF CONGESTION ON LOCAL BUS SERVICES 25

6 KEY AIMS FROM THE EAST SUSSEX BSIP 27

7 INTERVENTIONS REQUIRED TO DELIVER THE BSIP 29

8 LOCAL BUS SERVICES DESCRIPTION 31

CORRIDORS AND FREQUENCIES ASSESSMENT 34

ACCESSIBILITY 36

OPERATORS 37

FARES AND TICKETING 38

FARES FOR FAMILY GROUPS AND YOUNG PEOPLE 39

MULTI-OPERATOR FARES/INTEGRATED TICKETING 39

9 HOW THE EP SCHEME ASSISTS IN ACHIEVING THE OBJECTIVES SET OUT IN THE EP PLAN 41

10 INTENDED EFFECT OF THE EP SCHEME(S) ON NEIGHBOURING AREAS THAT ARE OUTSIDE THE EP PLAN AND EP SCHEME(S) AREA 43

11 REVIEWS 45

12 COMPETITION TEST 47

13 GOVERNANCE 49

ASSEMBLIES 51

APPENDICES

APPENDIX A: LIST OF BUS OPERATORS BY ANNUAL NETWORK DISTANCE 56

APPENDIX B: GLOSSARY AND DEFINITIONS 58

TABLES

Table 4-1: NHT Public Satisfaction Survey – East Sussex- KBI Measures Scores 16

Table 4-2: East Sussex BSIP Engagement Survey 2021 Results 18

Table 4-3: Question 5 - If you needed to get to somewhere, you do not normally visit and were using the bus, how would you find out details of what was available / planning your journey by bus? 20

Table 4-4: Question 6 - What (if anything) stops you from using the bus more/at all? 21

Table 4-5: Questions 8 & 9 - Suggestions for improvements to an existing bus service, or proposals for a new one or any other specific suggestions 22

Table 4-6: Most Frequent Suggestions for Improvement 23

FIGURES

Figure 1-1: East Sussex Enhanced Partnership Plan and Scheme Area 7

Figure 4-1: Transport Focus East Sussex Bus Passenger Survey - 2018 15

Figure 4-2: Transport Focus Survey England Headline Results – 2018 16

Figure 4-3: Question 7 - What improvements (if any) to bus travel would you MOST like to see introduced in East Sussex? 19

APPENDIX TABLES

Appendix Table 1: List of bus operators by annual distance: East Sussex Bus Kilometres By Operator In Descending Order 57

East Sussex
County Council

SECTION 1:

EXTENT OF THE EAST SUSSEX ENHANCED PARTNERSHIP

1 EXTENT OF THE EAST SUSSEX ENHANCED PARTNERSHIP

1.1. On 25th June 2021, the ESCC published a notice of intent to prepare an Enhanced Partnership (EP Plan and EP Scheme), in accordance with Section 138F of the Transport Act 2000.

1.2. The EP plan is a high-level strategic document that sets the bus network in the EP area into context. It provides the context for the proposed local bus service improvements, subject to available funding. It draws heavily on our published BSIP, updated to reflect the latest circumstances, anticipated future network requirements reflecting post-pandemic demand and the development of our proposals following the feedback we have received from the Department and our indicative funding allocation.

1.3. The EP Scheme sets out how the initial objectives in the EP Plan will be achieved through agreed actions developed within and supported by the partnership.

1.4. The EP Plan and EP Scheme together contribute to the implementation of the East Sussex BSIP. Where funding allows, they will provide the opportunity to realise potential benefits to passengers using local bus services across East Sussex. This will be through improved efficiency and attractiveness of the wider public transport network and better air quality.

1.5. Our mission as a local transport authority and bus operators is 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.

1.6. The National Bus Strategy asked us to work together at pace to plan and deliver: A fully integrated service with simple, multi-modal tickets; More bus priority measures; High-quality information for all passengers in more places; and Better turn-up-and-go frequencies that keep running into the evenings and at weekends.

1.7. The resultant network we have planned in this BSIP actively addresses all the above. The stakeholder engagement we have undertaken has identified the current state of the network and its shortcomings, has enabled us to take on board the aspirations of our bus operators and the priorities of our stakeholders, especially bus users.

1.8. Our BSIP aims to substantially improve bus services to provide residents and visitors with a better alternative to the car and deliver sustainable growth to the sector. In turn this modal shift will benefit local communities through reduced congestion and improved air quality.

1.9. The EP Plan and the EP Schemes are proposed to cover the entirety of the county of East Sussex and throughout the administrative area of ESCC.

1.10. East Sussex has borders with three other Local Transport Authorities (LTAs): Brighton & Hove (Unitary Authority), Kent and West Sussex (County Councils). East Sussex has liaised with all three LTAs to discuss overall approaches to BSIPs, EP Plans and Schemes. We will continue to discuss common issues between areas and to seek agreement for collaborative working with respect to cross boundary arrangements.

Figure 1-1: East Sussex Enhanced Partnership Plan and Scheme Area



East Sussex County Council

SECTION 2: CURRENT POSITION AND FUTURE

2 EP PLAN PERIOD AND REVIEW

2.1. The EP Plan is made on Friday 4 November 2022.

2.2. This EP Plan has an end date of 31 March 2025.

2.3. In keeping with the East Sussex BSIP, the first version of the East Sussex EP Plan remains aspirational assuming either receipt of the full National Bus Strategy (NBS) funding requested or, that during the EP Plan period, there will be other opportunities to attract alternative funding or deliver initiatives in a different way.

2.4. The process to review the EP Plan will commence at or before the start of the final year of the initial period (from April 2024) leading to adoption of a new plan and associated schemes from April 2030. Review of the EP Plan would be conducted using the established meeting and governance structure through the EP Forum and EP Planning Group making recommendations to the EP Board for approval.

2.5. Changes to operational and financial circumstances will be reflected in updated versions of the East Sussex BSIP which will be subject to annual reviews and through the obligations and commitments made within our EP schemes which will be subject to a controlled but simple and responsive mechanism for variation.

East Sussex County Council

SECTION 3: CURRENT POSITION AND FUTURE CONSIDERATIONS

3 CURRENT POSITION AND FUTURE CONSIDERATIONS

3. CURRENT POSITION

3.1. Our BSIP sets out a range of ambitious initiatives to address identified challenges and limitations across all aspects of service provision.

3.2. As is the case in most parts of the UK, bus services in East Sussex operate in a de-regulated market outside the control of the LTA. The Department for Transport, not ESCC, is responsible for the licensing of operators and services. In this de-regulated environment, operators provide services at their own discretion and set vital features such as routes, timetables, frequencies, and fares. In excess of 90% of all bus journeys in the county are provided on this commercial basis. They do not attract subsidy from ESCC but run only for the revenue generated by passenger usage.

3.3. Throughout the pandemic ESCC has worked very closely with all its transport providers to ensure that services continue to operate and are provided in line with emerging guidance. Our relationships with bus operators in particular have strengthened as a result of this. From a financial perspective, ESCC supported the network by maintaining payments to operators for contracted bus services, school season tickets and the English National Concessionary Travel Scheme. This, coupled with other support provided by the Government, ensured that buses continued to operate, and we avoided a significant reduction to service levels in East Sussex.

3.4. However, it is acknowledged that the challenge remains to recover from the impacts of the pandemic. Covid restrictions and concerns have resulted in an unprecedented reduction in bus use. Currently (January 2022) bus use is around 60% of the pre-covid level. ESCC continues to work closely with operators and collectively we are confident that ongoing financial support in the form of the Bus Recovery Grant and concessionary travel payments will sustain the network until October 2022. At this point, exceptional funding from Government will cease. However, ESCC will continue concessionary fare reimbursement at pre Covid levels throughout the 22/23 financial year.

3.5. Consideration needs to be given to the pressure on future ESCC and bus operator finances. For bus operators there are also the cost challenges resulting from increased congestion, and rises in costs including fuel, wages and insurance. More recently, the national driver shortage has created a resource barrier to providing bus services and is anticipated to accelerate cost increases.

3.6. This said, the NBS and BSIP, along with future Government NBS funding allocations, represent a positive framework for supporting network recovery. Initiatives in the form of enhancements to public transport information and ticketing will be used to encourage passengers to the network with a view firstly to recover patronage to pre covid levels and ultimately to exceed them.

3.7. Taking account of the above, ESCC is prioritising initiatives that will maintain commercial and subsidised service levels consistent with or similar to the pre-

pandemic network. Having secured this base level of provision, additional funding will be used to deliver a range of aspirations that will be prioritised through future stakeholder engagement and taking account of a criteria being developed by ESCC that will consider recovery, sustainability and long-term legacy, policy context and value for money.

3.8. More generally, whilst ESCC and bus operators in East Sussex have in the main continued to maintain standards and levels of provision, it is acknowledged that there is scope for significant improvement. In respect of bus information, ticketing, fares, infrastructure, innovation and digital accessibility, ESCC has identified specific areas for development. These are outlined in respective sections of the BSIP, along with initiatives for improvement in each area.

3.9. In developing this EP Plan the following assumptions were made:

- ESCC will have no more powers than now to influence demand for car travel or car parking
- Perception of relative costs of car and bus travel by adults will not change significantly
- ESCC funding streams for transport will be similar level to now (financial support for users of local buses totals £13.1m pa approximately split between ENCTS £11.3m and contracted services £1.8m net)
- Levels of DfT Bus Service Operators Grant (BSOG) or any successor funding to bus operators (for providing commercial bus services) and to East Sussex County Council (for supporting bus services) remain similar
- No demand related regulations (or social norms) will change e.g., restrictions on out-of-town or edge-of-town retail parks, size of retail car parks, and retail opening hours on Sundays
- Congestion will remain a factor in bus journey times, although not necessarily in the same areas as now
- No locations in East Sussex will be eligible to become ‘Clean Air Zones’ or similar, where a local authority may restrict vehicle access based on its emissions
- Relative population and population densities by district area will not significantly change, excepting new housing areas planned in and around Hailsham and Bexhill
- The covid pandemic is not a short-term issue and its affect to the bus market will continue into 2023
- Travel related to economic activity will remain subdued
- Car travel will remain more attractive to many people while covid is a fear, so patronage could be lower for many months
- Patronage during the morning peak will not exceed 90% of pre-covid levels due to changed work and education patterns
- Patronage is unlikely to be at its maximum until the potential risk posed by covid on public transport is accepted by most people to be low
- Decarbonising all forms of transport will remain a priority of the public

- Dependent on passenger numbers and levels of covid recovery funding available after April 2022, local bus operators are likely to reduce frequencies or even deregister some services which are currently commercial.
- Any deregistered service may be considered socially necessary by ESCC after analysis of patronage data. If this occurs, ESCC may tender for socially necessary bus services to replace or augment lower commercial provision by bus operators. This will be via standard tendering processes considering the Public Services (Social Value) Act 2012 unless otherwise authorised by the Department for Transport. Services tendered will be dependent on available on-going funds.
- To ensure the bus network is sustainable in the medium term the EP will reconfigure the bus network during 2022/23 to suit the funding available.

East Sussex
County Council

SECTION 4: CUSTOMER VIEWS

4 CUSTOMER VIEWS

4. TRANSPORT FOCUS EAST SUSSEX BUS PASSENGER SURVEY

4.1. Although formal consultation is not required by the BSIP guidance, ESCC wanted to ensure that its plan reflected local need and aspiration. ESCC has therefore sought to engage as fully as the timescale allowed, working to a principle of light touch consultation to establish resident's priorities in the process of forming the BSIP in partnership with operators.

National Highways and Transport Network Public Satisfaction (NHT) Surveys

4.2. East Sussex bus services were last included in the Transport Focus Survey in 2018. The headline results for East Sussex and England are shown in Figure 4-1 and Figure 4-2

Figure 4-1: Transport Focus East Sussex Bus Passenger Survey - 2018

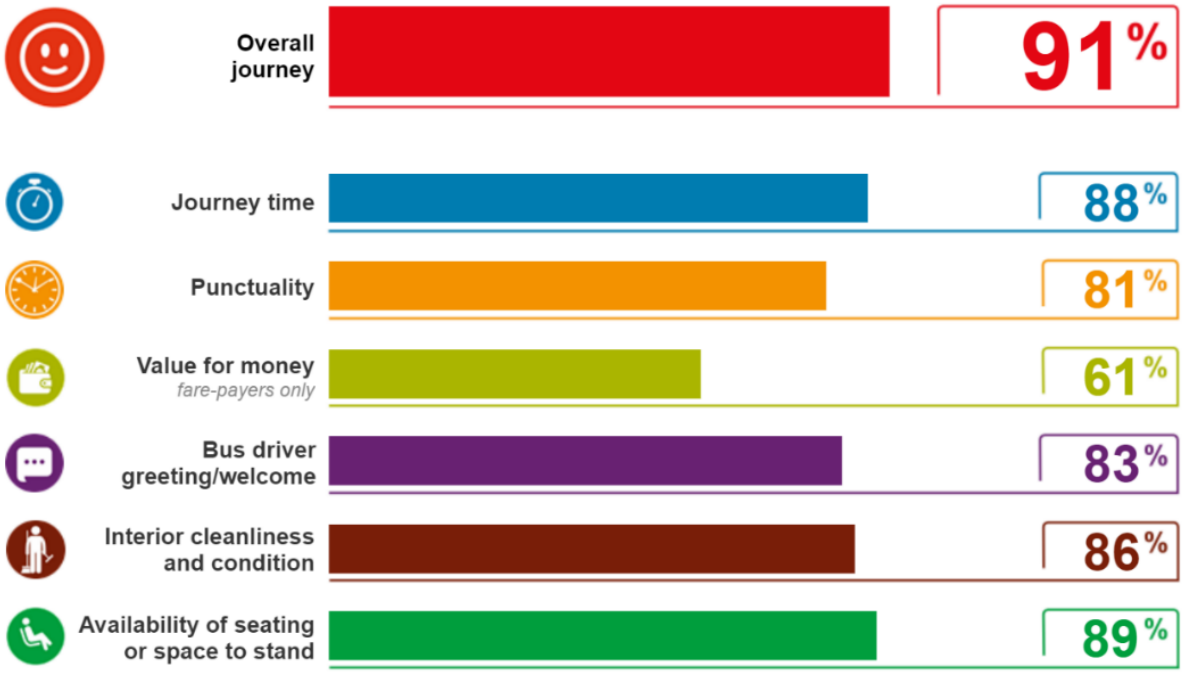
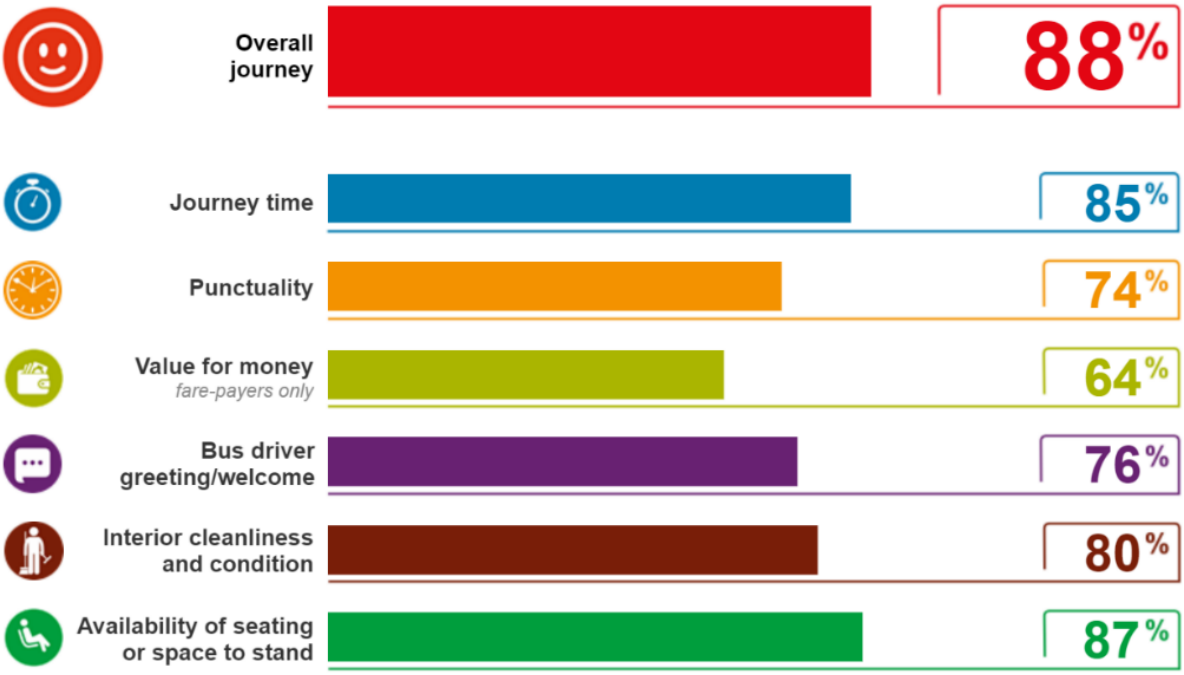


Figure 4-2: Transport Focus Survey England Headline Results - 2018



4.3. Satisfaction with the transport services provided in East Sussex have been assessed through the National Highways and Transport Network (NHT) public satisfaction survey undertaken in most years since 2009 (Table 4-1). The 2020 survey identified a greater than 50% satisfaction rate across most public transport criteria, with only public transport information below 50% satisfaction.

Table 4-1: NHT Public Satisfaction Survey - East Sussex- KBI Measures Scores

KBI Measure	2009	2011	2012	2014	2015	2016	2017	2018	2019	2020	2020 group rank (of 29)	variation from peer group average	2020 peer group high to low range
03 Public Transport KBI													
KBI 06 - Local bus services (overall)	57	55	61	63	62	59	60	60	61	60	5	3	22
KBI 07 - Local bus services (aspects)	53	54	58	63	62	58	64	62	61	61	5	7	35
KBI 08 - Public transport information	45	46	40	48	49	45	45	44	45	44	5	6	34
KBI 09 - Taxi/mini cab services	68	67	67	68	66	66	66	67	67	65	7	2	11
KBI 10 - Community Transport	57	57	58	59	57	58	59	59	59	57	10	0	6

BUS BACK BETTER (BSIP) ENGAGEMENT SURVEY 2021

4.5. A survey was undertaken in August-September 2021 specifically for people's views on the priorities for the BSIP. 2,016 responses were received. Of those responding to the consultation 46% currently use buses frequently and just under 6.5% are not currently using buses. In terms of which improvements people would most like to see (Question 7), the responses are shown in Table 4-2 showing priorities by those with and those without concessionary passes, by age and by how frequently respondents use bus services.

4.6. The answers to Question 7 indicate that more frequent services, including operating in evenings and on Sundays, is the highest priority by a significant margin of all those responding. The results showed that the same first priority applied (more frequent services, including in evenings and on Sundays) regardless of concessionary pass use, age or how often bus services are used.

4.7. The next highest priorities were better Real Time Information and then more reliable, faster services. However, when those holding a concessionary permit were removed from the results, the second highest priority was to have lower fares and the third priority was to have faster and more reliable services, helped by bus priority measures.

4.8. When only those holding a concessionary permit were asked which improvements (if any) to bus travel they would like most to see introduced in East Sussex, whilst their first priority was more frequent services, including operating in evenings and on Sundays, their second priority was for more Real Time Information (showing where my bus is, both while waiting and during my journey).

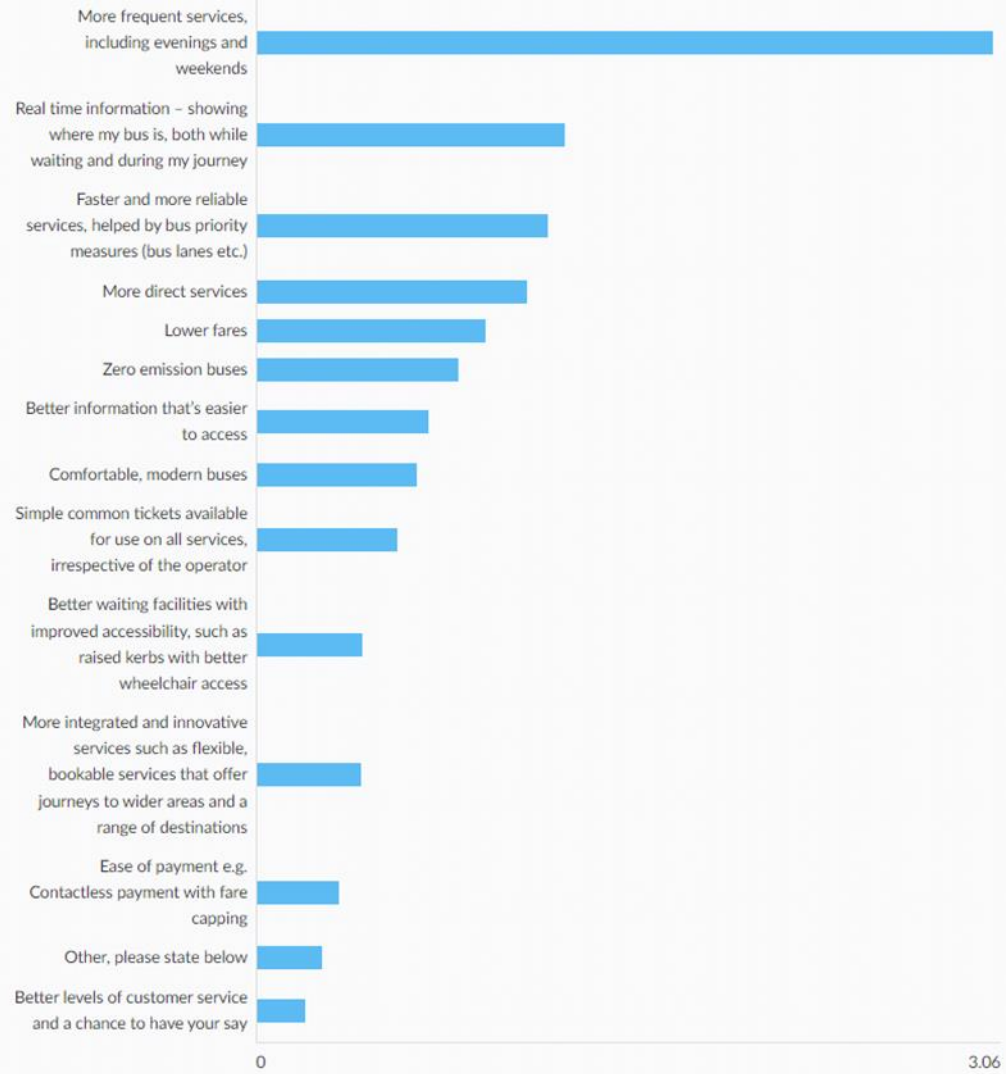
4.9. Their third equal priority was as per those not holding a concessionary permit, which is to have faster and more reliable services, helped by bus priority measures, along with more direct services

Table 4-2: East Sussex BSIP Engagement Survey 2021 Results

Type of Improvement	All*	No Concessionary Pass	Has Concessionary Pass	Age under 18 to 34	Age 35 - 64	Age 65+	User with no alternative	Frequently use bus	Sometimes use bus	Rarely use bus	Never use bus
More frequent services, including evenings and weekends	30.6%	18.0%	21.0%	19.0%	18.0%	20.0%	17.0%	20.0%	19.0%	18.0%	18.0%
Real time information – showing where my bus is, both while waiting and during my journey	12.8%	10.0%	14.0%	10.0%	10.0%	14.0%	10.0%	13.0%	12.0%	11.0%	9.0%
Faster and more reliable services, helped by bus priority measures (bus lanes etc.)	12.1%	10.0%	10.0%	13.0%	10.0%	10.0%	7.0%	11.0%	9.0%	10.0%	8.0%
More direct services	11.2%	9.0%	10.0%	8.0%	9.0%	10.0%	10.0%	9.0%	10.0%	9.0%	10.0%
Lower fares	9.5%	12.0%	3.0%	13.0%	11.0%	3.0%	13.0%	7.0%	7.0%	9.0%	10.0%
Zero emission buses	8.4%	7.0%	7.0%	6.0%	7.0%	8.0%	6.0%	7.0%	7.0%	8.0%	8.0%
More frequent services, including evenings and weekends	30.6%	18.0%	21.0%	19.0%	18.0%	20.0%	17.0%	20.0%	19.0%	18.0%	18.0%
Real time information – showing where my bus is, both while waiting and during my journey	12.8%	10.0%	14.0%	10.0%	10.0%	14.0%	10.0%	13.0%	12.0%	11.0%	9.0%
Faster and more reliable services, helped by bus priority measures (bus lanes etc.)	12.1%	10.0%	10.0%	13.0%	10.0%	10.0%	7.0%	11.0%	9.0%	10.0%	8.0%
More direct services	11.2%	9.0%	10.0%	8.0%	9.0%	10.0%	10.0%	9.0%	10.0%	9.0%	10.0%
Lower fares	9.5%	12.0%	3.0%	13.0%	11.0%	3.0%	13.0%	7.0%	7.0%	9.0%	10.0%
Zero emission buses	8.4%	7.0%	7.0%	6.0%	7.0%	8.0%	6.0%	7.0%	7.0%	8.0%	8.0%

*The 'All' category contains first choice only options – all other categories count choices given at any level of importance

Figure 4-3: Question 7 - What improvements (if any) to bus travel would you MOST like to see introduced in East Sussex?



Item	Ranking
More frequent services, including evenings and weekends	3.06
Real time information – showing where my bus is, both while waiting and during my journey	1.28
Faster and more reliable services, helped by bus priority measures (bus lanes etc.)	1.21
More direct services	1.12
Lower fares	0.95
Zero emission buses	0.84
Better information that's easier to access	0.71
Comfortable, modern buses	0.66
Simple common tickets available for use on all services, irrespective of the operator	0.58
Better waiting facilities with improved accessibility, such as raised kerbs with better wheelchair access	0.44
More integrated and innovative services such as flexible, bookable services that offer journeys to wider areas and a range of destinations	0.43
Ease of payment e.g. Contactless payment with fare capping	0.34
Other, please state below	0.27
Better levels of customer service and a chance to have your say	0.20

4.10. Question 5 asked respondents, if they needed to get to somewhere they do not normally visit and were using the bus, how would they find out details of what was available / planning their journey by bus. Taking all respondents, the greatest number would use the bus company's website (28.6%), followed by the bus operator's app (20.8%). Looking at the

difference in response by age group, for under 18 year olds the preference is almost reversed with 27% using the bus company's app and 21% using the bus company's website. Unsurprisingly, for those aged 65 or over the highest source of information would be the bus company's website (28%) followed by the bus operator's app (14%) and timetable at the bus stop (12%). Figure 4-3.3 below shows priorities by age.

Table 4-3: Question 5 - If you needed to get to somewhere, you do not normally visit and were using the bus, how would you find out details of what was available / planning your journey by bus?

Information Source	All*	Age under 18 to 34	Age 35 - 64	Age 65+
Bus Company website	28.6%	21.0%	27.0%	28.0%
Bus Operator's App	20.8%	27.0%	21.0%	14.0%
Google Maps	14.2%	23.0%	16.0%	9.0%
Timetable at Bus Stop	8.6%	10.0%	11.0%	12.0%
Traveline Website or App	7.0%	4.0%	8.0%	8.0%
Paper Timetable	5.2%	4.0%	4.0%	10.0%

*The 'All' category contains first choice only options – all other categories count choices given at any level of importance

Conclusions from question 5 are:

- The bus operator's website or app were the most common ways of deriving information with all age groups;
- There were a large proportion of those aged under 18 to 34 who relied on Google maps;
- Printed information and information at the bus stop were particularly useful for the elderly.

4.11. Question 6 asked respondents what (if anything) stops them from using the bus more or at all. Taking all responses, the highest number noted infrequent services as the biggest deterrent (22.1%), the second most common factor was that buses do not go to where they wish to go (15.1%) and the third was concern over reliability (10.5%). When considering those respondents who held concessionary permits, the responses were similar and in the same order, but when looking at those who did not have concessionary permits, unreliability dropped to fourth place and third place was taken by the cost of travel.

For those under the age of 18, bus travel being unreliable, and its cost were considered slightly more important than buses not going where they want to go. For those over 65, concerns over the need to change buses were considered to be almost as important as reliability. Figure 4-3.4 below shows priorities by those with and those without concessionary passes, by age and by how frequently respondents use bus services.

Table 4-4: Question 6 - What (if anything) stops you from using the bus more/at all?

Reasons	All*	No Concessionary Pass	Has Concessionary Pass	Age under 18 to 34	Age 35 - 64	Age 65+	User with no alternative	Frequently use bus	Sometimes use bus	Rarely use bus	Never use bus
Infrequent	22.1%	18.0%	21.0%	18.0%	18.0%	21.0%	17.0%	20.0%	20.0%	19.0%	16.0%
Buses don't go where I want to	15.1%	13.0%	15.0%	13.0%	13.0%	14.0%	10.0%	14.0%	14.0%	12.0%	10.0%
Unreliable	10.5%	11.0%	11.0%	14.0%	11.0%	10.0%	13.0%	13.0%	10.0%	8.0%	7.0%
Cost	9.0%	14.0%	2.0%	14.0%	13.0%	3.0%	13.0%	9.0%	8.0%	10.0%	11.0%
Some journeys involve a change of bus	8.3%	8.0%	10.0%	8.0%	8.0%	9.0%	7.0%	10.0%	8.0%	7.0%	5.0%
Too slow	7.8%	9.0%	7.0%	11.0%	8.0%	7.0%	10.0%	7.0%	8.0%	9.0%	10.0%

*The 'All' category contains first choice only options – all other categories count choices given at any level of importance.

*The 'All' category contains first choice only options – all other categories count choices given at any level of importance

Conclusions from question 6 are:

- Poor actual or perceived frequency of service was the primary reason for all respondents not using the bus more often;
- Buses not going where respondents wanted to go was the second highest reason for not using the bus more often;
- For those not entitled to free travel, cost of travel was an issue; and
- Young people were concerned over unreliability and cost of travel and more concerned about buses being too slow than other groups were.

4.12. Respondents were given the opportunity to suggest improvements to specific services and to request new services. The main themes of these requests are shown in Figure 4-3.5.

Table 4-5: Questions 8 & 9 - Suggestions for improvements to an existing bus service, or proposals for a new one or any other specific suggestions

Service No	Number of Responses	Requests - Main Themes
14,14C	74	Regular hourly service between North Peacehaven and Newhaven
		Improved Frequency between Peacehaven and Brighton
		Improved reliability
100,101,102	58	Improved Frequency including introduction of evening service
		Extend beyond Rye to Camber or through to Dover
98,99	48	Reliability and improved frequency
28,29	47	Improved service north of Uckfield
123	39	Improved frequency including evenings and Sundays
		Afternoon journey from Lewes Priory School to Peacehaven
12,12A	33	Reliability and improved frequency
54	30	Improved frequency including evenings and Sundays
		Faster and more direct service between Uckfield and Eastbourne
312,313	29	Improved frequency including evenings and Sundays
		Better co-ordination of service 313 with train times
12X	24	More stopping points; less stopping points
2	23	Improved frequency including evenings and Sundays
125	23	Improved frequency including evenings and Sundays
127,128,129	21	Improved frequency including evenings and Sundays
		Use of smaller electric vehicles
Loop	20	Improved frequency including evenings and Sundays
231	19	Improved frequency including evenings and Sundays
		Better co-ordination of with train times at Etchingham
		Extension of service from Heathfield to Lewes/Brighton
5,5A	19	Improved frequency including evenings and Sundays
		Bus gate at Sovereign Harbour
254,304	18	Improved frequency including evenings and Sundays
51,252	18	Improved frequency including evenings and Sundays
28 in Hastings	17	Improved frequency including evenings and Sundays
248,249	17	Improved service for Buxted and Hadlow Down
3,4	17	Improved frequency including evenings and Sundays
121	16	Improved frequency including evenings and Sundays
31A,31C	15	Improved frequency including evenings and Sundays
N12,N14	14	Re-introduction of these Night Bus Services
20,21,21A,22,22A	14	Improved evenings and Sundays
95	13	Improved frequency including evenings and Sundays
166,167,168	11	Improved frequency including evenings and Sundays
96,97	9	Improved frequency including evenings and Sundays
145	9	Improved frequency including evenings and Sundays
23	8	Improved frequency including evenings and Sundays
122	7	Improved frequency including evenings and Sundays

Table 4-6: Most Frequent Suggestions for Improvement

Most Frequent New Service Suggestions:	
15	Seaford to Lewes
10	Peacehaven to Lewes
7	Seaford to Eastbourne District General Hospital
6	Heathfield to Lewes/Brighton
4	Introduce service for Fairwarp
3	Services to various leisure attractions

4.13. From the responses received, there is a clear picture of the priorities that respondents have, in order for there to be an increase in the use of bus services:

- Frequencies need to be enhanced and evening and Sunday services improved;
- Cost of travel is a concern, especially for young people;
- Faster and more reliable journeys are a priority;
- Easily accessed information is important by a variety of methods, and increased real time passenger information is a priority;
- Lack of services to desired destinations is a problem (probably more acute in rural areas); and
- Elderly people need confidence of the ease of use if required to change buses.

East Sussex County Council

SECTION 5:

SUMMARY OF AVAILABLE DATA - TRENDS IN BUS JOURNEY SPEEDS AND THE IMPACT OF CONGESTION ON LOCAL BUS SERVICES

5 SUMMARY OF AVAILABLE DATA - TRENDS IN BUS JOURNEY SPEEDS AND THE IMPACT OF CONGESTION ON LOCAL BUS JOURNEY SPEEDS AND THE IMPACT OF CONGESTION ON LOCAL BUS SERVICES

5. TRENDS IN BUS JOURNEY SPEEDS

5.1. Illustrations of impacts of congestion are in Appendix D of the East Sussex Bus Service Improvement Plan

East Sussex
County Council

SECTION 6:

KEY AIMS FROM THE EAST SUSSEX BSIP

6 KEY AIMS FROM THE EAST SUSSEX BSIP

6.1. Aims in the BSIP are:

- Significant quality improvements in bus provision across the area of the County;
- More bus priority schemes designed to enhance reliability and reduce journey times;
- A bus network that relates to the needs of all potential users;
- Simplified fares and ticketing and reduced fares for young passengers under the age of 30;
- A step change in terms of improved services for the rural areas;
- Technical and operational innovation in bus service provision;
- Bus patronage in the County not only to recover their pre-pandemic levels, but to significantly grow in future years.

.

East Sussex
County Council

SECTION 7:

INTERVENTIONS REQUIRED TO DELIVER THE OUTCOMES

7 INTERVENTIONS REQUIRED TO DELIVER THE BSIP

7.1. The overall imperative for ESCC and ESCC's bus operators is to recover from the impacts of the pandemic, sustaining current service levels and offerings and then to aspire to drive genuine improvement across all areas of bus service provision in East Sussex.

7.2. The interventions identified in the East Sussex BSIP, subject to funding, are:

- To launch new Digital Demand Responsive Transport (DDRT) schemes for all communities outside of Hastings and Eastbourne, to help ensure no resident is further than 800 metres from an available bus service. These will be based on innovative Mobility as a Service (MaaS) principles
- To increase bus service provision on main corridors and in urban locations
- To additionally ensure comprehensive access to bus or DDRT services evenings and weekends
- To continue and to enhance our work with bus operators to improve commercial bus services and to provide new services where demand can be identified
- To create a series of mobility hubs in key town locations in East Sussex, with interchange connections between transport services and also linked with routes from ESCC's walking and cycling strategy
- To enhance the waiting environment for bus passengers by setting standards for bus stops and shelters, upgrading them and ensuring that up to date and well-designed information is available through a variety of media (including in real time)
- To implement bus priority measures that will improve reliability and achieve a minimum of 95% punctuality
- To offer a simplified range of better value payment options, available on all operators' services and integrated across public transport modes
- To introduce a new discounted concessionary bus travel scheme for children and young people, including all under 30s resident in East Sussex or West Sussex
- To remove travel time restrictions for disabled concessionary travel pass holders
- To greatly improve marketing, promotion and information for the significantly better provision
- Progressively to support operators in increasing the number of zero emission buses used on the network and to assist operators to upgrade existing diesel buses to Euro VI standard as part of the drive to achieve net carbon neutrality by 2050.

East Sussex
County Council

SECTION 7:

LOCAL BUS SERVICES DESCRIPTION

8 LOCAL BUS SERVICES DESCRIPTION

8.1. All bus routes in East Sussex are mapped and the frequency of bus services along these corridors calculated pre-covid. Currently bus networks are reduced due to covid-19. Figure 8-1 shows bus frequencies on a Wednesday AM Peak 07:00-09:00 pre-covid. Several other bus frequency maps are in Appendix E of the East Sussex Bus Service Improvement Plan. The bus frequency maps show pre-covid (Q4 2019).

8.2. As a general pattern, bus frequencies are greatest on routes within Eastbourne and Hastings and between the major towns.

8.3. The main corridors in Eastbourne (Langney-Seaside-Eastbourne town centre-Old Town-District General Hospital/Willingdon and Hampden Park-Eastbourne town centre) have Monday to Saturday daytime frequencies of 8 buses an hour (route 1,1A and Loop). Most areas of the town, but not all, are served by at least two buses per hour at these times. Evening and Sunday bus frequencies are generally around 15 minutes on the main corridors, with most other areas in the town (but not all) provided with a minimum hourly service.

8.4. The Hastings bus network is complex, reflecting the hilly topography of the town and therefore the need to address accessibility requirements, including elderly and disabled residents who find the terrain more challenging. The Hollington-Silverhill-St Leonards Warrior Square-Hastings town centre-Ore cross town corridor has a Monday to Saturday daytime frequency of 8 buses an hour (routes 20,22,22A), though alternate buses between the town centre and Ore are routed via Old Town.

8.5. There are currently four main inter-urban corridors:

- Brighton & Hove Buses' 'Coaster' corridor between Eastbourne, Seaford, Newhaven, Peacehaven and Brighton (routes 12,12A,12X,14). The Monday to Saturday daytime bus frequency is 6 buses an hour between Eastbourne and Brighton, 9 buses an hour between Seaford and Brighton, and 12 buses an hour between Peacehaven and Brighton
- Brighton & Hove Buses' 'Regency' corridor (routes 28,29) between Brighton, Lewes, Ringmer, Uckfield, Crowborough and Tunbridge Wells. The Monday to Saturday daytime bus frequency is 10 minutes between Brighton and Lewes, with 2 buses an hour extending to Ringmer and 2 buses an hour extending to Uckfield. 1 bus an hour continues beyond Uckfield to Crowborough and Tunbridge Wells
- Stagecoach's 'Wave' corridor between Eastbourne, Bexhill and Hastings (route 99). The Monday to Saturday daytime bus frequency is 20 minutes between Eastbourne and Hastings, supplemented by a further 2 buses an hour on another Stagecoach service (route 98) between Bexhill and Hastings
- Stagecoach's corridor between Eastbourne, Polegate, Hailsham, Heathfield, Mayfield and Tunbridge Wells (routes 51,54,98). The Monday to Saturday daytime frequency is 15 minutes between Eastbourne and Hailsham, with 2 buses an hour to Tunbridge Wells.

8.6. The only other sections of the East Sussex inter-urban bus network with 2 buses an hour, Monday to Saturday daytime, are:

- A Stagecoach service between Eastbourne and Hellingly Roebuck Park, via Langney and Hailsham (route 1X)
- Stagecoach's 'Wave' services between Hastings and Rye (routes 100,101). Though between the two towns each bus an hour follows a different routing so as to serve communities in-between
- Metrobus services locally between Forest Row and East Grinstead, where two services combine to provide 2 buses an hour (routes 270,291).

8.7. The number of services running is consistent on weekdays. At weekends there are approximately 10% fewer services on Saturdays, and 65% fewer on Sundays.

Figure 8-1: Bus frequency map: Wednesday AM Peak 07:00-09:00

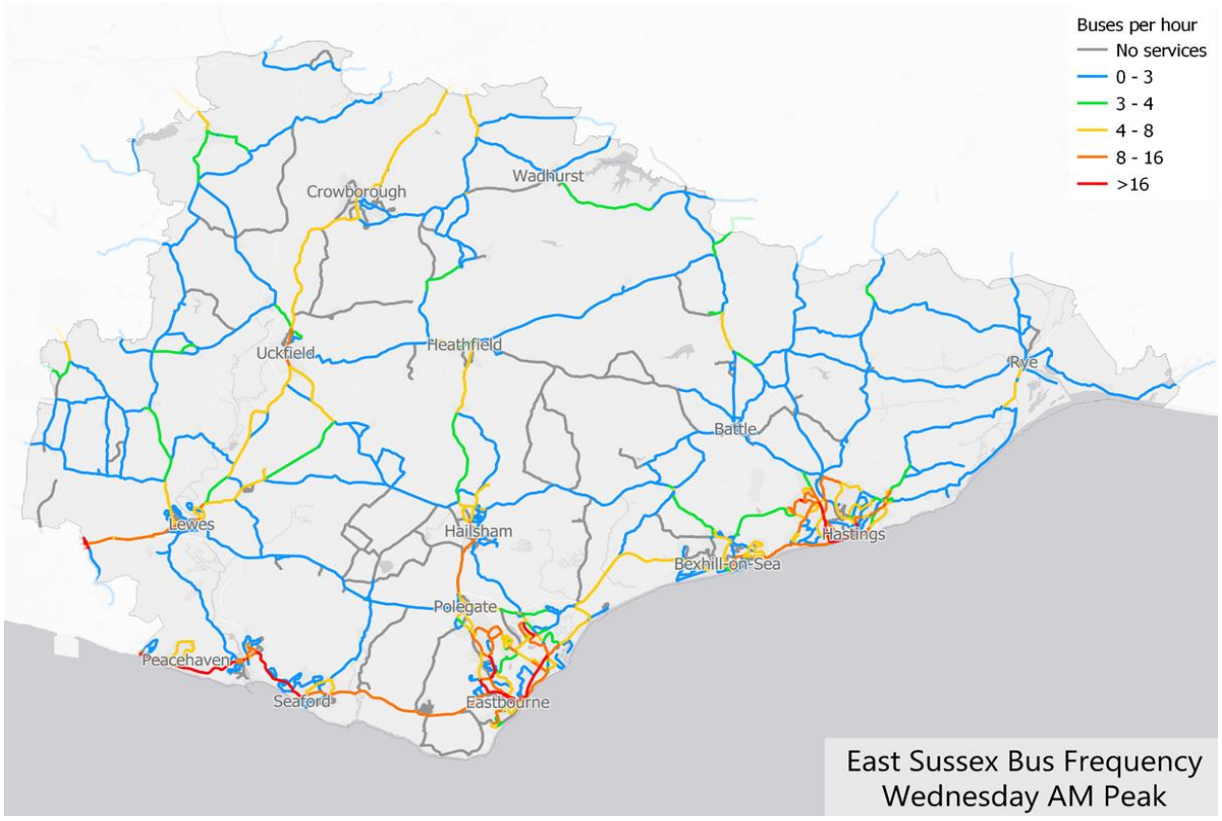


Figure 8-2: Buses Operating Per Hour across the Operating Per Hour across the week

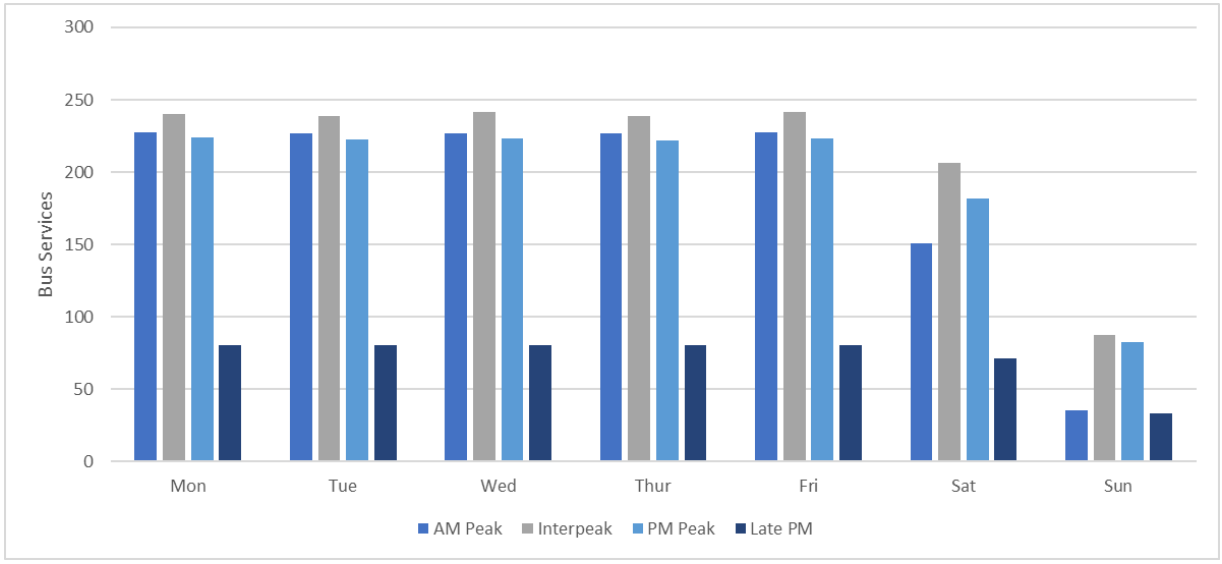
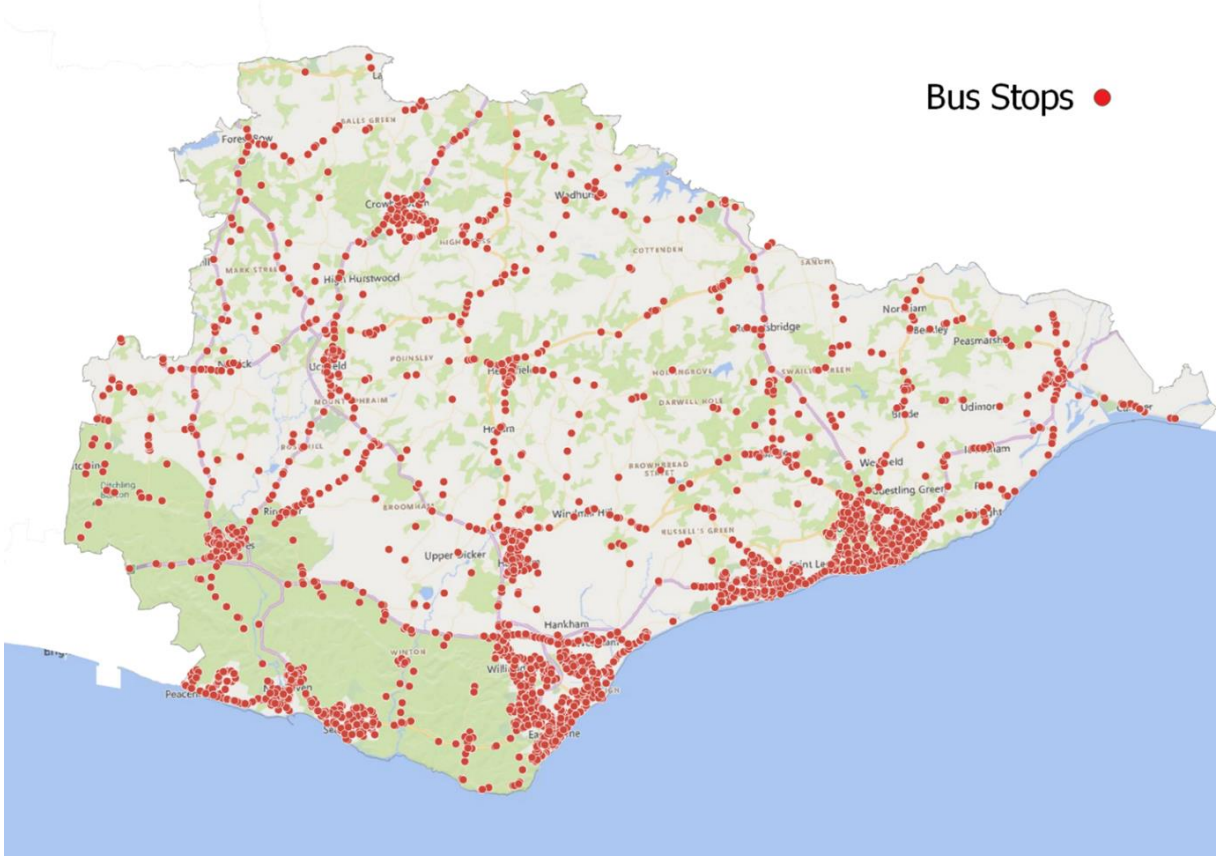


Figure 8-3 shows the distribution of bus stops across the county. It shows that there is a good distribution of bus stops, except in the most rural areas. In rural areas with no bus stops, buses will stop on a 'hail and ride' basis where it is safe to do so.

Figure 8-3: Distribution of bus stops



CORRIDORS AND FREQUENCIES ASSESSMENT

8.9. The number of services running is consistent throughout the week. With the same number of services running during each period. There are between approximately 220-240 during the AM, Interpeak and PM periods (including school term-time only services) and far fewer services running in the late PM period (approximately 75).

8.10. On Saturdays there are 10% fewer services during the interpeak, PM and Late PM periods. The AM peak has about 30% fewer services than on the weekdays AM peak.

8.11. On Sundays, the number of services is 40% of the weekday levels, except for a much lower proportion of services in the AM peak (about 75% fewer services compared to the same period on Saturdays).

8.12. Bus service route section journey times, for selected services, are shown in Table 8-1.

Table 8-1: Timetable Journey Times for Selected Services and Selected Key Journeys (September 2021)

Operator	Service	Route Section	M-F AM Peak **	M-F daytime	Sunday daytime
Brighton & Hove	12	Seaford Library - Brighton Station	74	59	62
Brighton & Hove	12A	Seaford Millberg Rd - Brighton Station	82	71	77
Brighton & Hove	12X	Eastbourne Gildredge Road - Brighton Station	88	79	
Brighton & Hove	14	Peacehaven Meridian Centre - Brighton Station	38	38	38
Brighton & Hove	28	Lewes Bus Station - Brighton Churchill Square	45	40	38
Brighton & Hove	28	Ringmer Broyle Estate - Lewes Bus Station	22	16	16
Brighton & Hove	29	Uckfield Bus Station - Isfield - Lewes Bus Station	28	20	22
Brighton & Hove	29	Crowborough Cross - Uckfield Bus Station	25	26	23
Stagecoach	1	Eastbourne Gildredge Road - Hazelwood Ave Malvern Close	26	24	24
Stagecoach	1/1A	Larkspur Drive Foxglove Rd - Eastbourne Gildredge Road	38	33	33
Stagecoach	1A	Eastbourne Gildredge Road - Hamlands Seven Sisters PH	34	32	32
Stagecoach	1X	Roebuck Park - Hailsham High Street	14	13	
Stagecoach	1X	Hailsham High Street - Eastbourne Gildredge Road	52	43	
Stagecoach	2	Northiam Coppards Lane - Conquest Hospital	28	27	
Stagecoach	3	Foot of Beachy Head - Eastbourne Gildredge Road	17	17	17
Stagecoach	5/5A	Bridgemere Rd - Eastbourne Cornfield Road	15	12	12
Stagecoach	5/5A	Winkney Farm Wilton Ave - Eastbourne Cornfield Road	34	28	
Stagecoach	5/5A	Langney Shopping Centre - Winkney Farm Wilton Ave	13	9	
Stagecoach	5/5A	Beachlands - Langney Shopping Centre	35	32	
Stagecoach	6	Langney Shopping Centre - Polegate Station	24	20	
Stagecoach	20	Ore Crowborough Rd - Hollington Sandringham Heights	51	55	55
Stagecoach	21A	Malvern Way - Hastings Station	16	17	17
Stagecoach	22A	Ore Hastings Academy - Hollington Tesco	52	54	53
Stagecoach	26	Conquest Hospital - Hastings Station	19	22	22
Stagecoach	26A	Conquest Hospital - Hastings Station	36	33	33
Stagecoach	28	Conquest Hospital - Hastings Station	34	33	26
Stagecoach	51	Heathfield High Street - Hailsham High Street	35	30	30
Stagecoach	51	Hailsham High Street - Eastbourne Cornfield Road	42	38	30
Stagecoach	54	Hailsham North Street - Uckfield Bus Station	49	34	
Stagecoach	98	Polegate High Street - Eastbourne Cornfield Road	28	22	
Stagecoach	98	Bexhill Devonshire Road - Hailsham High Street	66	50	
Stagecoach	98	Sidley Mount Idol View - Hastings Station	56	56	52
Stagecoach	99	Eastbourne Gildredge Road - Bexhill Devonshire Road	50	45	41
Stagecoach	99	Bexhill Devonshire Road - Hastings Station	34	34	30
Stagecoach	100	Rye Station - Hastings Station	43	43	48

Operator	Service	Route Section	M-F AM Peak **	M-F daytime	Sunday daytime
Stagecoach	101	Rye Station - Hastings Station	47	49	48
Stagecoach	102	Camber Sands Holiday Park - Rye Station	21	21	13
Stagecoach	252	Heathfield Fire Station - Tunbridge Wells Royal Victoria Place	48	42	44
Stagecoach	254	Hawkhurst High Street - Tunbridge Wells Royal Victoria Place	48	48	
Stagecoach	304	Hawkhurst High Street - Hastings Silverhill	50	49	
Stagecoach	312	Tenterden The Vine - Rye Station	27	27	
Stagecoach	313	Northiam Coppards Lane - Rye Station	25	25	
Stagecoach	349	Hawkhurst Victoria Hall - Hastings Station	64	52	53
Stagecoach	Loop	Eastbourne Gildredge Road - Eastbourne Gildredge Road	84	82	70
Stagecoach	Loop	Eastbourne Cornfield Road - Eastbourne Cornfield Road	82	82	68
Compass Travel	31	North Chailey Kings Head - Uckfield Bus Station	20	20	
Compass Travel	123	Newhaven Lower Place - Lewes Bus Station	26	25	
Compass Travel	127	Lewes Friars Walk - Landport Waldshut Road	8	8	
Compass Travel	231	Heathfield Fire Station - Uckfield Bus Station	21	19	
			1,914	1,754	1,127

Peak excess timetabled journey time compared to off-peak	**109**	**%**

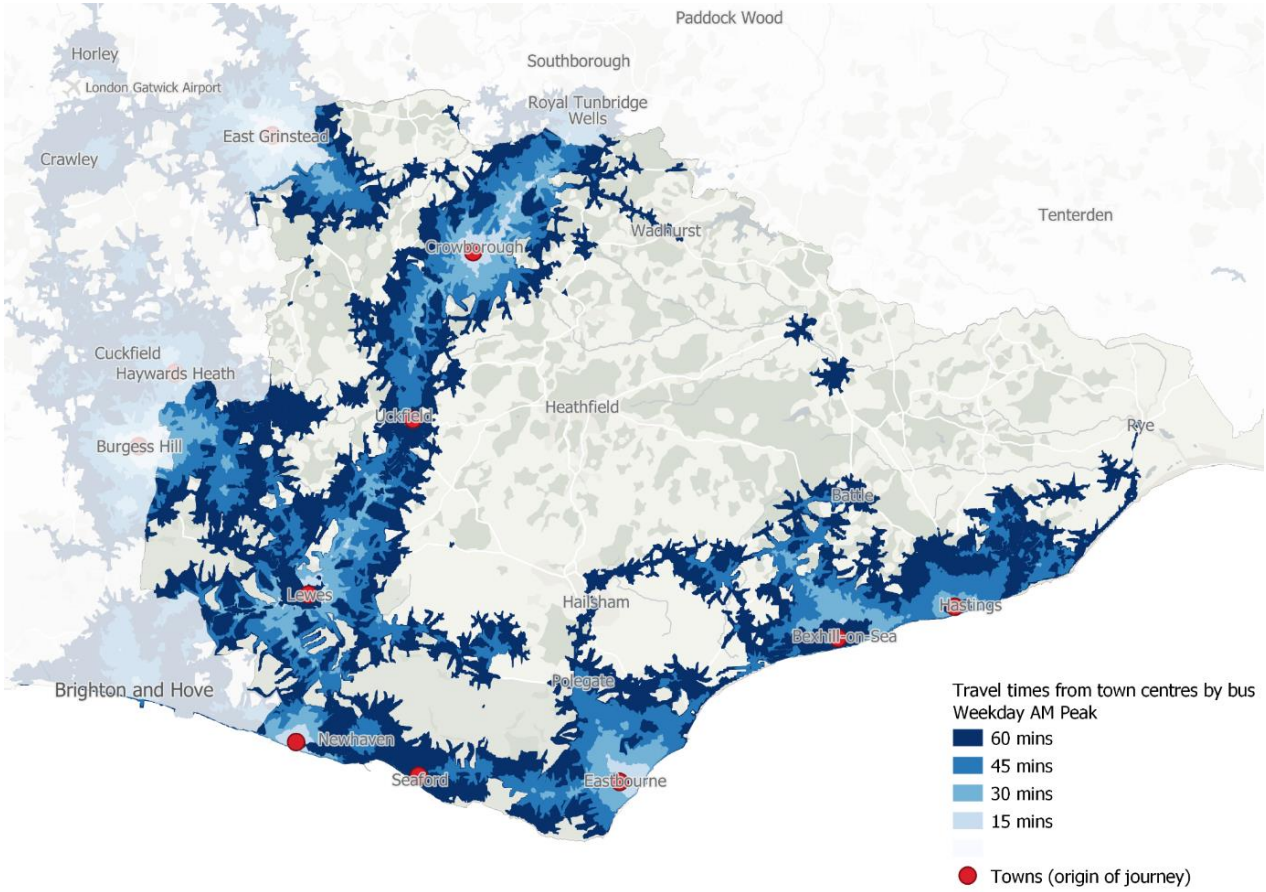
**AM peak defined as nearest 08:30 arrival at destination

Please note that the times in this table are timetabled journey times

ACCESSIBILITY

8.13. Figure 8-4 shows accessibility to town centres during the weekday AM peak period. The seven town centre locations being Hastings, Bexhill, Eastbourne, Peacehaven, Lewes, Uckfield and Crowborough. The figure highlights that access to the major towns via bus services is limited for much of the county.

Figure 8-4: Public transport accessibility to towns centres in East Sussex (weekday AM peak)



OPERATORS

8.14. Listed in the Table 8-2 are the 17 bus operators running local bus services in East Sussex as of January 2022 (excluding . The majority of routes are run by 2 operators, these being Stagecoach (60 routes) and Brighton & Hove Buses/Metrobus (34 routes).

8.15. The listing includes the 6 community transport operators currently providing bus services in the County. 4 operators currently run routes on schooldays only in East Sussex (Seaford & District, Hams Travel, Rambler Coaches and Arriva Kent & Surrey).

8.16. Of the 5 other operators, the largest provider (Compass Travel with 24 routes) operates services predominately funded by ESCC. The routes operated by Autocar, The Big Lemon and Go-Coach Hire run mainly in Kent and Brighton. The final operator, Seven Sisters Bus and Coach, operates only a single seasonal sightseeing amenity bus route aimed at tourists and is excluded from the English National Concessionary Travel Scheme.

8.17. For mileage scheduled to be run over a year in East Sussex per operator please see **APPENDIX A** of this document.

Table 8-2: Bus operators serving East Sussex and routes

Bus Operator Name	No. of Routes Operated	Routes
Stagecoach South East	60	1, 1A, 1X, 2, 3, 3A, 4, 5, 5A, 6, 6A, 7, 20, 21, 21A, 22, 22A, 22C, 23, 23B, 24, 26, 26A, 27, 28, 51, 51X, 54, 54A, 57, 58, 70, 73, 74, 95, 96, 97, 98, 99, 100, 101, 102, 103, 251, 252, 254, 293, 304, 305, 312, 313, 320, 342, 347, 349, 359, 384, 501, 553, LOOP
Brighton & Hove Bus and Coach Company and Metrobus	34	5B, 11X, 12, 12A, 12X, 13X, 14, 14A, 14B, 14C, 23, 25, 25X, 27, 27B, 27C, 28, 29, 29B, 29X, 50, 76A, 79, 92, 492, 494, N12, N14, N25, N29, 270, 271, 272, 291
Compass Travel	24	30, 31, 39, 119, 120, 121, 122, 123, 125, 126, 127, 128, 129, 143, 145, 166, 167, 168, 228, 229, 231, 261, 492, 493
Cuckmere Buses *(community transport operator)*	17	36, 37, 40, 41, 42, 44, 45, 47, 49, 120, 125, 126, 195, 196, H1, H3, H4
Seaford & District *(schooldays bus services only)*	11	142, 149, 150, 227, 267, 268, 269, 318, 331, 360, 361, 468
Hams Travel *(schooldays bus services only)*	8	258, 294, U1, U2, U3, U4, U5, U19
Rambler Coaches *(schooldays bus services only)*	7	304, 342, 355, 356, 381, 382, 383
Battle Area Community Transport *(community transport operator)*	7	B67, B71, B72, B73, B74, B75, B79
Autocar Bus & Coach Services	6	255, 256, 288, 293, 299, 354
Community Transport for Lewes Area *(community transport operator)*	5	131, 132, 246, 248, 249
Wealdlink Community Transport *(community transport operator)*	4	224, 225, 226, 262
Bexhill Community Bus *(community transport operator)*	4	11, 12, 13, 14
The Big Lemon	2	47, 57
Go-Coach Hire	2	TW8, DRT
Arriva Kent and Surrey *(schooldays bus service only)*	1	286
Rye Community Transport *(community transport operator)*	1	326
Seven Sisters Bus and Coach *(seasonal sightseeing bus service)*	1	Eastbourne Sightseeing Service

FARES AND TICKETING

8.18. Bus operators in the East Sussex area offer a wide range of fares and ticket options. These are generally aimed at encouraging passengers to forward purchase period tickets valid for a whole day or more. Return fares are also usually available.

8.19. Contactless payment is now common across the network. In addition, Brighton & Hove Buses/Metrobus offer tap-on and tap-off. Information regarding fares and tickets is not always easy to locate on the operators' websites.

8.20. Some simplified flat fare arrangements exist in localised areas, most notably on Stagecoach's Eastbourne network. Though this is likely to have the effect of discouraging shorter journeys. Stagecoach's Evening Rider is a special fixed rate bus ticket, through

their app, which allows unlimited travel on their services in East Sussex and Kent after 6pm.

8.21. The main bus operators offer jobseekers discounted travel. In East Sussex the standard statutory travel time restrictions apply to the English National Concessionary Travel Scheme for older and disabled people, with eligible disabled East Sussex residents also offered a companion travel pass if they need assistance when travelling.

FARES FOR FAMILY GROUPS AND YOUNG PEOPLE

8.22. Both Stagecoach and Brighton & Hove/Metrobus offer ticket products aimed at providing better value for family groups travelling together. These include Stagecoach's add on ticket for up to four children (aged 5-15) for any adult bus ticket or concessionary pass. Brighton & Hove Buses offer a lower priced flat child fare during school holidays and after 6pm on schooldays up to age 18, along with family networkSAVER tickets for up to 5 people (minimum 1 adult, maximum 2 adults) providing unlimited travel on their services for a day.

8.23. All operators in East Sussex offer approximately half fares to under 16s. For students over the age of 16, various period discount schemes are available. East Sussex County Council's long-standing Freedom ticket scheme offers under 19s unlimited travel for a week on any bus service in the County for a fixed weekly rate. All operators have agreed to participate in this straight-forward unsubsidised scheme, with no revenue apportioning arrangement in place between operators. Young people pay on bus and the operator keeps the revenue.

MULTI-OPERATOR FARES/INTEGRATED TICKETING

8.24. In addition to the Freedom ticket scheme, Multi-Operator Ticketing is available in East Sussex through the regional Discovery ticket scheme. Though this is limited to a one-day ticket and only available to purchase on bus. Adult, child and family versions of Discovery are available. It is accepted on all East Sussex bus services, except the Eastbourne Sightseeing service.

8.25. Brighton & Hove Buses/Metrobus have worked with Compass Travel to ensure some ticket products can be used on both operator's services, and there is a Lewes ticket available on all operator services.

8.26. Brighton & Hove Buses/Metrobus have joined with Southern's KeyGo initiative which allows Key Smartcard users to tap in & out for rail fares with bus trips added at both ends of the journey, with the best fare being automatically calculated.

8.27. The PlusBus scheme allows local bus trip ad-ons at the end of a rail journey for major towns throughout England. In East Sussex these are Bexhill & Hastings PlusBus, Brighton & Hove PlusBus (including Seaford, Newhaven and Peacehaven), Eastbourne PlusBus, Lewes PlusBus (including Selmeston, Rodmell, Ringmer and South Chailey), Rye PlusBus (including Iden, Beckley Broad Oak, Winchelsea and Camber).

East Sussex
County Council

SECTION 8:

HOW THE EP SCHEME ASSISTS IN ACHIEVING THE OBJECTIVES SET OUT IN THE EP PLAN

9 HOW THE EP SCHEME ASSISTS IN ACHIEVING THE OBJECTIVES SET OUT IN THE EP PLAN

9.1. Initially there is one EP Scheme for East Sussex, intended to first maintain present levels of service on most routes from April 2022, dependant on available funding.

9.2. Depending on available funding, next steps include improvements to existing bus infrastructure to be more inclusive.

9.3. After covid has passed, services will be gradually re-aligned and integrated to present a single network.

9.4. Further EP Schemes are expected to be added, to support the aims of the East Sussex BSIP, when funding is available.

East Sussex County Council

SECTION 10:

INTENDED EFFECT OF THE EP SCHEME(S) ON NEIGHBOURING AREAS THAT ARE OUTSIDE THE EP PLAN AND EP SCHEME(S) AREA

10 INTENDED EFFECT OF THE EP SCHEME(S) ON NEIGHBOURING AREAS THAT ARE OUTSIDE THE EP PLAN AND EP SCHEME(S) AREA

10.1. All neighbouring authorities are preparing Enhanced Partnerships of their own.

10.2. The East Sussex EP Plan and EP Scheme are for the entire area of the County, and there are no areas of the county that are not covered by the Enhanced Partnership defined in them.

10.3. ESCC already works with other authorities to support some cross border services, and this will continue. ESCC collaborate with West Sussex County Council (WSCC), Brighton & Hove City Council (BHCC) and Kent County (KCC) on various bus related initiatives.

East Sussex
County Council

SECTION 11: REVIEWS

11 REVIEWS

11.1. This first version of the East Sussex EP Plan is intended to cover a 2.5 year period from November 2022 until end of March 2024. The EP Board may propose variations to the Plan outside of the formal review dates, which if agreed will be subject to the statutory consultation process. Statutory consultees will be invited to sit on ESCC's EP Forum and as such have the opportunity to input into the success of the plan and inform any requirements for review or amendment.

11.2. In keeping with ESCC's Bus Service Improvement Plan, this first version of the East Sussex EP Plan is ambitious given the level of indicative funding. We will work throughout the period to supplement the BSIP funding with our own funding and develop other opportunities to attract alternative funding or deliver initiatives in a different way or using the ESCC's own resources should they be available.

11.3. The process to review the EP Plan will commence at the start of the final year of the initial period (from April 2029) leading to adoption of a new plan and associated schemes from April 2030. Review of the EP Plan would be conducted using the established meeting and governance structure through the EP Scheme Forum and EP Planning Groups making recommendations to the EP Board for approval. Targets will be reviewed through EP Schemes.

11.4. Changes to operational and financial circumstances will be reflected in updated versions of the East Sussex BSIP which will be subject to annual review and through the obligations and commitments made within our EP schemes which will be subject to a controlled but simple and responsive mechanism for variation.

11.5. Review periods are expected to take 6 months, including:

- Revision (changed policy, changed circumstances, revised funding streams, revised priorities).
- 28-day operator objection period.
- Followed by a 21-day statutory consultation.
- Two months for signoff of changes.

East Sussex
County Council

SECTION 12: Competition Test

12 COMPETITION TEST

12.1. ESCC has undertaken an assessment of the impacts of the EP Plan and the EP Scheme made on 1 April 2022 on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000.

12.2. The competition test shall be reviewed on each variation of the EP Scheme in accordance with the requirements of Part 1 of Schedule 10 of the Transport Act 2000.

12.3. The competition test is a standalone document.

12.4. The above statement is included in the EP Plan for completeness.

East Sussex
County Council

SECTION 13: GOVERNANCE

13 GOVERNANCE

13.1. The EP Plan and EP Schemes will be supported by a governance structure. This will cover:

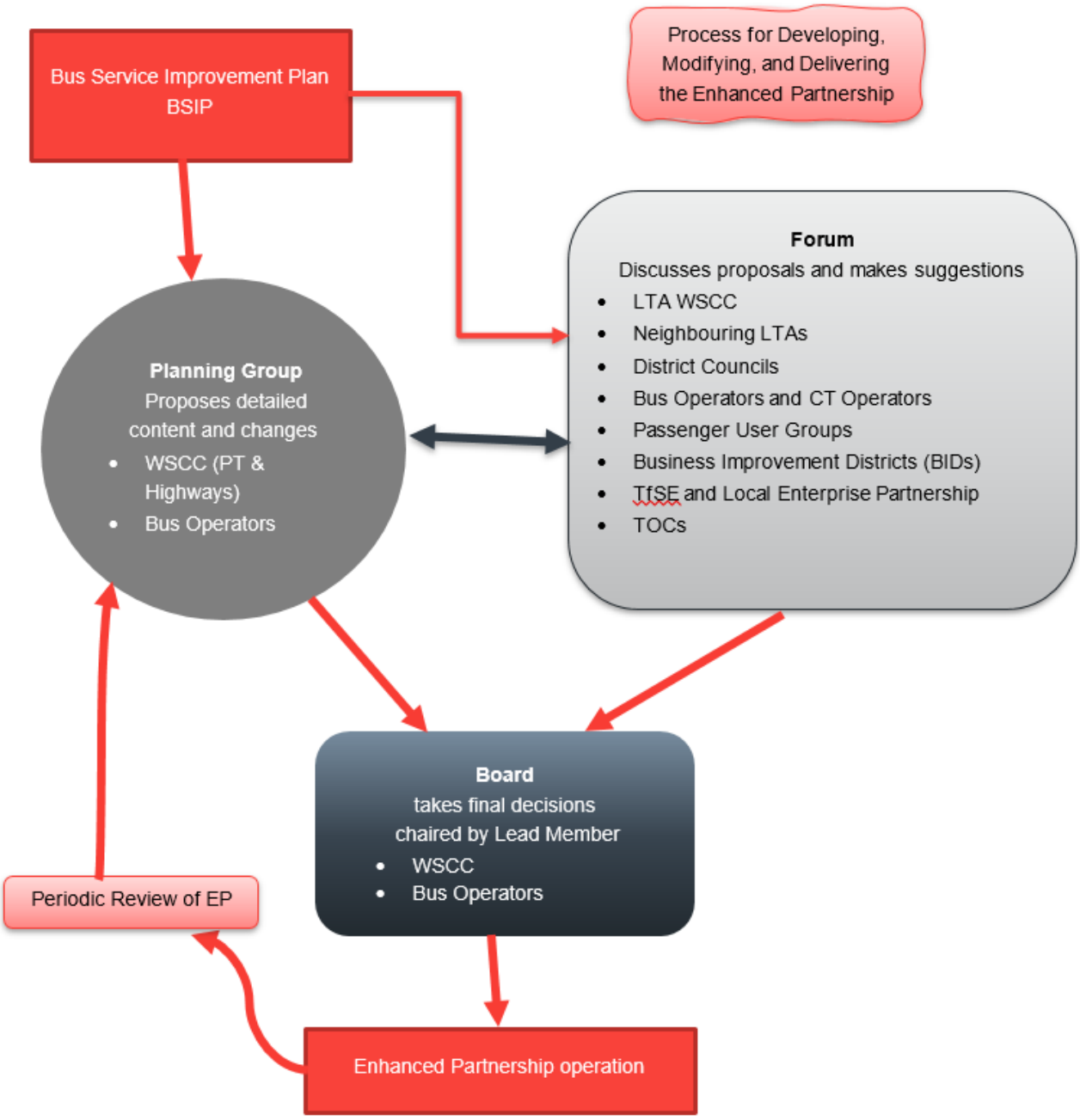
- An EP Board supplying strategic overview and carrying out the key decision-making process, including formal reviews of the contents of the schemes
- An EP Planning Group that will discuss in detail delivery of future EP measures required to complete the EP Plan and recommend proposals to the EP Forum and the EP Board.
- An EP Forum made up of a wider range of stakeholders to consider proposals to assist in the delivery of the EP Plan.
- Bus punctuality improvement partnerships, concentrating on road network improvements and management
- Other local focus groups that may exist locally, who can feed views into the EP Forum and address issues previously covered by Quality Bus Partnerships.

13.2. ESCC will continue the dialogue that has developed over many years with the vast majority of operators in East Sussex. Within parameters set by competition law, data on commercial routes such as number of passengers boarding by location, bus fleet deployed, service performance, and summaries of issues for passengers will be exchanged.

13.3. Additionally, the Partnership will engage surveys of bus users. The annual revision of BSIP will include a consultation survey for the public to express their views.

The governance structure diagram is set out in Figure 13-1.

Figure 13-1: Governance structure diagram



ASSEMBLIES

The EP will be managed through a number of assemblies including an EP Board, an EP Planning Group, and an EP Forum.

13.4. East Sussex Enhanced Partnership Board (EPB)

13.4.1. The EPB will oversee the delivery of this, and any subsequent Enhanced Partnership Plan and all Enhanced Partnership Schemes made by ESCC. The EPB will receive and consider matters referred to the EP Board as a result of discussions within the EP Forum as well as considering matters referred to the EP Board by its own members and other operators.

13.4.2. In more detail the initial terms of reference of the EP Board are to:

- monitor the progress of the Enhanced Partnership in delivering the BSIP and the EP Plan;
- monitor the effectiveness of implemented Schemes in achieving the BSIP and EP Plan objectives;
- work with ESCC to respond to government or other funding opportunities that may arise for delivery of bus service improvement interventions;
- review, discuss and agree priorities for delivery of interventions to achieve the objectives of the BSIP and the EP Plan;
- review, discuss and agree programmes of preparatory work (feasibility studies, business case preparation, design, public consultations, impact assessments etc) for interventions that may be taken forward as Scheme variations or new Schemes;
- oversee the process of preparing and developing detailed requirements leading to a variation to an existing Scheme where this will be subject to the bespoke scheme voting procedure incorporated in any Scheme where that is applicable making recommendations for adoption by ESCC (or otherwise);
- consider fully detailed proposals for EP Scheme variations or new EP Schemes that are the responsibility of ESCC having regard to s.138L of the Transport Act 2000 Act, once all relevant preparatory work has been completed, and make recommendations to the ESCC for their adoption (or otherwise).

13.4.3. The EP Board shall be entitled to keep under review these terms of reference and further develop them being responsible for all decisions relating to administration of the affairs of the Board including frequency of meeting, requests for the attendance at meetings of the Board by individuals and representatives of organisations that are capable of contributing to the work of the Board and the manner in which and methods by which reporting of the affairs of the EP Board are made to all operators.

13.5. Three operator representatives will have membership of the EPB. These will include an automatic invite to each of the two operators with highest registered mileage in East Sussex. The third operator position will be subject to nomination by an agreed process established by ESCC following consultation with all remaining operators whose services are within scope of the first EP Scheme this with the aim of ensuring inclusive representation of smaller operators.

13.6. Operator market share will be reassessed on an annual basis (more frequently if there are any significant structural changes with the bus network evidenced by the registration of service changes or operator ownership). The next review should be completed by 1st April 2023.

13.7. The EPB will be chaired by ESCC's Cabinet Member for Transport and Environment. There will be 3 other officer representatives from ESCC. Voting will be by majority vote, but with the Chair having a casting vote.

13.8. The following non-voting representatives will be invited to all EPB meetings:

1. Transport Focus
2. Traffic Commissioner for the South-East and Metropolitan Traffic Area

Additional non-voting members will be subject to invitation to the EPB as agreed by a consensus of EPB voting members.

13.9. Representatives of operators will be acting in the interests of all operators and should participate in the business of the EPB not on behalf of their own company alone. Representatives will be responsible for ensuring attendance at all EPB meetings in that year, and ensure they have:

13.9.1. fully reviewed and understood all meeting papers in advance of attendance

13.9.2. the necessary decision making mandate from the operators they represent.

13.10. Prior to the detailed consideration of any matter that could lead to by way of a variation to an existing or the development of a further Scheme ESCC shall prepare and deliver to the Enhanced Partnership Board a brief summary document setting out the Council's opinion concerning the feasibility of the proposal should it be implemented. The summary document may refer to matters such as:

13.10.1. the availability or non-availability of funding to support implementation of the proposal including the Council's ability to provide for any future expenditure that the Council would be required to incur;

13.10.2. the compatibility of the proposal with policies that the Council has committed to follow including in particular policies supporting the Council's equalities duties;

13.10.3. should the proposal be implemented the Council would in consequence be in breach of any contracts or other legally binding obligations that it is subject to;

13.10.4. the proposal requires the co-operation of third parties such as a district council

13.10.5. any governance related considerations that the Council requires to take into account.

For avoidance of doubt the existence of matters raised by the Council need not be taken as reason for the Enhanced Partnership Board to decline to deal with the proposal and the Council shall indicate in the summary document or in any other manner at a subsequent date the extent to which it supports the proposal and is willing and able to work with the Enhanced Partnership Board in order to progress the proposal on a basis that is not anticipated to lead to the Council exercising its veto.

13.11. Meeting arrangements for the EP Board

13.11.1. The Enhanced Partnership Board meetings will take place not less than four times per year at regular intervals, with provision for additional meetings as required to take decisions which, in the opinion of the Chair, cannot be deferred to a scheduled meeting, provided that a quorum (as set out in 8.4) can be achieved, with not less than one week's notice being given. Meetings will be arranged, chaired and minutes taken by the County Council and will normally be held at County Hall. Meeting length will vary according to agenda content but ordinarily be one to two hours.

13.11.2. Agendas and meeting papers will be circulated to all EP Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Enhanced Partnership Board members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Enhanced Partnership Board meeting. Draft minutes will be approved at the next Enhanced Partnership Board meeting.

13.11.3. The EP Board will observe the need for confidentiality; any information provided by local bus service operators relating to patronage and/or fare income on individual bus routes will be considered commercially confidential and will only be discussed by the EP Board on this basis.

13.11.4. Where any other matter should remain confidential and not for discussion outside the EP Board, the member raising the matter has the responsibility to make this clear in advance or at the time of discussion. It is the responsibility of the EP Board members to ensure appropriate steps are taken to maintain the confidentiality of the matter.

13.11.5. At the commencement of each meeting the Chair shall remind all participating in the meeting that in conducting the affairs of the EP Board and in taking any actions arising from the meeting of the EP Board each participant has responsibilities under competition law and must observe these.

13.12. EP Planning Group

13.12.1. This Group consists of representatives from the Bus Operators (the same operators that are member of the EPB) and the LTA and Highway Authority.

13.12.2. It will discuss in detail delivery of future EP measures required to complete the EP Plan and advise proposals to the EP Forum and make recommendations for consider by the EP Board.

13.12.3. Decisions on what to take forward will be by a simple majority vote with the LTA having the casting vote for specific proposals if they are deemed to be

- impractical,
- contrary to policy objectives, or
- if appropriate funding is not available.

13.12.4. The Group will meet at least every six months in order to prepare proposals for the EP Forum to consider. More frequent meetings may be necessary at the request of the LTA.

13.12.5. The Group will consider any the views and any proposals made by the EP Forum and make recommendations to the EP Board.

13.12.6. Terms of Reference shall be set by the EPB.

13.13. Operation of Multi-Operator and other Ticketing Schemes

13.13.1. The operation of any ticketing schemes promoted within the East Sussex administrative area only shall fall within the remit of the EPB and also the EP Forum. ESCC shall conduct annual reviews of the operation of any Schemes in effect within East Sussex on an annual basis with particular reference to benefits that are being derived by operators and passengers.

13.14. East Sussex EP Forum

13.14.1. The future content and arrangements for the variation and revocation of the EP Plan and EP Scheme will be considered by the EP Forum. The members are:

- The LTA
- Neighbouring LTAs (Brighton & Hove City Council, West Sussex County Council, Kent County Council)
- East Sussex Borough & District Councils (Eastbourne Borough Council, Hastings Borough Council, Lewes District Council, Rother District Council, Wealden District Council)
- Local Bus Operators
- Community Transport operators
- Passenger User Groups

- Business Improvement Districts
- Sussex Health and Care Partnership
- Transport for the South East
- South East Local Enterprise Partnership
- Southern Railway

13.14.2. All Bus Operators with registered local bus services in East Sussex are entitled to be members of the EP Forum and any new operators registering such services during the lifetime of the EP will automatically be invited to be members. Community Transport operators are defined as those providing bus services available to the general public.

13.14.3. The EP Forum will meet on a six-monthly basis and meetings will be hosted by East Sussex County Council, generally at County Hall, Lewes, or virtually. The chairmanship of the Forum will rotate on an annual basis between the LTA and a nominee of the Bus Operators.

13.14.4. Guest attendees will be permitted on the approval of the Forum Chair.

13.14.5. The size of the Forum membership militates against it being a decision-making body, rather its purpose is to receive proposals from the EP Planning Group, discuss them together with other items proposed to assist in the delivery of the EP Plan. Majority voting will apply to proposals, but such proposals will then be considered by the EP Planning Group, agreed, altered, or rejected prior to recommendations being presented to the EP Board.

13.14.6. Terms of Reference shall be set by the EP Board.

13.15. Meeting Arrangements

13.15.1. Quarterly meetings (on-line or in person) of all members and interested parties, notified by email 10 working days prior, unless an urgent issue erupts

13.15.2. Papers will be circulated 7 days prior to each meeting

13.16. Data and Information Governance

13.16.1. Any data required for the operation of the EP Scheme will be confidential between the parties, Data shall only be shared to the extent permitted by competition law and subject to any UK GDPR.

13.16.2. Information provided to ESCC under Section 143 of the Transport Act 2000 and associated secondary legislation will remain confidential, unless otherwise agreed or required by law.

East Sussex County Council

APPENDIX A:
LIST OF BUS OPERATORS BY ANNUAL NETWORK DISTANCE

Appendix Table 1: List of bus operators by annual distance: East Sussex Bus Kilometres By Operator In Descending Order

Operator	Commercial	Non-Commercial and Contracted	Annual Total	%
Stagecoach	7,511,505	362,384	7,873,889	**61**
Brighton & Hove Buses/Metrobus	3,841,674	44,486	3,886,160	**30**
Compass Travel	253,640	614,588	868,228	7
Seaford & District	87,533	17,974	105,507	0.82
Autocar	0	66,130	66,130	0.51
Rambler Coaches	5,016	54,112	59,128	0.46
Hams Travel	26,942	9,842	36,784	0.28
The Big Lemon	0	13,270	13,270	0.10
Annual Total	**11,726,310**	**1,182,786**	**12,909,096**	
%	**91**	**9**		

East Sussex
County Council

APPENDIX B: GLOSSARY AND DEFINITIONS

The following terms have been used in the Enhanced Partnership Plan and Scheme documents in East Sussex:

Bus Recovery Grant – the grant set up to support commercial bus operators in England due to the ongoing impacts of coronavirus by the Government

Bus Operators or Operators – operators of local bus services within East Sussex

BSIP – the East Sussex bus services improvement plan published in June 2021 containing proposals to improve bus services, available to download at: East Sussex Bus Service Improvement Plan

Chair – the chair of the EP Board

Clean Air Zone - an area in which a local authority has brought measures into place to improve the air quality

DRT or **DDRT** – Demand responsive transport schemes (also known as Digital Demand Responsive Transport) are flexible bus services using pre-booking via an app or telephone booking line.

English National Concessionary Travel Scheme or ENCTS - a national scheme run by the Department for Transport in conjunction with local authorities across England.

Enhanced Partnership and EP – A formal enhanced partnership between ESCC and bus operators created under the Bus Services Act 2017, designed to improve bus services by setting out firm commitments which are binding on both ESCC and operators.

EP Board or EPB – The committee of operators and ESCC responsible for managing the Enhanced Partnership, including decision making.

EP Forum – The group formed of stakeholders, including borough and district councils, and all bus operators running in this EP Scheme Area to oversee the delivery of existing commitments and to promote potential variations to the EP Scheme to the EP Board.

EP Plan – The document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

EP Planning Group – This group is to discuss in detail delivery of future EP measures required to complete the EP Plan and recommend proposals to the EP Forum and the EP Board and made up of TBC.

EP Scheme – the document made pursuant to the EP Plan under the Transport Act 2000 (as amended).

EP Scheme Area – The area to which the EP Scheme document applies.

ESCC or the Council – East Sussex County Council

Forum Chair – the chair of the EP Forum

Highway Authority – the highway authority for East Sussex

LTA – Local Transport Authorities

MaaS – Mobility as a service platforms bring together a number of transport modes on one app, offering details of each service together with ticket booking facilities.
Measures – improvements with the aim of increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use or improving the quality of local bus service.

Multi-Operator Ticketing – common fares and ticketing products applied and accepted by multiple operators.

NBS – The national bus strategy for England as set out in the Government document "Bus Back Better" and associated Government funding announcements to support the NBS.

Quality Bus Partnerships – Voluntary agreements between ESCC, borough or district councils and bus operators in that district designed to work closely together to improve local bus services.

Real Time Information – Technology used to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Transport Focus Survey – a survey undertaken by the independent watchdog for transport users.

Appendix 2

East Sussex County Council

EAST SUSSEX

ENHANCED PARTNERSHIP SCHEME

IS MADE UNDER THE TRANSPORT ACT 2000 (AS AMENDED) BY:

EAST SUSSEX COUNTY COUNCIL

First Enhanced Partnership Scheme - November 2022



CONTENTS

1 EP SCHEME CONTENT 8

2 SCOPE OF THE EP SCHEME AND COMMENCEMENT DATE 10

COMMENCEMENT DATE 10

EXEMPTED SERVICES 11

3 REQUIREMENTS OF THE AUTHORITY IN THE FORM OF FACILITIES 13

4 REQUIREMENTS OF AUTHORITY IN THE FORM OF MEASURES 16

5 OBLIGATIONS ON LOCAL BUS OPERATORS 24

6 BESPOKE ARRANGEMENTS FOR VARYING AND REVOKING THE ENHANCED PARTNERSHIP SCHEME 34

PROPOSER OF A VARIATION 34

DECISION-MAKING PROCESS AND BESPOKE VARIATION MECHANISM 34

REVOCATION OF THE EP SCHEME 35

DATA AND INFORMATION GOVERNANCE 35

APPENDICES

APPENDIX A: FACILITIES 36

APPENDIX B: TRAFFIC REGULATION ORDERS 49

APPENDIX C: GLOSSARY AND DEFINITIONS 51

APPENDIX D: FORM OF UNDERTAKING 55

APPENDIX E: BUS PRIORITY INFRASTRUCTURE HIGH LEVEL PROGRAMME 57

APPENDIX F: BUS SERVICE IMPROVEMENT PROPOSALS 59

APPENDIX G: PROPOSED FARE REDUCTIONS AND SIMPLIFICATION 68

APPENDIX H: EAST SUSSEX ENHANCED PARTNERSHIP BUS CUSTOMER CHARTER 72

TABLES

Table 4-1: REQUIREMENTS OF AUTHORITY - NETWORK DEVELOPMENT 16

Table 4-2: REQUIREMENTS OF AUTHORITY - SERVICE MANAGEMENT AND CUSTOMER CARE 17

Table 4-3: REQUIREMENTS OF AUTHORITY - FARES AND TICKETING 18

Table 4-4: REQUIREMENTS OF AUTHORITY - INFRASTRUCTURE AND PRIORITY 19

Table 4-5: REQUIREMENTS OF AUTHORITY - HIGHWAYS AND NETWORK MANAGEMENT 20

Table 4-6: REQUIREMENTS OF AUTHORITY - ALTERNATIVE DELIVERY MODELS 20

Table 4-7: REQUIREMENTS OF AUTHORITY - ENVIRONMENT AND AIR QUALITY 21

Table 4-8: REQUIREMENTS OF AUTHORITY - INNOVATION AND DIGITAL ACCESSIBILITY 21

Table 4-9: REQUIREMENTS OF AUTHORITY - PUBLIC TRANSPORT INFORMATION 21

Table 4-10: REQUIREMENTS OF AUTHORITY – MARKETING AND COMMUNICATIONS 22

Table 5-1: OBLIGATIONS ON LOCAL BUS OPERATORS - NETWORK DEVELOPMENT 26

Table 5-2: OBLIGATIONS ON LOCAL BUS OPERATORS - SERVICE MANAGEMENT AND CUSTOMER CARE 27

Table 5-3: OBLIGATIONS ON LOCAL BUS OPERATORS - FARES AND TICKETING 28

Table 5-4: OBLIGATIONS ON LOCAL BUS OPERATORS - INFRASTRUCTURE AND PRIORITY 29

Table 5-5: OBLIGATIONS ON LOCAL BUS OPERATORS - HIGHWAY AND NETWORK MANAGEMENT 30

Table 5-6: OBLIGATIONS ON LOCAL BUS OPERATORS - ALTERNATIVE DELIVERY MODELS 30

Table 5-7: OBLIGATIONS ON LOCAL BUS OPERATORS - ENVIRONMENT AND AIR QUALITY 31

Table 5-8: OBLIGATIONS ON LOCAL BUS OPERATORS - INNOVATION AND DIGITAL ACCESSIBILITY 31

Table 5-9: OBLIGATIONS ON LOCAL BUS OPERATORS - PUBLIC TRANSPORT INFORMATION 32

Table 5-10: OBLIGATIONS ON LOCAL BUS OPERATORS – LOCAL SERVICES IN SCOPE OF THE EP SCHEME 32

FIGURES

Figure 2-1: Map of EP Plan and EP Scheme Area 10

APPENDIX TABLES

Appendix Table 1: FACILITIES 38

Appendix Table 2: Bus Priority Infrastructure High Level Programme 58

Appendix Table 3: Bus Service Improvement Proposals 60

Appendix Table 4: Proposed General Fare Reduction Summary Table 70

APPENDIX FIGURES

Appendix Figure 1: Hailsham - Polegate - Eastbourne Movement Access Corridor 42

Appendix Figure 2: A259 Eastbourne Seaside Roundabout 42

Appendix Figure 3: Eastbourne Bus Rapid Transit 'BRT - West - Upperton Road south of the A259/A2270 junction 43

Appendix Figure 4: Eastbourne Bus Rapid Transit 'BRT - East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout 43

Appendix Figure 5: Eastbourne Bus Rapid Transit 'BRT - Willingdon Drove, Shinewater - bus lane (westbound) on Lottbridge Drove 44

Appendix Figure 6: Eastbourne Bus Rapid Transit 'BRT - Lottbridge Drove, Hampden Park - bus lane on Lottbridge Drive and on Lottbridge Drove 44

Appendix Figure 7: Eastbourne Bus Rapid Transit 'BRT - Eastbourne – Sovereign Harbour - Bus Gate: North Harbour and South Harbour of Sovereign Harbour 45

Appendix Figure 8: Newhaven to Seaford - Improvements on A259 Seaford (Station Approach) 45

Appendix Figure 9: A259 Newhaven Town Area 46

Appendix Figure 10: Peacehaven to Saltdean 46

Appendix Figure 11: Traffic Light Priority Measures – 33 identified sites 47

Appendix Figure 12: Mobility Hubs 48

Appendix Figure 13: Potential ESCC DDRT Areas 67

THE EAST SUSSEX ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE UNDER THE TRANSPORT ACT 2000 (as amended) BY EAST SUSSEX COUNTY COUNCIL on [ ] 2022

East Sussex
County Council

SECTION 1:
EP SCHEME CONTENT

1 EP SCHEME CONTENT

1.1. This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

Section 1: EP Scheme Content
Section 2: Scope of the EP Scheme and Commencement Date
Section 3: Requirements of the authority in the form of Facilities
Section 4: Requirements of Authority in the form of Measures
Section 5: Obligations on Local Bus Operators
Section 6: Bespoke Arrangements for Varying and revoking the Enhanced Partnership Scheme

1.2. The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.

1.3. The EP Scheme has been jointly developed by East Sussex County Council (ESCC), and those Bus Operators that provide local bus services in the EP Scheme Area.

1.4. The EP Scheme sets out requirements on the part of ESCC and each Bus Operator with Local Services in scope of the EP Scheme in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

East Sussex County Council

SECTION 2: SCOPE OF THE EP SCHEME AND COMMENCEMENT DATE

2 SCOPE OF THE EP SCHEME AND COMMENCEMENT DATE

2. EP SCHEME

2.1. The EP Scheme will support the improvement of all local bus services operating anywhere in the whole county of East Sussex, except exempted services as set out in paragraph 2.7.

2.2. **Figure 2-1** sets out the extent of the EP Plan and EP Scheme Area.

Figure 2-1: Map of EP Plan and EP Scheme Area



COMMENCEMENT DATE

2.3. The East Sussex EP Scheme is made on XXXX 2022 and shall come in to operation on [insert date] (Commencement Date).

2.4. The EP Scheme will have no specific end date but will be formally reviewed by the EP Board on a 6 monthly basis. Variations may be made to the EP Scheme and provided for in The EP Plan.

2.5. Not all requirements of this EP Scheme shall come into force at the same time. Dates in this EP Scheme for several Facilities and Measures and Standards of Service to be adhered to by Bus Operators will be implemented

after the Commencement Date to allow flexibility for different parts of the EP Scheme to come into effect on different dates.

2.6. ESCC will maintain a list of services that are affected by the EP Scheme and make this available to Bus Operators when the EP Scheme is made, then subsequently on a 6 monthly basis when the EP Scheme is reviewed.

EXEMPTED SERVICES

2.7. The following services are exempt from the requirements of this EP Scheme:

(1) Coach services that are registered as local bus services
(a service which has part, or all its route registered as a local service in the county of East Sussex (the EP geographical area), but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point. i.e., coach, bus, and tour services that are registered as 'local' bus services because they fall within its definition but are not aimed at serving local journeys.)

(2) Sightseeing tours
(a service which is registered as a local service under section 6 of the Transport Act 1985, but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act.) including services excluded from the English National Concessionary Travel Scheme

(3) Cross-boundary services where less than 10% of the registered mileage of journeys entering East Sussex is within the EP Scheme Area

(4) Rail replacement bus services

(5) Bus services to sports, concerts, or other public or special events

(6) **Community Transport services provided under a permit made under section 22 of the Transport Act 1985**

(7) Any local service which whilst open to the general public has a start point or destination at a school, and which is predominantly used by students travelling to or from school

(8) Any local service which is primarily operated as a replacement service for rail

(9) Any local service which is registered to operate less than three journeys in any day

(10) Any local service which is registered as a flexible service (semi-flexible services are not exempt).

(11) Any local service which operates for no more than one day a week.

(12) Any local service which would, other than for its registration under section 6 Transport Act 1985, be an excursion

East Sussex
County Council

SECTION 3:

REQUIREMENTS OF AUTHORITY IN THE FORM OF FACILITIES

3 REQUIREMENTS OF THE AUTHORITY IN THE FORM OF FACILITIES

3. REQUIREMENTS OF AUTHORITY

3.1. Subject to paragraphs 3.3 and 3.5 ESCC shall make the Facilities available to Local Services from, in each case, the Relevant Date until any variation relevant to the Facility arises or this Scheme ceases to have effect.

3.2. ESCC shall ensure that any Traffic Regulation Order and/or contractual or other arrangement necessary to deliver each Facility is in place and maintained from the Relevant Date and thereafter (subject to variation under this Scheme) for so long as this Scheme remains in effect.

3.3. The requirements of ESCC referred to in Paragraphs 3.1 and 3.2 shall be suspended for any period during which ESCC is for any reason and on a temporary basis unable to meet the requirement whether in part or in whole due to circumstances beyond its control. In such circumstances each Operator shall be advised as early as reasonably practicable of the circumstances affecting availability of the Facility and ESCC's opinion of when the Facility may once again become available for use.

3.4. Existing facilities referred to in APPENDIX A to this Scheme are in place and available at the Commencement Date. These are to be regarded as within the scope of the Scheme from the Commencement Date. Accordingly ESCC's obligations to maintain these Facilities commences immediately and Operator's rights to access and use the Facilities concerned also commence immediately.

3.5. Facilities that are under development at the Commencement Date and which are to be incorporated into this Scheme are also identified in APPENDIX A with the Relevant Date for each Facility (where this can be committed to by ESCC at the date of the making of this version of the EP Scheme) denoted against that Facility. The obligation of the Council to provide and maintain that Facility for the duration of this Scheme is (subject to any postponement of that date permitted by the TA 2000) and the right of Operators to access the Facility takes effect on the Relevant Date .

3.6. Facilities in respect of which funding has been confirmed [(subject to agreement of the [first] and any subsequent Grant Award Letter(s))] and which are to be incorporated into the Scheme are also identified indicatively in APPENDIX A. In each case the relevant Facility shall be introduced into the Scheme under the Bespoke Variation Procedure with a Relevant Date determined as part of the variation adopted.

3.7. In relation to maintenance of Facilities:

3.7.1. Incorporation of certain Facilities anticipates ESCC being the responsible organisation for purposes of maintenance, management and

compliance. In the event that ESCC for any reason ceases to have such responsibility the relevant Facilities shall only be retained within this Scheme provided that:

3.7.1.1. ESCC (without legal obligation to secure the same) is able to enter into arrangements with the successor party for the requirements concerned to continue to be provided and maintained; and

3.7.1.2. Where such an arrangement is achieved and arranged the requirements of ESCC in respect of the relevant Facilities shall change and become a Measure the requirement being to procure the continuing maintenance, management and compliance.

and upon any such arrangements coming into effect this EP Scheme shall be varied in its effect to such extent as necessary at the instigation of ESCC and shall not be subject to the variation procedures prescribed by s138 of the TA 2000.

3.7.2. Upon any Facility becoming subject to this Scheme ESCC shall use reasonable endeavours to maintain the Facility to standards that are in accordance with good practice having regard to the nature of the Facility.

3.8. Proposed Traffic Regulation Orders (or amendments to existing Traffic Regulation Orders) for the Scheme Area necessary for the effective operation of any Facility are detailed in APPENDIX B

East Sussex
County Council

SECTION 4:

REQUIREMENTS OF THE AUTHORITYIN THE FORM OF MEASURES

4 REQUIREMENTS OF AUTHORITY IN THE FORM OF MEASURES

4. MEASURES

4.1. ESCC shall take the following Measures from the Commencement Date where so indicated or failing that from the Relevant Date until any variation relevant to the Measure arises or this Scheme ceases to have effect.

4.2. All of the below obligations can be amended using the EP Scheme Bespoke Variation arrangements for varying the EP scheme as set out in Section 6.

Table 4-1: REQUIREMENTS OF AUTHORITY - NETWORK DEVELOPMENT

ID	Responsibility	Date upon which the Measure has effect (indicative unless a specific date is Confirmed and marked accordingly ("C"))
ND1	To develop prioritisation methodology for the service enhancements as illustrated in APPENDIX F should BSIP funding allow.	From the Commencement Date
ND2	Using the above methodology and prioritisation, to work with operators to deliver resulting 2022/2023 service enhancements, as illustrated in in APPENDIX F and subsequent service improvements as funding from the BSIP allows.	From the Commencement Date
ND3	To work with Borough and District Planning authorities to ensure that appropriate bus service provision is actively considered as part of new planning applications, including housing schemes.	From the Commencement Date
ND4	In finalising the design of proposed new DDRT services, we will consult with local stakeholders and communities, including health professionals with expertise on local needs in respect to loneliness and social isolation.	From the Commencement Date
ND5	East Sussex County Council will maintain its' funding levels, at £1.8m per annum, of contracted bus services for the duration of the BSIP funding (to March 2025)	From the Commencement Date

Table 4-2: REQUIREMENTS OF AUTHORITY - SERVICE MANAGEMENT AND CUSTOMER CARE

ID	Responsibility	Delivery Date
SMCC1	In conjunction with Operators and Customer Charter groups, implement a single East Sussex Customer Charter to cover all services within the EP and to ensure high operating and customer service standards.	From March 2023 [Subject to Operator sign off of the Charter]
SMCC2	To commission an annual public satisfaction survey to better understand customer experiences and to benchmark progress.	From the Commencement Date
SMCC3	To commission a virtual “one stop shop” for Public Transport information including journey planning functionality, an interactive map and RTI.	From the Commencement Date
SMCC4	To put passenger safety at the forefront of thinking with respect to operational / service management.	From the Commencement Date
SMCC5	Continue to support buses with respect to soft landscaping issues.	From the Commencement Date

Table 4-3: REQUIREMENTS OF AUTHORITY - FARES AND TICKETING

ID	Responsibility	Delivery Date
FT1	Agree with Operators a scheme or schemes providing incentives for young persons to travel by bus both on an accompanied and unaccompanied basis. This to be as illustrated in APPENDIX G	From the Commencement Date
FT2	ESCC will work with Operators to identify and deliver specific fares and ticketing schemes, including outside the larger conurbations, with a particular focus on initiatives which support rural areas, recovery from the pandemic and access to education, tourism, employment opportunities.	From the Commencement Date
FT3	ESCC will work with Operators to improve the availability of specific fares and ticketing schemes aimed at families and groups as illustrated in APPENDIX G	From the Commencement Date
FT4	ESCC will work with Bus Operators and neighbouring authorities to increase the coverage of PlusBus, subject to the necessary rail industry agreements.	From the Commencement Date
FT5	ESCC will work with Bus Operators to develop the multi-operator ticket product that covers East Sussex. Potentially providing a multi-day version and potentially also to include a rail add-on subject to the agreement of the rail companies. ESCC will be party to a Participation Agreement with Operators. This to be as illustrated in APPENDIX G	From the Commencement Date
FT6	ESCC will work with Bus Operators and neighbouring authorities to develop the multi-operator Discovery ticket product, potentially providing a multi-day version and potentially also to include a rail add-on subject to the agreement of the rail companies. ESCC will be party to a Participation Agreement with Operators.	From the Commencement Date
FT7	As funding allows, ESCC will continue to assist Bus Operators to invest in their ETMs and back-office systems to enable the introduction of innovative ticketing offers, including a fully contactless fleet and fare capping.	From the Commencement Date

Note: No BSIP funding will be used in FT7.

Table 4-4: REQUIREMENTS OF AUTHORITY - INFRASTRUCTURE AND PRIORITY

ID	Responsibility	Delivery Date
IP1	To work with Parish/ Town / Borough / District Councils to improve standards and consistency of bus waiting facilities, including shelters and seating.	From commencement date
IP2	To offer match funding to Parish / Town Councils to support the delivery of improved shelters as funding permits.	From the Commencement Date
IP3	Within funding constraints, to work with Borough / District Councils to identify and deliver bus driver facilities to support the maintenance and growth of the network.	From the Commencement Date
IP4	To complete a currently commissioned comprehensive survey and audit of bus stops to ascertain what facilities are present including but not limited to: disability compliance, maintenance standards and information provision. ESCC will categorise bus stops in conjunction with operators and stakeholders for planned improvements to facilities and information provision.	From the Commencement Date
IP5	To produce a bus stop hierarchy to enable the prioritisation and delivery of mobility hubs and bus stop interchanges to enhance integration between bus and rail / conventional bus a flexible bus services as BSIP funding permits.	From Commencement Date
IP6	To develop and refine Mobility Hub proposals and agree the required facilities at each location.	Following completion of IP5
IP7	To press (where applicable and achievable based on appropriate modelling) for the inclusion of bus priority measures as part of new developments or funded highway schemes	From the Commencement Date
IP8	To refine the list of corridors where congestion has a high impact on bus reliability and work with operators and ABODS (DfT / ITO World) to further prioritise focus areas, to allow delivery of feasibility studies and subsequent schemes, as BSIP and other funding permits.	From the Commencement Date
IP9	Where ESCC is made aware of issues affecting punctuality of services make improvements through bus priority or parking restrictions and enforcement or other appropriate actions.	From the Commencement Date
IP10	To deliver the bus priority measures that are set out in APPENDIX A	As per delivery and milestone dates set out in Appendix Table 2

Table 4-5: REQUIREMENTS OF AUTHORITY - HIGHWAYS AND NETWORK MANAGEMENT

ID	Responsibility	Delivery Date
HN1	For any new / upgraded highway schemes under ESCC's control consider potential bus service improvements which would enhance reliability, service levels and / or accessibility and incorporate as funding permits. Ensure that these principles are encouraged (or enforced where applicable) for other non ESCC schemes / developments.	From the Commencement Date
HN2	As funding permits seek to deliver highway interventions to aid bus punctuality coming out of PIPs, local transport focus groups or other sources.	From the Commencement Date
HN3	Review, relaunch and lead new Punctuality Improvement Partnerships (PIP)	[March 2023]
HN4	Through PIPs and other interested parties identify parking issues affecting buses and work with to introduce new restrictions and/ or enforce existing restrictions as funding and resources permit.	From the Commencement Date.
HN5	Work with Operators and other stakeholders to adopt a new approach to street works affecting bus routes, supported by technology, so as to streamline planning, execution and closure of works.	From the Commencement Date
HN6	Agree an approach to bus gate and bus lane ANPR enforcement, delivering solutions as funding permits.	From the Commencement Date

Table 4-6: REQUIREMENTS OF AUTHORITY - ALTERNATIVE DELIVERY MODELS

ID	Responsibility	Delivery Date
AD1	ESCC will establish a policy to ensure future opportunities for BRT and Superbus schemes are explored, including working closely with other authorities including Brighton & Hove City Council.	From October 2023
AD2	To ensure that park & ride, coach services, community transport services and DDRT schemes are integrated with the conventional bus network, including in marketing and ticketing schemes.	Ongoing.

Table 4-7: REQUIREMENTS OF AUTHORITY - ENVIRONMENT AND AIR QUALITY

ID	Responsibility	Delivery Date
EA1	Pursue any future funding opportunities to improve vehicle emission standards in East Sussex.	From the Commencement Date
EA2	Where funding permits deliver publicity campaigns to promote the role of the bus in meeting environmental challenges.	From the Commencement Date
EA3	Form an AQMA hierarchy in order to help to prioritise any future funding submissions linked to ultra-low and zero emission buses	From [March 2023]
EA4	Set minimum emission standards for operation within EP scheme areas and negotiate with operators an appropriate programme for improving these standards.	The Commencement Date

Table 4-8: REQUIREMENTS OF AUTHORITY - INNOVATION AND DIGITAL ACCESSIBILITY

ID	Responsibility	Delivery Date
IDA1	As funding permits ESCC will support operators to help them secure enhanced ETMs, associated back-office functionality and TransXChange / Real Time Information capability. This will support a range of initiatives in respect of payment methods, Real Time Information, ticketing and reliability	From the Commencement Date
IDA2	As funding permits maximise the use of innovation in conjunction with operators – e.g., RTI, at stop audio announcements etc	From the Commencement Date

Note: No BSIP funding will be used in supporting operators in securing enhanced ETMs.

Table 4-9: REQUIREMENTS OF AUTHORITY - PUBLIC TRANSPORT INFORMATION

ID	Responsibility	Delivery Date
PTI1	Develop an East Sussex network brand	From the Commencement
PTI2	Agree with Operators set standards for at-stop bus timetables and printed publicity.	From the Commencement Date.
PTI3	Conduct publicity campaigns (subject to funding) to encourage higher bus usage and to support strategic priorities	From the Commencement Date

Table 4-10: REQUIREMENTS OF AUTHORITY – MARKETING AND COMMUNICATIONS

ID	Responsibility	Delivery Date
MC1	Promoting a general return to bus.	From the Commencement
MC2	Promoting use of bus services by Confessionary Pass holders.	From the Commencement Date.
MC3	Promoting specific BSIP Schemes. Particular focus on schemes such as DDRT that are new to the public but also to intensively promote ticketing schemes.	From the Commencement Date

East Sussex County Council

SECTION 5: OBLIGATIONS ON LOCAL BUS OPERATORS

5 OBLIGATIONS ON LOCAL BUS OPERATORS

5. OBLIGATIONS

5.1. An Operator of a Local Service in scope of the Scheme may only use any of the Facilities in the Scheme Area if:

5.1.1. a written undertaking from the Operator in the template form attached as APPENDIX D is provided to the Traffic Commissioner and a copy provided to ESCC; and

5.1.2. the Local Service is provided to the Standards of Service in accordance with that undertaking except for any period during which an Operator is temporarily unable to do so owing to circumstance beyond his control, provided that a nominated contact at ESCC is notified in writing (or other agreed format) of the reason and anticipated duration of each individual inability to meet any of the Standards of Service in advance or, if not practicable, as soon as reasonably practicable after the circumstance become apparent to the Operator.

5.1.3. Any Operator of a Local Service who fails to comply with this paragraph 5 (save in circumstances provided for by paragraph 5.1.2) in relation to Service Standards highlighted [consider how these elements can be identified differently] may be subject to action by the Traffic Commissioner in accordance with section 26 (Conditions attached to a PSV Operator's Licence) and section 155 (sanctions) of the 2000 Act.

5.2. Where no Relevant Date is provided in this version of the EP Scheme for a Service Standard, Operators are expected to make any appropriate preparations for the implementation of the relevant Service Standard in anticipation of the requirement being activated.

5.3. Where a Service Standard described in this part 5 is not subject to the Traffic Commissioner undertaking Operators are none the less expected to apply appropriate resources to securing the outcome provided for in co-operation with ESCC.

5.4. All of the requirements can be amended using the EP Scheme Bespoke Variation arrangements for varying the EP scheme.

5.5. New requirements that relate to the principles and initiatives contained within the EP Plan are, where any relevant conditions set out in this document are met, subject to the Bespoke Variations arrangements for varying the EP scheme.

5.6. Bus Operators operating within the geographical area covered by this EP scheme will be invited to attend EP Forum meetings and have participation rights within the EP Board as prescribed by the EP Plan governance provisions.

Table 5-1: OBLIGATIONS ON LOCAL BUS OPERATORS - NETWORK DEVELOPMENT

Responsibility	Action	Relevant Date
Operators	To work with ESCC to identify and implement opportunities to improve local bus services in East Sussex, particularly to underserved communities and at times of day when service levels are poor.	From the Commencement Date
Operators	To work with ESCC to develop a unified bus network, making best endeavours to co-ordinate timetables and introduce simple ticketing to enable interchange between services.	From the Commencement Date
Operators	To work with ESCC, neighbouring local authorities, the rail industry and other service providers to seek opportunities to better develop and deliver coordinated services and facilities between bus, rail and other modes across the Scheme area where practically possible	From the Commencement Date
Operators	To agree to work with ESCC and neighbouring local authorities to work towards a set of common registration / timetable change dates per year (for the benefit of co-ordinated information etc), recognising the need for exemptions.	First implementation to be by [date to be confirmed]
Operators	To work openly and transparently with ESCC with respect to any planned service changes, ensuring that notification and discussion takes place ahead of the statutory registration window *[1]	Completion by March 2023
Operators	To work with ESCC to deliver 2022/23 BSIP service enhancements and subsequent service improvements as funding from the BSIP allows.	[To be confirmed]
Operators	East Sussex operators commit to reinvest any savings that are obtained from the bus priority measures introduced through the BSIP and EP process. This may be in the form of service improvements (including route extensions or frequency improvements), reduced fares or vehicle improvements.	From the Commencement Date

*[1] Service Standards are by their nature not enforceable obligations as they are, typically, requirements for the operator to work with ESCC to achieve particular objectives. Only certain of the requirements are matters that are entirely under the control of the operator and it is these that are enforceable Service Standards. Those that are asterisked are not enforceable obligations by the Traffic Commissioner.

Table 5-2: OBLIGATIONS ON LOCAL BUS OPERATORS - SERVICE MANAGEMENT AND CUSTOMER CARE

Responsibility	Action	Delivery Date
Operators	In conjunction with ESCC and Customer Charter groups, develop and implement a single East Sussex Customer Charter to cover all services within the EP and to ensure high operating and customer service standards through such measures as high-quality staff training.	Implementation by March 2023
Operators	Through high levels of operational management (e.g., vehicle contingency, network planning, scheduling, roadworks planning etc) work to deliver the highest possible levels of reliability and operational standards. These will be included in the Customer Charter and EP targets.	Implementation by March 2023
Operators	To put passenger safety at the forefront of thinking with respect to operational / service management.	Implementation by March 2023
Operators	To maintain effective HR policies and working conditions with a view to maintain staff retention rates at the highest level practicable	From the Commencement Date
Operators	To raise any safety concerns regarding stopping arrangements in the county, including marked bus stops and hail and ride stopping practices with ESCC.	Implementation by March 2023

Table 5-3: OBLIGATIONS ON LOCAL BUS OPERATORS - FARES AND TICKETING

Responsibility	Action	Delivery Date
Operators	To work with ESCC through the Partnership Forum and Partnership Board to deliver specific fares and ticketing schemes, including outside the larger conurbations, with a particular focus on initiatives which support rural areas, recovery from the pandemic and access to education, tourism, employment opportunities.	From the Commencement Date
Operators	To enter into and implement ticketing product and fare requirements of a multi-operator/local authority Participation Agreement*[1]	From the Commencement Date
Operators	To work with ESCC and neighbouring authorities to increase the coverage of PlusBus, subject to the necessary rail industry agreements.	From the Commencement Date
Operators	To operate the East Sussex Multi-Operator period ticket product as required by a Participation Agreement entered into by ESCC and each Operator as illustrated in APPENDIX G.	From the Commencement Date
Operators	To operate fare reduction initiatives made possible through fare incentive support provided by ESCC. The incentives that are to operate are as illustrated in APPENDIX G to this EP Scheme and confirmed in the Participation Agreement	From the Commencement Date
Operators	To improve the capability of ETMs whenever possible to support 'Tap on Tap Off', contactless payment and innovative new products	From the Commencement Date
Operators	To ensure that return tickets are accepted by all operators on common sections of route in accordance with the terms and conditions of the Participation Agreement	From the Commencement Date
Operators	To work with ESCC to improve ticket acceptance of period passes.	From the Commencement Date

*[1] Service Standards are by their nature not enforceable obligations as they are, typically, requirements for the operator to work with ESCC to achieve particular objectives. Only certain of the requirements are matters that are entirely under the control of the operator and it is these that are enforceable Service Standards. Those that are asterisked are not enforceable obligations by the Traffic Commissioner.

Table 5-4: OBLIGATIONS ON LOCAL BUS OPERATORS - INFRASTRUCTURE AND PRIORITY

Responsibility	Action	Delivery Date
Operators	Provide feedback to ESCC on bus stop condition to allow for quick and efficient action to be taken	From the Commencement Date
Operators	To ensure that buses are using infrastructure appropriately (e.g. position of bus at raised kerb) to support accessible boarding	From the Commencement Date
Operators	If through agreement with ESCC operators are delivering bus stop infrastructure directly (e.g., flags, cases), operators will work to conditions and standards agreed by ESCC.	From the Commencement Date
Operators	When laying over between journeys, ensure buses are parked up at appropriate positions which are communicated with ESCC *[1]	From the Commencement Date
Operators	Work with ESCC to refine the list of corridors where congestion has a high impact on bus reliability and through use of data consider reciprocal network benefits which could be offered up if improvements were delivered.	From the Commencement Date

*[1] Service Standards are by their nature not enforceable obligations as they are, typically, requirements for the operator to work with ESCC to achieve particular objectives. Only certain of the requirements are matters that are entirely under the control of the operator and it is these that are enforceable Service Standards. Those that are asterisked are not enforceable obligations by the Traffic Commissioner.

Table 5-5: OBLIGATIONS ON LOCAL BUS OPERATORS - HIGHWAY AND NETWORK MANAGEMENT

Responsibility	Action	Delivery Date
Operators	Where highway network changes are made that result in resource savings as a result of faster journey times operators will reinvest the benefits in more frequent services, new or newer buses, or other improvements of mutually agreed value in conjunction with local network reviews	From the Commencement Date
Operators	Engage fully with ESCC when consulted on new road schemes and their operational impacts	From the Commencement Date
Operators	Send appropriate representation to PIPs, Roadworks Taskforce meetings etc and work constructively with ESCC, including providing supporting data, to identify areas of concern and to deliver solutions within budget constraints.	From the Commencement Date
Operators	Work with ESCC to adopt a new approach to street works affecting bus routes, supported by technology, so as to streamline planning, execution and closure of works.	From March 2023
Operators	Report on soft landscaping issues affecting buses in a timely manner.	From the Commencement Date
Operators	Through use of roadworks planning, ensure roadworks diversions / stop suspensions are appropriately planned and communicated to passengers.	From the Commencement Date

Table 5-6: OBLIGATIONS ON LOCAL BUS OPERATORS - ALTERNATIVE DELIVERY MODELS

Responsibility	Action	Delivery Date
Operators	To work with ESCC to ensure that park & ride, coach services, community transport services and DRT schemes are integrated with the conventional bus network, including in marketing and ticketing schemes.	From the Commencement Date

Table 5-7: OBLIGATIONS ON LOCAL BUS OPERATORS - ENVIRONMENT AND AIR QUALITY

Responsibility	Action	Delivery Date
Operators	Seek to continuously improve bus emission standards through new investment in fleets, as funding permits.	From the Commencement Date
Operators	Work with ESCC and Borough / District Councils as appropriate to form bids to any future funding sources to support zero emission and ultra-low emission buses, including potential conversion of existing buses	From the Commencement Date
Operators	To commit to minimise idling when at bus stops and stands or in queuing traffic.	From the Commencement Date
Operators	To work with ESCC on advertising campaigns to promote the role of the bus in meeting environmental challenges as funding permits.	From the Commencement Date
Operators	When considering the introduction into the EP Scheme Area of ultra-low emission and Zero emission vehicles consult with ESSC in relation to deployment with a view to prioritising areas with poor air quality.	

Table 5-8: OBLIGATIONS ON LOCAL BUS OPERATORS - INNOVATION AND DIGITAL ACCESSIBILITY

Responsibility	Action	Delivery Date
Operators	Maximise the use of innovation in conjunction with ESCC as funding permits or legislation requires – e.g. audio / visual on bus announcements, passenger occupancy tools etc.	From the Commencement Date
Operators	To improve the capability of ETMs whenever possible to provide contactless bus ticketing and innovative new products.	From the Commencement Date
Operators	To ensure that live information feeds to BODS and other real time systems cover all local bus services *1	From the Commencement Date

*1 Service Standards are by their nature not enforceable obligations as they are, typically, requirements for the operator to work with ESCC to achieve particular objectives. Only certain of the requirements are matters that are entirely under the control of the operator and it is these that are enforceable Service Standards. Those that are asterisked are not enforceable obligations by the Traffic Commissioner.

Table 5-9: OBLIGATIONS ON LOCAL BUS OPERATORS - PUBLIC TRANSPORT INFORMATION

Responsibility	Action	Delivery Date
Operators	Ensure that appropriate and up to date data feeds are being fed into BODS to meet legislation and support a one stop shop website *[1]	From the Commencement Date
Operators	To work with ESCC and its RTPI data partners to supply high quality and accurate real time data including SIRI-SX (situational exchange) format (to cover service cancellations), so bus users have improved information for bus journey delays and cancellations.	From the Commencement Date
Operators	To conduct publicity campaigns (subject to funding) in partnership with ESCC to encourage higher use of the bus and to support key strategic priorities. This will incorporate any agreed branding.	From the Commencement Date
Operators	To provide and support a website which includes clear, accurate and up to date information, including but not limited to, timetables, contact details and provide a link and promotion to any future ESCC "one stop shop" site	From the Commencement Date
Operators	To agree any numbering for services with ESCC to avoid passenger confusion or duplication.	From the Commencement Date

*[1] Service Standards are by their nature not enforceable obligations as they are, typically, requirements for the operator to work with ESCC to achieve particular objectives. Only certain of the requirements are matters that are entirely under the control of the operator and it is these that are enforceable Service Standards. Those that are asterisked are not enforceable obligations by the Traffic Commissioner.

Table 5-10: OBLIGATIONS ON LOCAL BUS OPERATORS – LOCAL SERVICES IN SCOPE OF THE EP SCHEME

Responsibility	Action	Delivery Date
Operators	To work with ESCC through the EP Board in relation to the service frequencies and timetable amendments as illustrated in Appendix Table 3 to APPENDIX F	From the Commencement Date
Operators	To implement in conjunction with ESCC co-ordination of relevant route timetables with DDRT services supported by ESCC	From dates to be agreed in conjunction with discussions held in the EP Board
Operate	To promote and observe (ensuring that the Operators personnel have appropriate training to assist them in observing the Customer Charter in APPENDIX H	[To be discussed at the EP Board]

East Sussex
County Council

SECTION 6:

BESPOKE ARRANGEMENTS FOR VARYING AND REVOKING THE ENHANCED PARTNERSHIP SCHEME

6 BESPOKE ARRANGEMENTS FOR VARYING AND REVOKING THE ENHANCED PARTNERSHIP SCHEME

6.1. Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations relating to commitments in sections 3, 4, and 5 and associated annexes where the requirement is yet to be implemented, will be subject to the bespoke voting mechanism set out in this section.

6.2. If changes to or new flexibility provisions required within this EP Scheme do not fall to be taken forward as a case provided for by s.138E of the Transport Act 2000 they must be taken forward as a variation made by ESCC under the procedures provided for at s.138L of that Act.

PROPOSER OF A VARIATION

6.3. Consideration will be given to potential EP Scheme variations, highlighted by one of the organisations represented on the EPB, or proposed by the EP Forum through the EP Planning Group or by the EP Planning Group itself. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan or current local transport policies. Such requests should be in writing and submitted to mailto:passenger.transport@eastsussex.gov.uk.

ESCC will follow procedures provided for under the EP Plan and shall forward all requests onto all EPB members for information and arrange for an agenda item at the next available EPB meeting.

DECISION-MAKING PROCESS AND BESPOKE VARIATION MECHANISM

6.4. Any material change affecting any EP scheme considered appropriate in the opinion of ESCC to be taken forward as a bespoke variation will be subject to a vote by the Operator members at the EPB. If the proposed variation is agreed applying the procedure set out at paragraph 13.7 of the EP Plan, and if ESCC are also in full agreement and provided where relevant the procedures required by paragraph 6.5 below have been completed the outcome leading to no change of opinion on the part of ESCC, the EP Scheme variation will be made in accordance with ESCC bespoke variation procedure as soon as practicable, and the revised EP scheme will be published on the ESCC website. If the agreed variation is not related to one of the elements of the EP scheme where the Bespoke Variation method is applicable (as detailed in section 6.2) the variation may be taken forward at the discretion of ESCC under s.138L of the Transport Act 2000. All operator reps need to have voted either in person at the meeting or remotely in advance of the meeting.

6.5. When changes are likely to adversely affect a significant proportion of bus users in any category or age-group (those with disabilities, parents with young children, children under 16, 16-19 year olds, 20-25 year olds, adults, seniors), or statutory consultees, an engagement or consultation will be held for a minimum of 31 days. This may start at the same time as and overlap the Objection period for Operators. Following this exercise ESCC having given due consideration to the outcome of the

consultation may either withdraw any approval it has given to the variation or refer the variation back to the EPB for further consideration and modification having regard to the consultation outcome.

REVOCATION OF THE EP SCHEME

6.6. If a member of the EPB believes it is necessary to revoke the EP Scheme, the EPB will be reconvened. If the decision is taken to revoke the EP Scheme, it will follow the full formal statutory process and not the bespoke arrangements.

DATA AND INFORMATION GOVERNANCE

6.7. Any data required for the operation of the EP Scheme will be confidential between the parties, Data shall only be shared to the extent permitted by competition law and subject to any UK GDPR.

6.8. Information provided to ESCC under Section 143 of the Transport Act 2000 and associated secondary legislation will remain confidential, unless otherwise agreed or required by law.

.

East Sussex
County Council

APPENDIX A: FACILITIES

Explanatory note – the table below identifies funded interventions and will be updated through variations implemented as it becomes possible for ESCC to make the intervention a statutory duty of the authority to implement.

The Relevant Date for implementation to be inserted – it being understood that the relevant intervention must be implemented without delay or if essential with a delay limited to no more than 12 months.

Appendix Table 1: FACILITIES

This table to this APPENDIX A **presents a high level programme of milestones that ESCC shall endeavour to follow in developing and commissioning Facilities funded in connection with this EP Scheme.**

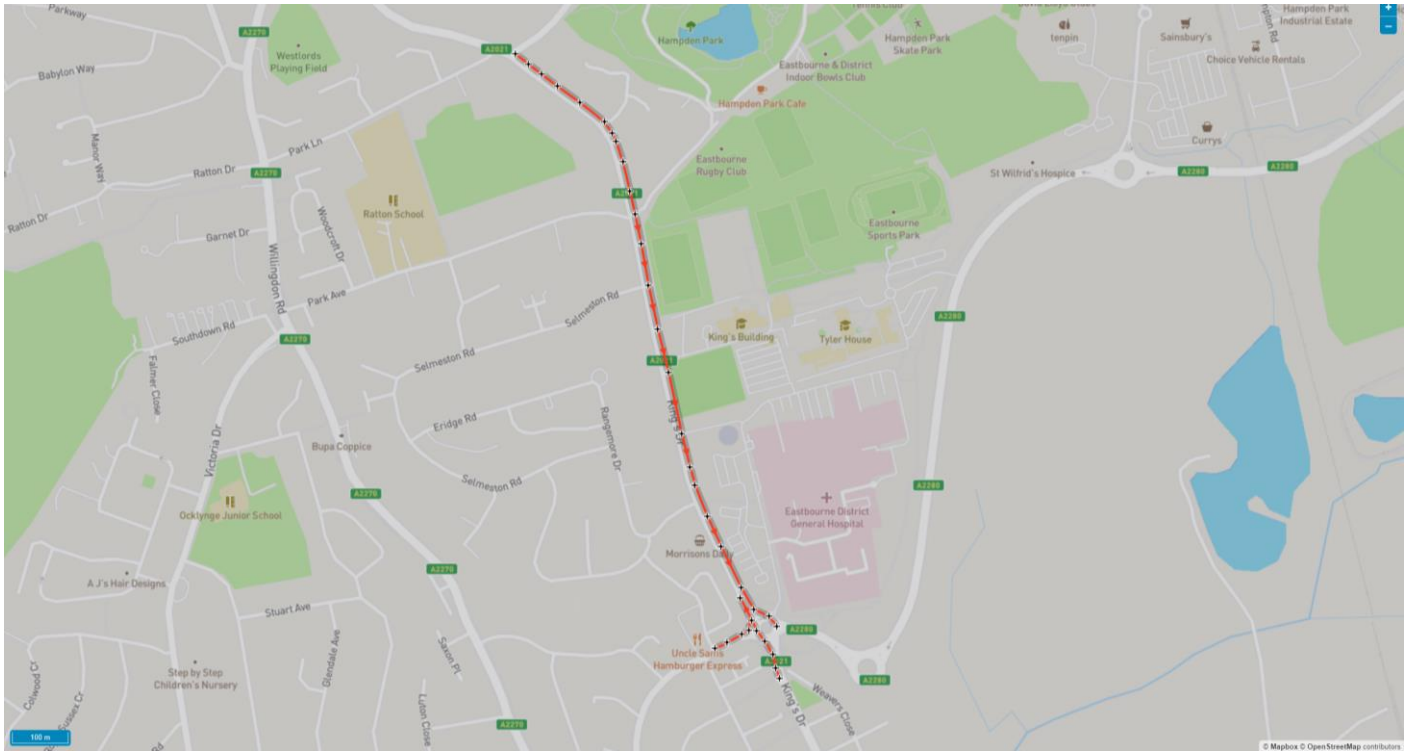
Facility Description	Location Map Ref where relevant	Relevant Date	Where a Traffic Regulation Order supports the Facility details inserted here	Notes
Improvements to Uckfield bus station	Not required	May 30th 2023	N/A	Existing bus station facility to be provided with enhanced waiting facilities for bus users
A259 bus lanes between Peacehaven and Saltdean		Existing		Existing bus lanes to be retained
Eastbourne town centre Terminus Road and Gildredge Road bus lanes		Existing		Existing bus lanes to be retained
A259 bus lanes between Bexhill and Hastings		Existing		Existing bus lanes to be retained
Hastings town centre Havelock Road		Existing		Existing bus lanes to be retained
East Sussex Real Time Passenger Information System		Existing		ESCC is committed to maintaining and upgrading a RTPI system, plus provision in excess of 175 road-side signs
To expand the number of locations with RTI availability, by way of QR codes and/or displays.	Throughout the EP Scheme Area	Various	N/A	Each individual Facility improvement shall be implemented without any requirement for a variation to this EP Scheme
To introduce new bus stops and upgrade existing bus stops (including poles, flags, timetable cases, raised/ dropped kerbing, clearways) to support the network and passenger / operator requests as funding permits	Throughout the EP Scheme Area	Various	N/A	This will be commitment by ESCC on an ongoing basis. Completion of individual bus stop improvement projects shall not require a variation to this EP Scheme
When conducting civils work at bus stops to take the opportunity to bring them up to latest standards with respect to accessibility where practically possible. .	Throughout the EP Scheme Area	Various	N/A	This will be commitment by ESCC on an ongoing basis. Completion of individual bus stop improvement projects shall not

Facility Description	Location Map Ref where relevant	Relevant Date	Where a Traffic Regulation Order supports the Facility details inserted here	Notes
				require a variation to this EP Scheme
As funding permits seek to deliver highway interventions to aid bus punctuality coming out of PIPs, local transport focus groups or other sources	Throughout the EP Scheme Area	Various	As required	Where involving works to the highway and one or more traffic regulation orders to be implemented through variations to the EP Scheme. Otherwise improvement projects are unlikely to require a variation to this EP Scheme
Hailsham - Polegate - Eastbourne Movement Access Corridor Completion of phase 2 of bus priority scheme	Map ref Appendix Figure 1			Relevant Date for implementation to be established
A259 Eastbourne Seaside Roundabout Provision of bus lanes entering and through the roundabout on the NE (A259), SW (A259) and on Lottbridge Drove (A2290 south) arm of the roundabout	Map ref Appendix Figure 2			Relevant Date for implementation to be established
Eastbourne Bus Rapid Transit 'BRT West - Upperton Road south of the A259/A2270 junction East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout Willingdon Drove, Shinewater - bus lane (westbound) on Lottbridge Drove Lottbridge Drove, Hampden Park - bus lane on Lottbridge Drive and on Lottbridge Drove	Locations within the Eastbourne Rapid Transit area identified on Appendix Figure 3to **Appendix Figure 6**			Relevant Date for implementation to be established

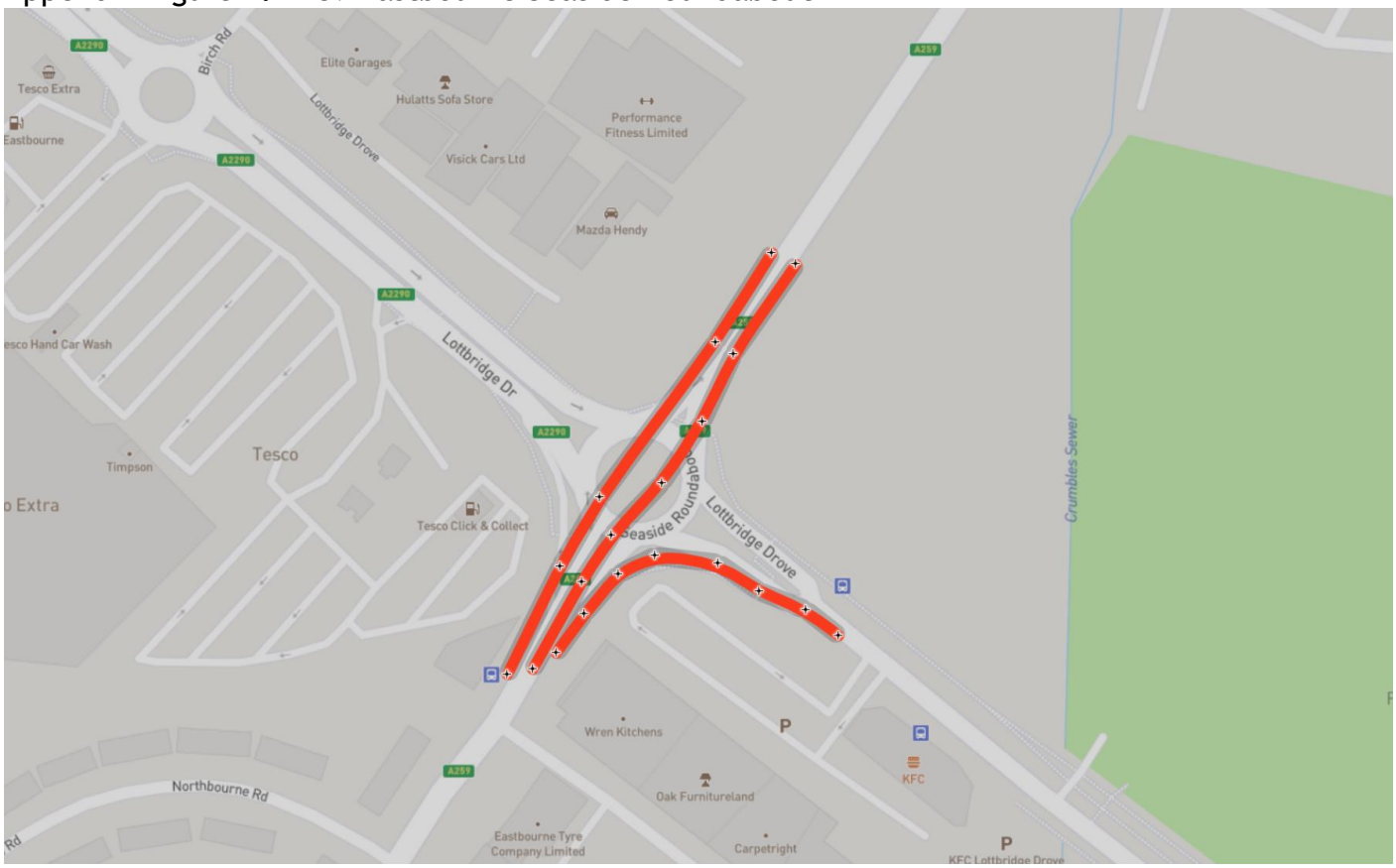
Facility Description	Location Map Ref where relevant	Relevant Date	Where a Traffic Regulation Order supports the Facility details inserted here	Notes
Eastbourne – Sovereign Harbour Bus Gate: North Harbour and South Harbour of Sovereign Harbour	Identified on the map ref **Appendix Figure 7**			Relevant Date for implementation to be established
Newhaven to Seaford Improvements on A259 Seaford (Station Approach)	Identified on the map ref **Appendix Figure 8**			Relevant Date for implementation to be established
A259 Newhaven Town Area Newhaven Town Centre Ring Road – virtual bus priority at traffic signals and signal controlled pedestrian crossings Bus Lane/infrastructure on A259 east of Denton roundabout (eastbound and westbound) between The Drove and Denton roundabouts and Drove Road between Drove roundabout and Newhaven Town rail station/bus interchange Reconfiguration of the bus stop provision at Denton Corner	Locations within the Newhaven Town area identified on the map **Appendix Figure 9**			Relevant Date for implementation to be established
Peacehaven to Saltdean	Locations within South Coast Road as marked on the map ref **Appendix Figure 10**			Relevant Date for implementation to be established
Traffic Light Priority Measures – 33 identified sites	Identified on the map ref **Appendix Figure 11**			Relevant Dates for implementation to be established. Each TLP will be introduced by way of variation to the EP Scheme

Facility Description	Location Map Ref where relevant	Relevant Date	Where a Traffic Regulation Order supports the Facility details inserted here	Notes
Development and Operation of Mobility Hubs	Identified on the map ref **Appendix Figure 12**		N/A	Relevant Dates for implementation to be established. Each Mobility Hub will be introduced into the EP Scheme by way of variation

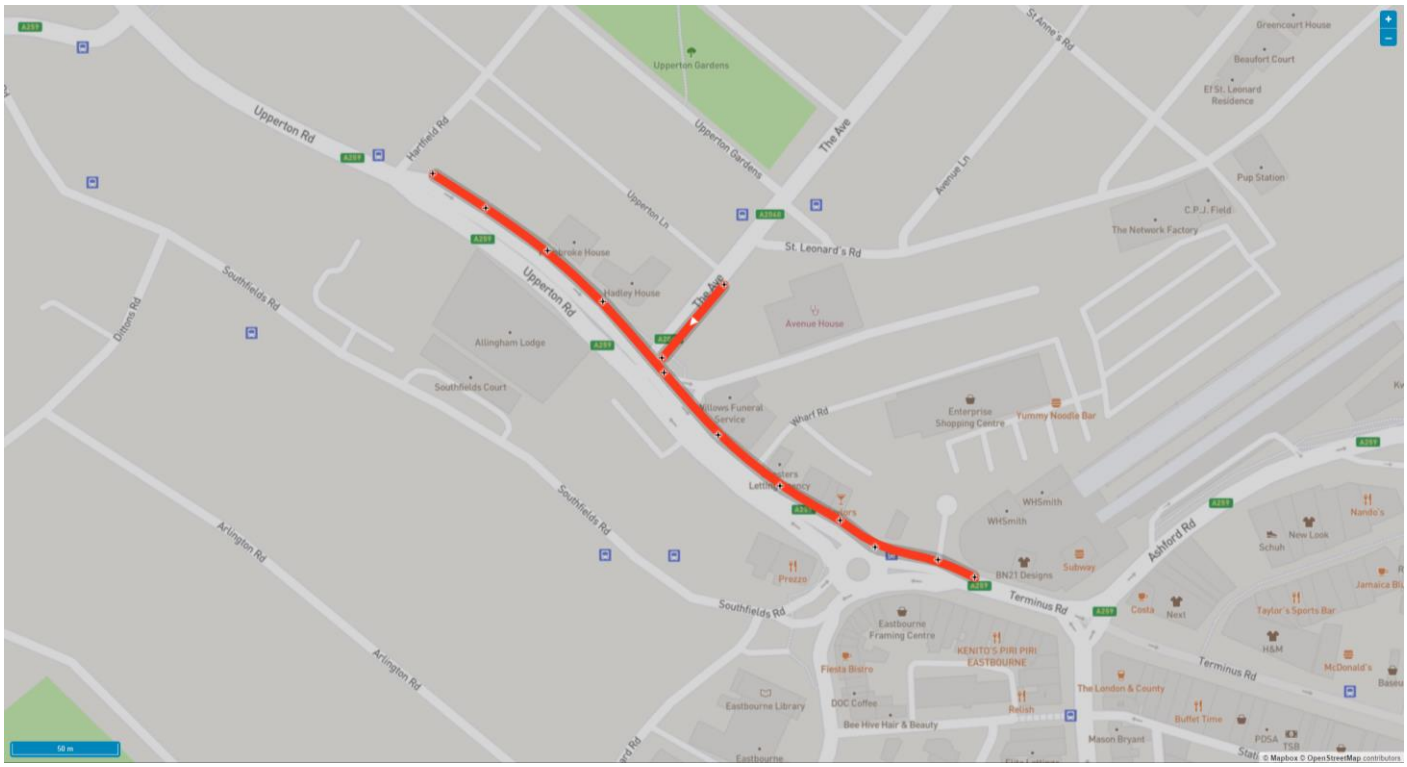
Appendix Figure 1: Hailsham - Polegate - Eastbourne Movement Access Corridor



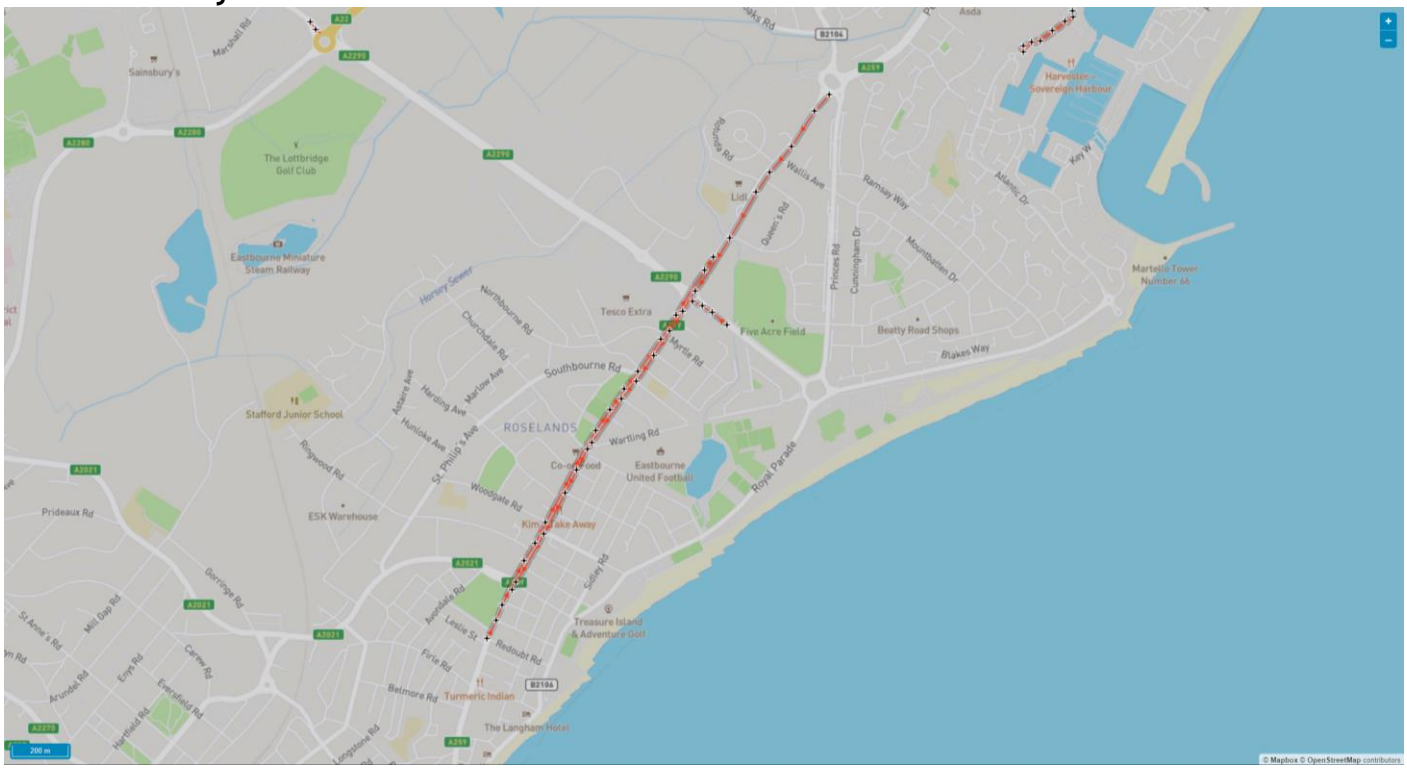
Appendix Figure 2: A259 Eastbourne Seaside Roundabout



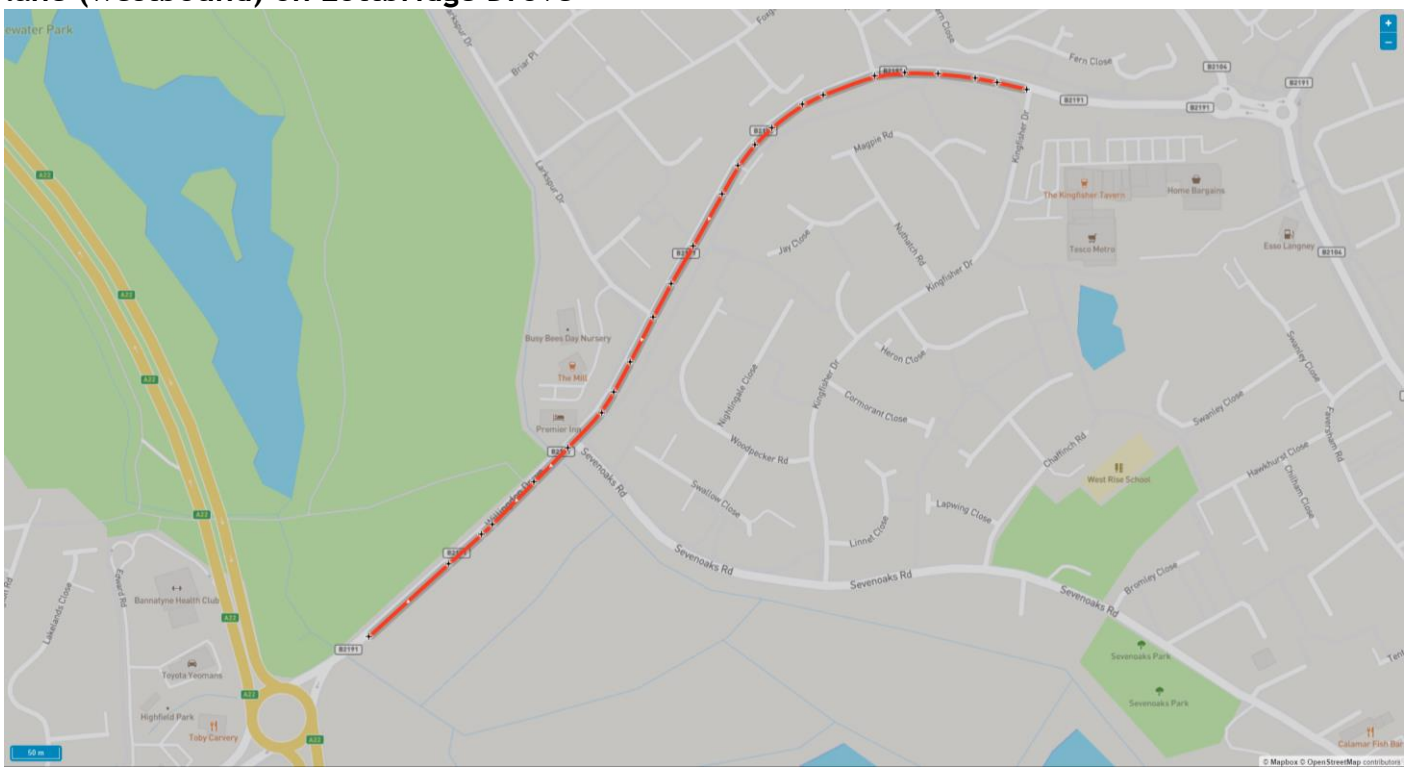
Appendix Figure 3: Eastbourne Bus Rapid Transit 'BRT - West - Upperton Road south of the A259/A2270 junction



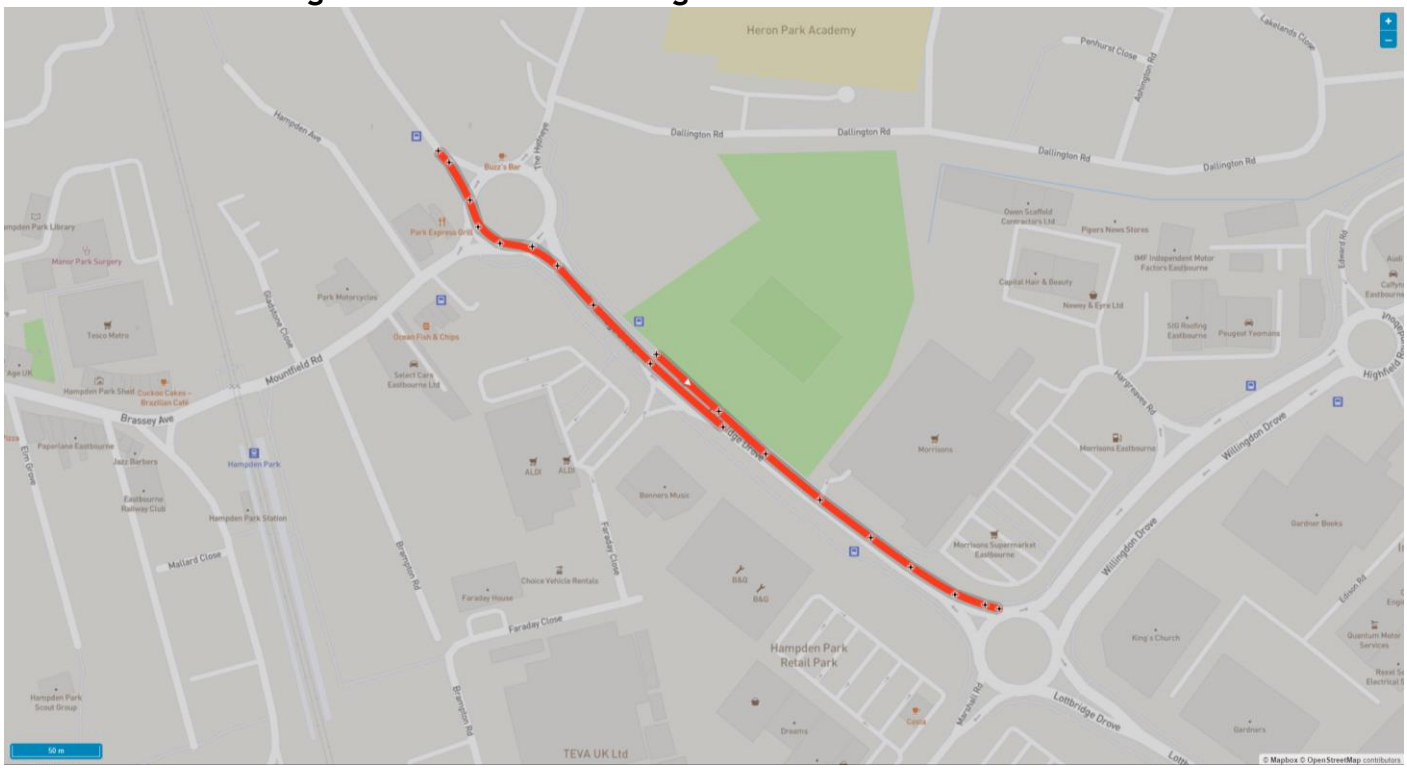
Appendix Figure 4: Eastbourne Bus Rapid Transit 'BRT - East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout



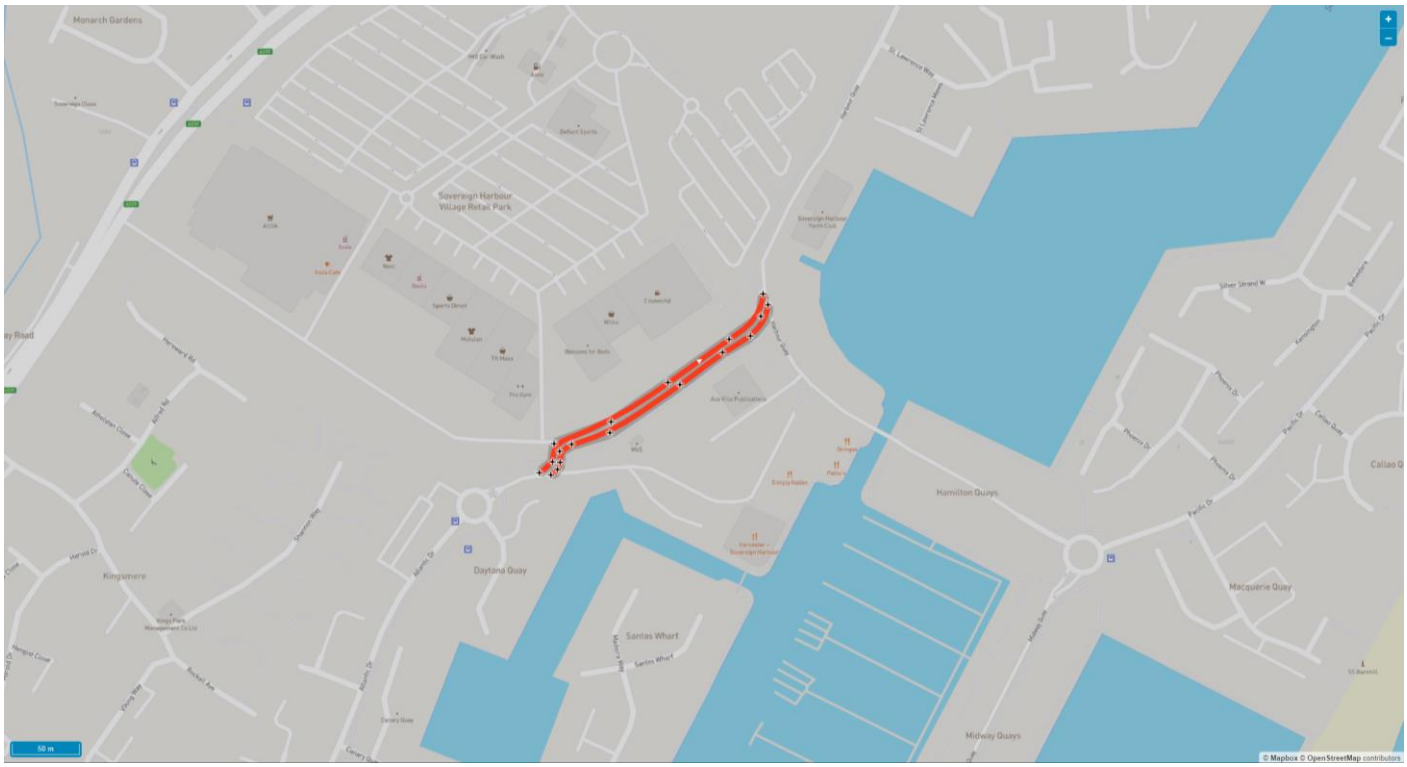
Appendix Figure 5: Eastbourne Bus Rapid Transit 'BRT - Willingdon Drove, Shinewater - bus lane (westbound) on Lottbridge Drove



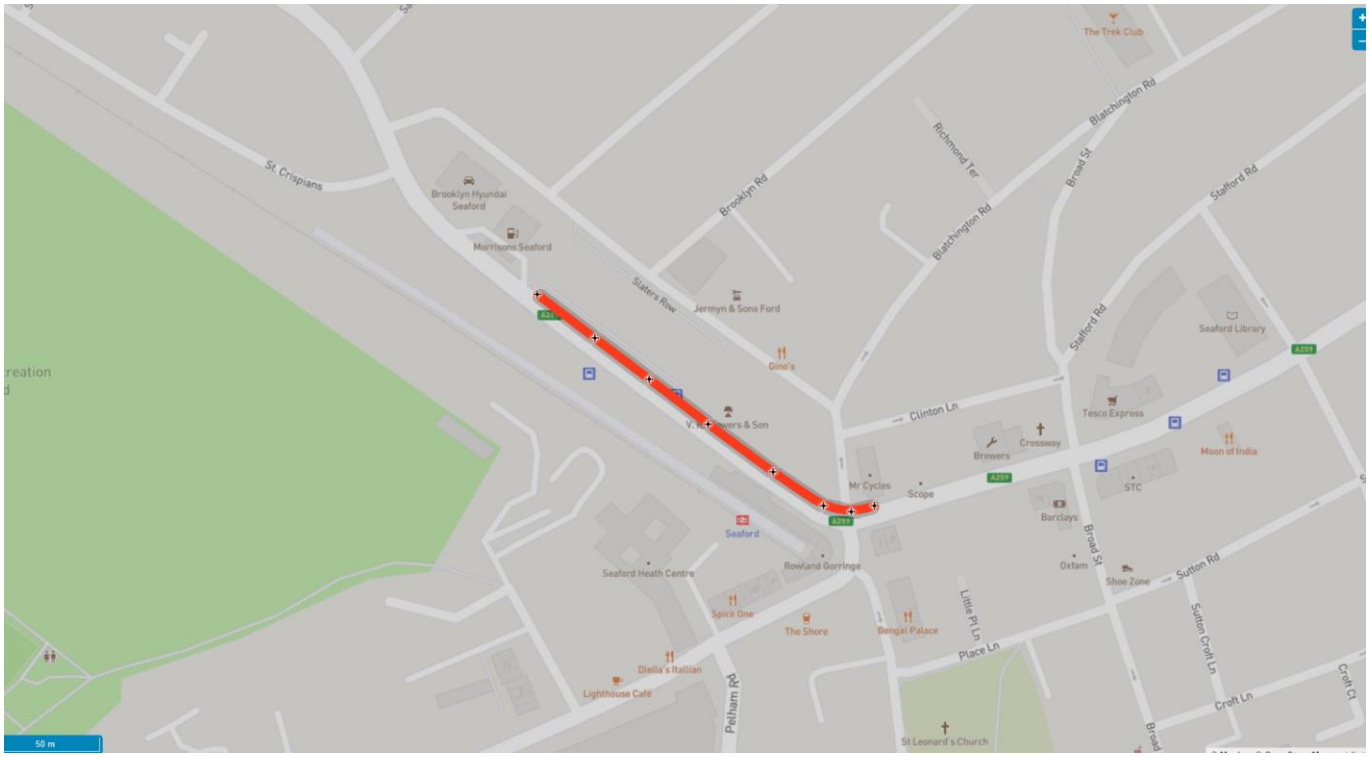
Appendix Figure 6: Eastbourne Bus Rapid Transit 'BRT - Lottbridge Drove, Hampden Park - bus lane on Lottbridge Drive and on Lottbridge Drove



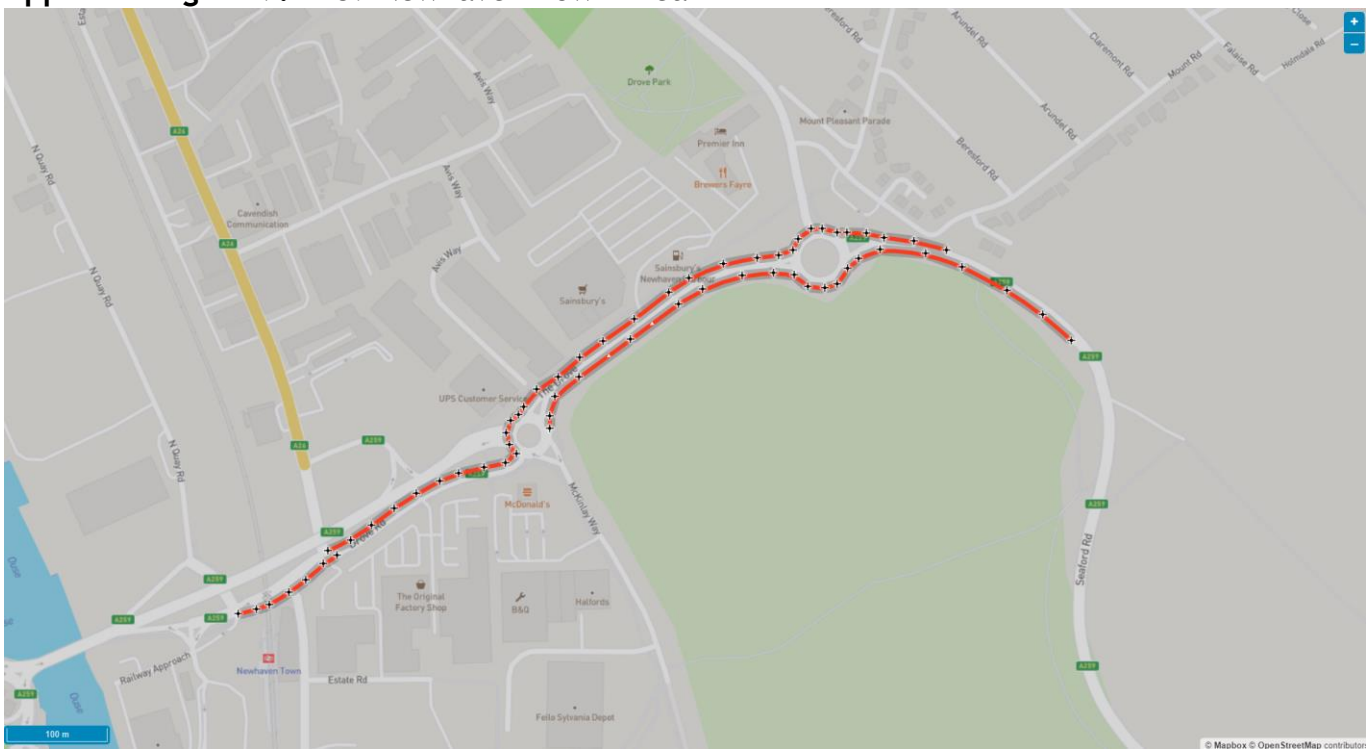
Appendix Figure 7: Eastbourne Bus Rapid Transit 'BRT - Eastbourne – Sovereign Harbour - Bus Gate: North Harbour and South Harbour of Sovereign Harbour



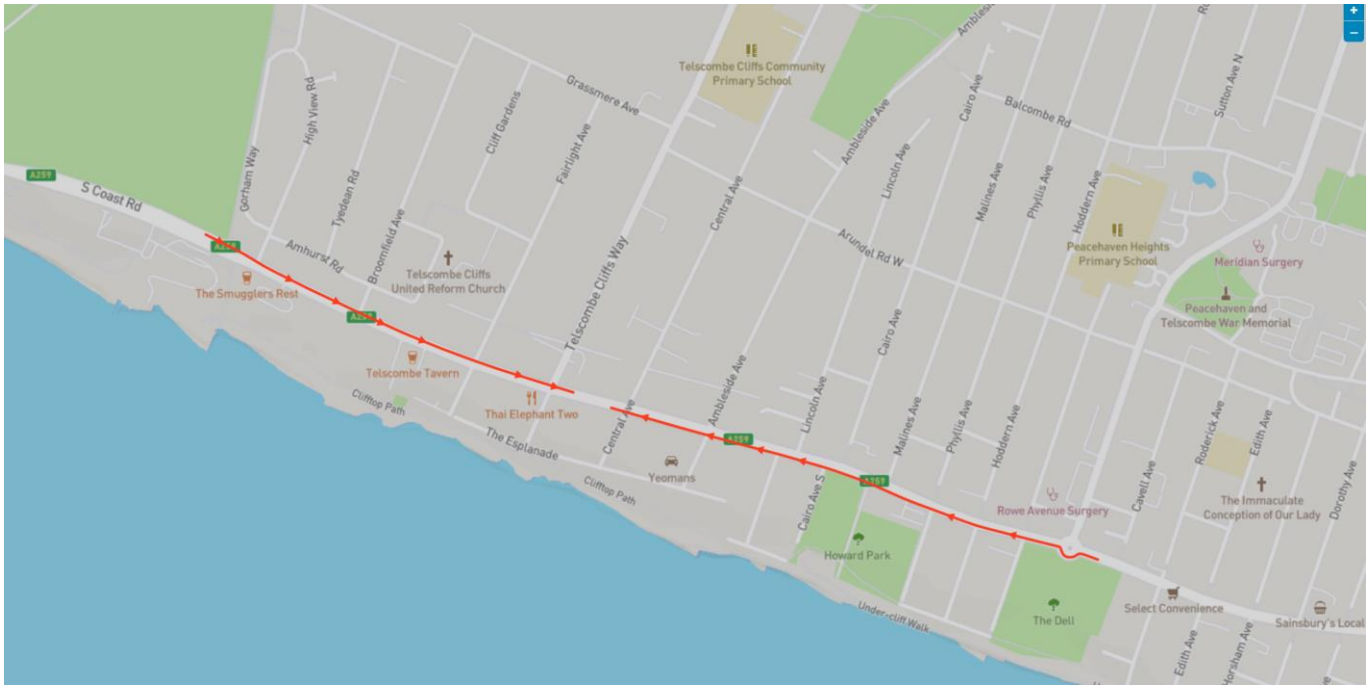
Appendix Figure 8: Newhaven to Seaford - Improvements on A259 Seaford (Station Approach)



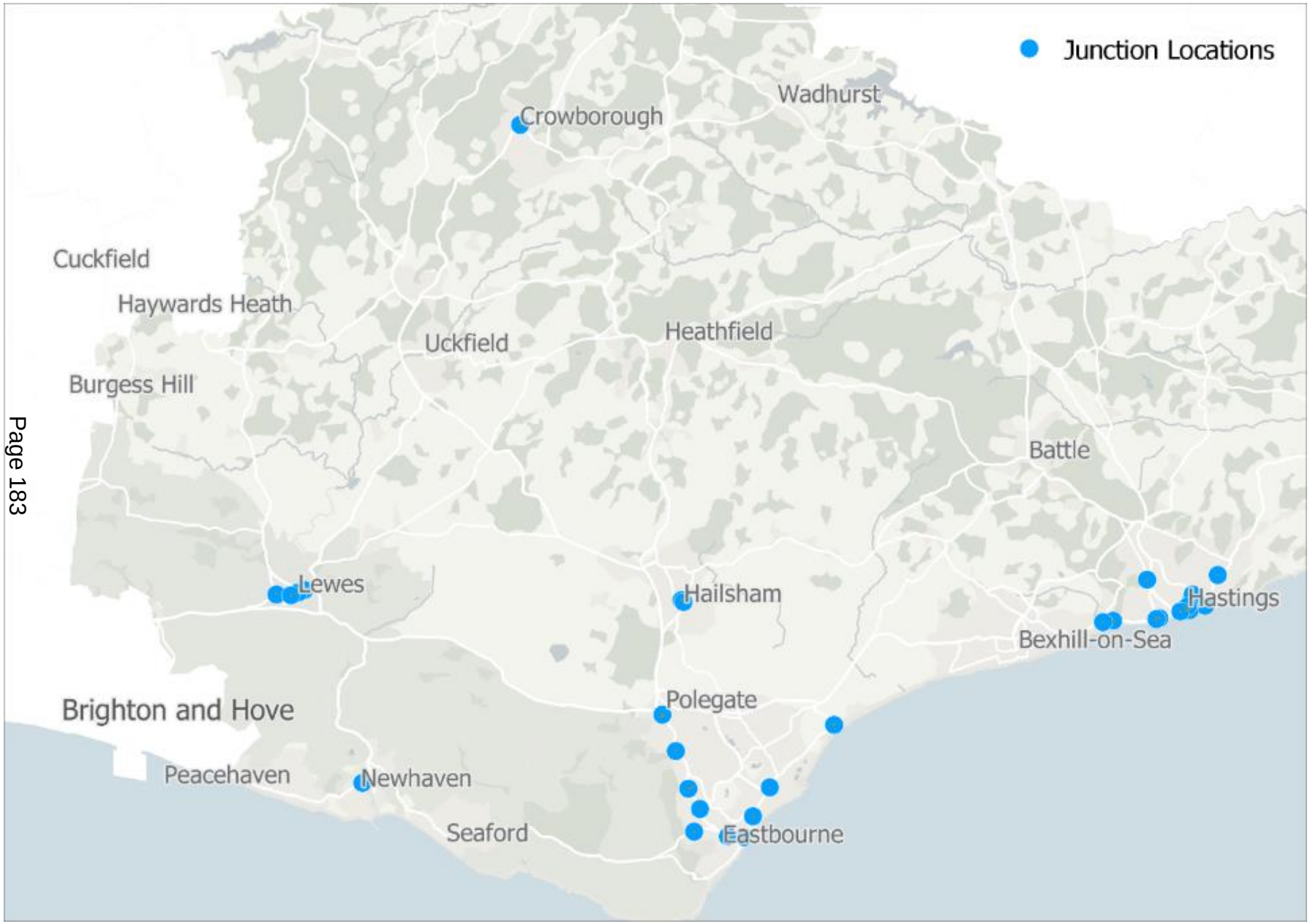
Appendix Figure 9: A259 Newhaven Town Area



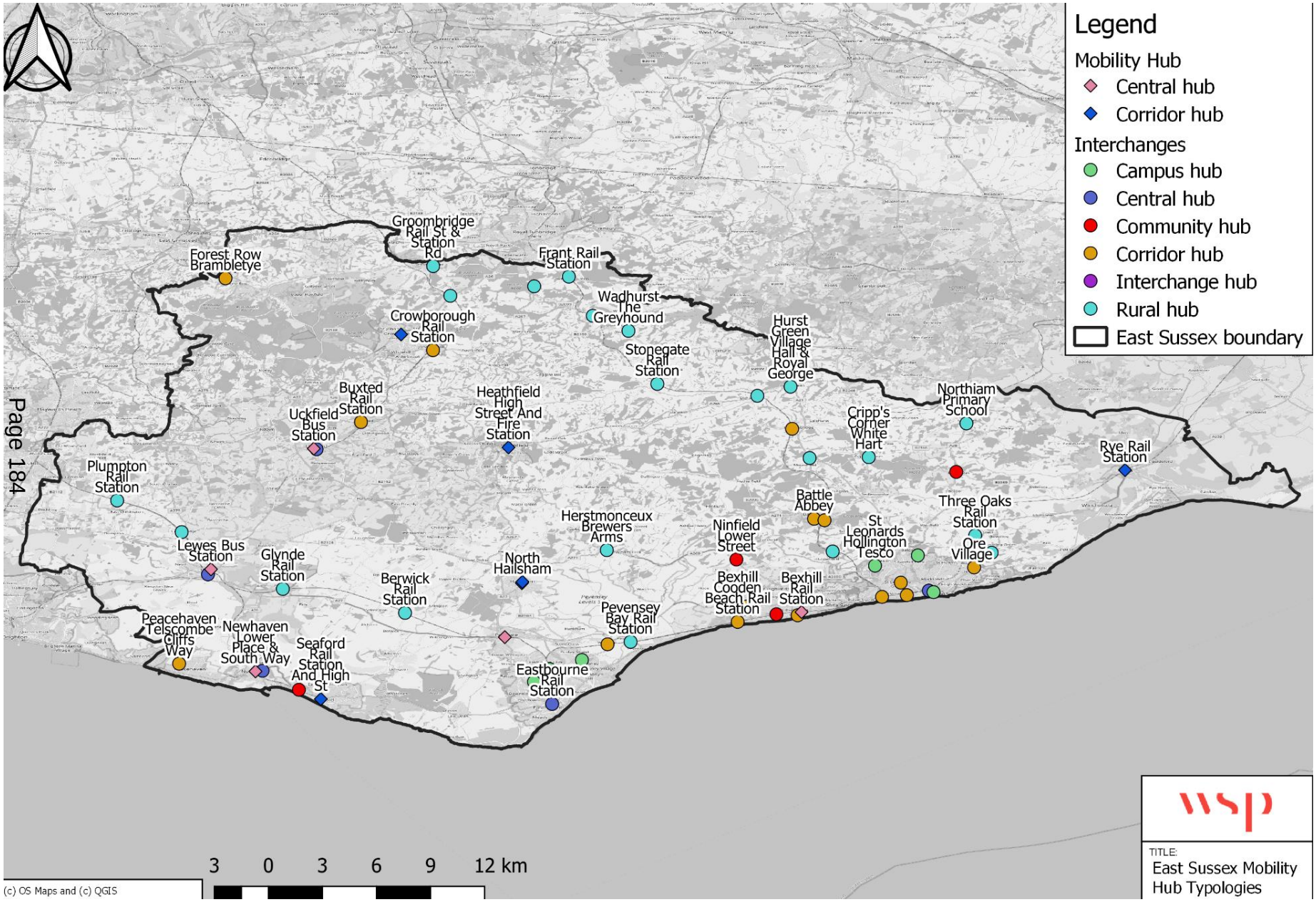
Appendix Figure 10: Peacehaven to Saltdean



Appendix Figure 11: Traffic Light Priority Measures – 33 identified sites



Appendix Figure 12: Mobility Hubs



East Sussex
County Council

APPENDIX B: TRAFFIC REGULATION ORDERS

[To be developed]

East Sussex
County Council

APPENDIX C: GLOSSARY AND DEFINITIONS

GLOSSARY AND DEFINITIONS

The following terms have been used in the Enhanced Partnership Plan and Scheme documents in East Sussex:

ABODS/BODS – The Government's Analyse Bus Open Data service brings together data from bus operator systems, including ticket machines, to collate and summarise bus reliability by individual services.

AQMA – Air Quality Management Areas are defined areas where action is being taken to reduce air pollution.

ANPR – Automatic number plate recognition cameras that may be used for bus lane enforcement.

Bespoke Variation – A means to vary the requirements of the Enhanced Partnership Scheme under procedures provided for in the EP Scheme without invoking the full requirements of Section 138L of the Transport Act 2000.

BRT – Bus Rapid Transit systems offer high quality and frequent bus services on routes with a high level of bus priority measures which often include segregated bus lanes.

BSIP – Bus Service Improvement Plan. East Sussex's BSIP was submitted to the DfT and published at the end of October 2021. It containing proposals to improve bus services, and is available to download at: East Sussex Bus Service Improvement Plan

Bus Operators or Operators – operators of local bus services within East Sussex

Customer Charter – the document titled East Sussex Enhanced Partnership Customer Charter. A copy of which is appended as APPENDIX H to this EP Scheme as the same may be revised from time to time by agreement between ESCC and the EP Board. A document setting out bus users' rights to defined standards of service including a mechanism for redress. The Customer Charter will be a single Countywide document.

DRT or **DDRT** – Demand responsive transport schemes (also known as Digital Demand Responsive Transport) are flexible bus services using pre-booking via an app or telephone booking line.

English National Concessionary Travel Scheme - a national scheme run by the Department for Transport in conjunction with local authorities across England.

Enhanced Partnership and EP – A formal enhanced partnership between ESCC and Bus Operators created under the Bus Services Act 2017, designed to improve bus services by setting out firm commitments which through one or more EP Schemes becoming commitments made on the part of binding both ESCC and operators that are subject to the relevant EP Scheme.

EP Board or EPB – The committee of operators and ESCC responsible for managing the Enhanced Partnership, including decision making.

EP Forum – The group formed of stakeholders, including borough and district councils, and all Bus Operators running in this EP Scheme Area to oversee the delivery of existing commitments and to promote potential variations to the EP Scheme to the EP Board.

EP Plan – The document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

EP Planning Group – This group is to discuss in detail delivery of future EP measures required to complete the EP Plan and recommend proposals to the EP Forum and the EP Board.

EP Scheme – a document made in conjunction with the EP Plan under the Transport Act 2000 (as amended).

EP Scheme Area – The area to which this EP Scheme document applies.

ESCC or the Council – East Sussex County Council

Facility - an initiative taken by ESCC under this Scheme that satisfies the requirements of s138D(1)

LTA – Local Transport Authorities

Measure – an initiative taken by ESCC under this Scheme that satisfies the requirements of s138D(2)

Multi-Operator Ticketing – common fares and ticketing products applied and accepted by multiple operators.

NBS – The National Bus Strategy for England as set out in the Government document "Bus Back Better" and associated Government funding announcements to support the NBS.

Participation Agreement: an agreement which each Operator is to be party to with ESCC and which at the date of the making of this Scheme has been conditionally entered into (subject to the Making of the EP Plan and this EP Scheme].

PIPs – Punctuality Improvement Partnerships are forums where Bus Operators and local authorities discuss locations where bus services are regularly delayed and seek to find solutions to reduce these delays.

Real Time Information – Technology used to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Relevant Date – for any Facility or Service Standard the date upon which under the terms of this Scheme the obligation to provide the Facility or to meet the Service Standard is to commence and which is set out in the EP Scheme in its then current version. Where no Relevant Date is prescribed the Facility or Service Standard is not yet in effect.

Service Standard – a requirement placed on an Operator as described in Section 5 of this Scheme

SIRI-SX - Situation Exchange service: Allows the exchange of the structured messages relating to public transport services and networks. Specifically applicable to cancelled / non running services.

TransXChange – A common standard that ensures that timetable information can be exported by Bus Operators into service information portals.

UK GDPR: the retained EU law version of the General Data Protection Regulation ((EU) 2016/679).

East Sussex
County Council

APPENDIX D: FORM OF UNDERTAKING

FORM OF UNDERTAKING

TO: Traffic Commissioner for London and the south-east of England Traffic Area

[TC Address for correspondence]

FROM: [Name and address of Operator]

[Name of Operator] hereby undertakes to provide Local Services to the

standards specified in the Scheme when using the Facilities

All terms used in this undertaking have the same meaning as those set out in

the First East Sussex County Council Enhanced Partnership Scheme

made on [insert date]

SIGNED

[insert name of Director of Operator Company]

[Title]

[Operator Company name]

DATE:

East Sussex
County Council

APPENDIX E: BUS PRIORITY INFRASTRUCTURE HIGH LEVEL PROGRAMME

Appendix Table 2: Bus Priority Infrastructure High Level Programme

Title of scheme	Detail	Feasibility	Preliminary Design (including drainage, topo, GPR)	Consultation	Detailed Design	TROs	Construction	Completion
PACKAGE 1 - SOUTH WEALDEN TO EASTBOURNE BUS PRIORITY								
Hailsham - Polegate - Eastbourne Movement Access Corridor: Kings Drive, Eastbourne	Phase 2 of bus priority scheme	-	2022/23 - Preliminary Design Review & update	2023/24	2023/24	2023/24 - 2024/25	April 2024	2025
PACKAGE 2 - EASTBOURNE TOWN BUS PRIORITY								
A259 Eastbourne Seaside Roundabout	Low cost option - Provision of bus lanes entering the roundabout on the NE (A259), SW (A259) and on Lottbridge Drove arm of the roundabout.	2022/23	2022/23	2023/24	2023/24	2023/24 - 2024/25	September 2024	2025
Eastbourne Bus Rapid Transit 'BRT'	West - A259/A2270 Upperton Road/Station Parade Central - A259 South Street (between Memorial roundabout and Gildredge Road), East - A259 Seaside Road/Seaside and St Anthony's Avenue	2022/23	2022/23	2023/24	2023/24	2023/24 - 2024/25	September 2024 April 2024 April 2024	2025
Eastbourne - Sovereign Harbour	Bus Gate to enable buses to travel between the North Harbour (Pacific Drive) and South Harbour (Atlantic Drive) area of Sovereign Harbour in Eastbourne		2022/23 - Preliminary Design Review & update	2023/24	2023/24	2023/24 - 2024/25	July 2024	2025
PACKAGE 3 - SEAHAVEN TOWNS BUS PRIORITY								
Newhaven to Seaford	Improvements between Newhaven and Seaford, including Buckle Bypass (from east of Hill Rise junction to 30mph gateway)	2022/23	2022/23	2023/24	2023/24	2023/24 - 2024/25	April 2024	2025
A259 Newhaven Town Area	Newhaven Town Centre Ring Road – virtual bus priority at traffic signals	2022/23	2022/23	2023/24	2023/24	2023/24 - 2024/25	September 2024	2025
	Bus Lane/infrastructure on A259 in and on approaches to Newhaven]						April 2024	
	Reconfiguration of the bus stop provision at Denton Corner (A259 Denton roundabout)						July 2024	
Peacehaven to Saltdean	Increased enforcement of existing bus priority	2022/23	2022/23	2023/24	2023/24	2023/24	September 2024	2025

East Sussex
County Council

APPENDIX F: BUS SERVICE IMPROVEMENT PROPOSALS

Appendix Table 3: Bus Service Improvement Proposals

Commercial bus operators to commit to maintaining the equivalent of current (as of November 2022) daytime and evening service levels on commercial routes, whilst allowing scope for adjustments in response to changing customer requirements and unforeseen circumstances.

Changes are subject to the outcome of Network Review and Tender Prices

Our separate proposals for significant new DDRT will complement the conventional bus service uplift, DDRT will be fully integrated with the bus network and offer wider geographical access and at expanded travel times.

Operator	Service Number	Route	Sept 2022 Revised Service Improvement Proposals	Mon-Fri Peak	Mon-Fri Inter-Peak	Mon-Fri Evening	Saturday Peak	Saturday Inter-Peak	Saturday Evening	Sunday Daytime	Sunday Evening
Stagecoach	1/1A	Shinewater - Langney - Eastbourne - Old Town - Willingdon - Hamlands - Hampden Park - District General Hospital	Consistent late evening route and timetable	15 mins (10 mins between Easter and September)	15 mins (10 mins between Easter and September)	standardised 30 min route	15 mins (10 mins between Easter and September)	15 mins (10 mins between Easter and September)	standardised 30 min route	15 mins	standardised 30 min route
Stagecoach	1X	Hellingly - Hailsham - Stone Cross - Langney - Eastbourne	New hourly evening and Sunday service	2 per hour to Eastbourne	30 mins	New hourly service	2 per hour (AM through variation of 51)	30 mins	New hourly service	New hourly service	New hourly service
Stagecoach	3/3A	Meads - Eastbourne - Birch Industrial Estate	Existing daytime provision revised with alternative journeys to take more direct 3A routing via Meads Road between Meads and town centre. New hourly evening between Meads and town centre	3 per hour Meads - Eastbourne. 30 mins to/from Birch Industrial Estate.	3 per hour Meads - Eastbourne. 30 mins to/from Birch Industrial Estate.	New hourly service between Meads and town centre	3 per hour Meads - Eastbourne. 30 mins to/from Birch Industrial Estate.	3 per hour Meads - Eastbourne. 30 mins to/from Birch Industrial Estate.	New hourly service between Meads and town centre	hourly Meads - Eastbourne only	New hourly service between Meads and town centre
Stagecoach	5	Sovereign Harbour North/South - Bridgemere - Eastbourne	Sovereign Harbour bus gate (when completed) to double the Monday to Saturday daytime frequency to North Harbour and South Harbour from currently hourly service on each to 30 minute frequency. New hourly evening service between Sovereign Harbour and town centre (initially North Harbour restricted to 2 hourly until bus gate opens).	New 30 min service North Harbour, South Harbour and Beachlands - town centre (currently hourly)	New 30 min service North Harbour, South Harbour and Beachlands - town centre (currently hourly)	New hourly service between North Harbour/ South Harbour and town centre via Bridgemere (currently only between Bridgemere and town centre)	New 30 min service North Harbour, South Harbour and Beachlands - town centre (currently hourly)	New 30 min service North Harbour, South Harbour and Beachlands - town centre (currently hourly)	New hourly service between North Harbour/ South Harbour and town centre via Bridgemere (currently only between Bridgemere and town centre)	Hourly North Harbour/ South Harbour and town centre (currently North Harbour 2 hourly)	New hourly service between North Harbour/ South Harbour and town centre via Bridgemere (currently only between Bridgemere and town centre)
Stagecoach	6,6A	Langney - Westham - Stone Cross - Polegate - Wannock - Willingdon - District General Hospital - Eastbourne	Two new evening journeys. New hourly Sunday daytime service.	PM only plus AM school journey between Langney and Willingdon School	hourly to early afternoon, then 2 hourly	2 new return journeys	hourly PM only	hourly to late afternoon	2 new return journeys	New hourly service	2 new return journeys
Stagecoach	20	Ore - Old Town- Hastings - Silverhill - Hollington - Tesco - Mayfield Farm	Evening frequency improvement which to provide consistency of route. Earlier start to service on Sundays.	20 mins	20 mins	improved frequency and standardised route	20 mins	20 mins	improved frequency and standardised route	New earlier journeys	improved frequency and standardised route
Stagecoach	21	Malvern Way - Downs Road – Hastings - The Green- Silverhill - Conquest Hospital	Improved evening service and earlier Sunday journeys.	30 mins	30 mins	improved frequency	30 mins	30 mins	improved frequency	hourly	improved frequency
Stagecoach	22	Down Farm - Ore - Old London Road - Hastings - Silverhill - Hollington - Stonehouse Drive (plus Mayfield Farm and Harley Shute evenings and Sundays)	Improved evening and Sunday 22/22A, also providing consistency of route.	20 mins	20 mins	improved frequency and standardised route	20 mins	20 mins	improved frequency and standardised route	30 mins	improved frequency and standardised route
Stagecoach	23,23B	Conquest Hospital - St Helen's - Hastings - West St Leonards - Harley Shute	Improved weekday peak service and 2 evening journeys. New hourly Sunday daytime service.	improved service	hourly to early afternoon, then 2 hourly	2 new return journeys	No	hourly to mid-afternoon only	2 new return journeys	No	2 new return journeys
Stagecoach	28	Hastings - Pilot Road - Ore - Malvern Way - Conquest Hospital	New hourly evening service	hourly	hourly	new evening service	Hourly	new evening service	hourly	hourly	new evening service

Operator	Service Number	Route	Sept 2022 Revised Service Improvement Proposals	Mon-Fri Peak	Mon-Fri Inter-Peak	Mon-Fri Evening	Saturday Peak	Saturday Inter-Peak	Saturday Evening	Sunday Daytime	Sunday Evening
Stagecoach	29	Hastings - St Helen's - Conquest Hospital - Westfield - Brede - Broad Oak - Northiam - Newenden - Rolvenden - Tenderden - Ashford	New 2 hourly Sunday daytime service. Revised Monday to Saturday daytime service (though broadly similar) as part of Network Review	AM 1 journey from Northiam to Hastings. PM 1 journey from Tenterden to Hastings.	2 hourly Hastings - Tenterden, plus Hastings - Northiam to provide hourly service (2 hourly mid-afternoon)	No	AM 1 journey from Northiam to Hastings. PM 1 journey from Tenterden to Hastings.	2 hourly Hastings - Ashford, plus Hastings - Northiam to provide hourly service (2 hourly mid-afternoon)	No	New 2 hourly Service	No
New service	50	Eastbourne - District General Hospital - Willingdon - Polegate - Stone Cross- Town Farm - Hailsham	New service. Hourly daytime, evenings and Sundays.	New hourly service	New hourly service	New hourly service	New hourly service	New hourly service	New hourly service	New hourly service	New hourly service
Stagecoach	51	Eastbourne - District General Hospital - Willingdon - Polegate - Hailsham - Hellingly - Horam - Maynards Green - Heathfield (evening and Sunday journeys serve Roebuck Park)	Hailsham-Eastbourne Monday to Saturday peak and daytime frequency increased from 15 mins to 10 mins through combined improvements services 51, 54, 98, . Route to have common service number between Eastbourne and Tunbridge Wells. New evening hourly service between Eastbourne , Heathfield and Tunbridge Wells. Service 51 evening journeys along Polegate Dittons Road replaced by new service 50. New earlier service between Heathfield and Eastbourne on Sundays. New hourly Sunday service throughout.	2 per hour (hourly AM peak from Heathfield to Eastbourne)	30 mins	New hourly service between Tunbridge Wells and Eastbourne (currently Roebuck Park - Eastbourne only)	2 per hour (hourly AM peak from Heathfield to Eastbourne)	30 mins	New hourly service between Tunbridge Wells and Eastbourne (currently Roebuck Park - Eastbourne only)	Improved hourly service throughout	Improved hourly service throughout
Stagecoach	54, 54A	Eastbourne - District General Hospital - Willingdon - Polegate - Dittons Wood (54A Stone Cross) - Hailsham - Horsebridge - Lower Dicker - Whitsemith - Golden Cross - East Hoathly - Halland - Uckfield	Monday to Saturday daytime route speeded up between Hailsham and Eastbourne. Short Hailsham- Eastbourne daytime frequencies to provide new half-hourly 54 frequency over this section. New 2 hourly evening and Sunday service.	Improved to twice hourly	Improved half hourly frequency between Hailsham and Eastbourne	new 2 hourly service	hourly	Improved half hourly frequency between Hailsham and Eastbourne	new 2 hourly service	new 2 hourly service	new 2 hourly service
Stagecoach	96	Bexhill - Ridgewood Gardens; Bexhill - Cooden - Little Common	Monday to Saturday daytime service 96 doubled to hourly. New pre-booked DDRT proposal to replace service 97. This Bexhill area scheme, which also covers Bexhill Enterprise Park and Hooe, is designed to integrate with train and bus services, including revised Bexhill Community Bus routes and improved services 95, 96, 98 and 99. DDRT to run peak k time, daytime and evening provision on 7 days a week.	no	Improved hourly frequency	no	no	Improved hourly frequency	no	no	no
Stagecoach	97	Bexhill - Sidley - Hooe	See route 96	no	Replaced by DDRT	No	No	Replaced by DDRT	no	no	no
Stagecoach	98	Hastings - Pebsham - Bexhill - Sidley, then Boreham Street - Windmill Hill - Herstmonceux - Magham Down - Hellingly - Hailsham - Polegate - Willingdon - District General Hospital - Eastbourne or Bexhill Enterprise Park - Hollington - Tesco - Conquest Hospital	Monday to Saturday peak and daytime frequency between Hastings and Bexhill increased to 20 mins (currently 30 mins. New hourly evening service between Hastings and Sidley. Improved Sunday service, running between Hastings and Sidley. Eastbourne - Bexhill frequency doubled to half-hourly between Hailsham and Eastbourne. New 2 hourly evening and Sunday service.	Improved 20 min frequency between Hastings and Bexhill. Improved 30 min frequency between Hailsham and Eastbourne.	Improved 20 min frequency between Hastings and Bexhill. Improved 30 min frequency between Hailsham and Eastbourne.	New hourly service between Hastings and Sidley. New 2 hourly service between Bexhill and Eastbourne	Improved 20 min frequency between Hastings and Bexhill. Improved 30 min frequency between Hailsham and Eastbourne.	Improved 20 min frequency between Hastings and Bexhill. Improved 30 min frequency between Hailsham and Eastbourne.	New hourly service between Hastings and Sidley. New 2 hourly service between Bexhill and Eastbourne	New 2 hourly service between Bexhill and Eastbourne	New hourly service between Hastings and Sidley. New 2 hourly service between Bexhill and Eastbourne
Stagecoach	99	Silverhill - Hastings - Bexhill - Pevensey Bay - Eastbourne	New hourly evening service. Improved Sunday frequency	2 per hour	20 mins	New hourly service	2 per hour	20 mins	New hourly service	Improved frequency	New hourly service
Stagecoach	100	Conquest Hospital - Silverhill - Hastings - Old Town - Ore - Guestling - Icklesham - Winchelsea - Rye	New later evening 2 hourly service.	hourly	hourly	new 2 hourly service	hourly	hourly	new 2 hourly service	2 hourly	new 2 hourly service

Operator	Service Number	Route	Sept 2022 Revised Service Improvement Proposals	Mon-Fri Peak	Mon-Fri Inter-Peak	Mon-Fri Evening	Saturday Peak	Saturday Inter-Peak	Saturday Evening	Sunday Daytime	Sunday Evening
Stagecoach	101	Conquest Hospital - Silverhill - Hastings - Old Town - Ore - Fairlight - Winchelsea Beach - Rye	New later evening 2 hourly service	hourly between Hastings & Rye	hourly	new 2 hourly service	hourly between Hastings & Rye	hourly	new 2 hourly service	2 hourly	new 2 hourly service
Stagecoach	251,252	Heathfield - Five Ashes - Mayfield - Rotherfield (252) - Mark Cross - Frant - Tunbridge Wells	See Service 51	hourly	2 per hour	see Service 51	hourly	2 per hour	see Service 51	see Service 51	see Service 51
Stagecoach	254	Tunbridge Wells - Frant - Wadhurst - Ticehurst - Flimwell - Hawkhurst	See service 304	hourly	hourly	See service 304	hourly	hourly	See service 304	See service 304	See service 304
Stagecoach	304,305	Hastings - Silverhill - Beauport - Battle - Whatlington and Vinehall Street (304) or Mountfield (305) - Robertsbridge - Hurst Green - Hawkhurst	Introduction of 2 hourly evening and Sunday service Dispense with separate 254 /304/305 service numbers in favour of single route number, so as to reinforce the fact that service runs all the way between Hastings and Tunbridge Wells without the need to change buses.	hourly	hourly	new evening service	hourly, except AM to Hawkhurst	hourly	new evening service	new evening service	new evening service
Stagecoach	312	Rye - Playden - Iden - Wittersham - Small Hythe - Tenterden	New Sunday daytime 2 hourly provision.	hourly	4 return journeys	no	no	4 return journeys	no	new 2 hourly service	no
Stagecoach	313	Northiam - Beckley - Peasmarsh - Playden - Rye - Rye Harbour	New Sunday daytime 2 hourly provision.	hourly	4 return journeys Northiam - Rye; 6 return journeys Rye - Rye Harbour	no	hourly between Rye & Rye Harbour only	4 return journeys Northiam - Rye; 7 return journeys Rye - Rye Harbour	no	new 2 hourly service	no
Stagecoach	LOOP	Eastbourne - District General Hospital - Hampden Park - Winkney Farm - Langney - Eastbourne	Revert frequency to every 15 mins, Mon-Sat daytime. Whilst in the short term this will require 6 extra buses, the aspiration is that bus priority improvements in Eastbourne will be sufficient after Year 3 to allow this frequency of service to be achieved with 10 buses, as previously, thereby building long term commercial viability. Standardise the evening and Sunday route so to be consistent with daytime route.	Frequency increased to 15 mins	Frequency increased to 15 mins	standardised hourly route	Frequency increased to 15 mins	Frequency increased to 15 mins	standardised hourly route	standardised hourly route	standardised hourly route
Brighton & Hove Buses	12, 12A, 12X, N12	Brighton - Saltdean - Peacehaven - Newhaven - Paradise Park (12A) - Seaford - East Dean - Eastbourne (12X service is limited stop)	Relaunch of N12 night bus service. Extended to Eastbourne Pier on completion of bus priority.	9 per hour Brighton - Newhaven; 6 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	9 per hour Brighton - Newhaven; 6 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	4 per hour Brighton - Newhaven; 2 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	9 per hour Brighton - Newhaven; 6 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	9 per hour Brighton - Newhaven; 6 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	4 per hour Brighton - Newhaven; 2 per hour Newhaven - Eastbourne. Extended to Eastbourne Pier on completion of bus priority	4 per hour. Extended to Eastbourne Pier on completion of bus priority	3 per hour Brighton - Seaford; 2 per hour Seaford - Eastbourne. Extended to Eastbourne Pier on completion of bus priority
Brighton & Hove Buses	14, 14A, 14B, 14C, N14	Newhaven - Peacehaven - Saltdean - Marina (14B Sunday daytime only) - Royal Sussex County Hospital (14C). Brighton	Frequency increased to 15 minutes Mon-Sat daytime, with common routing via A259. Extended route 23 (currently running wholly in Brighton) to serve Royal Sussex County Hospital, Marina and North Peacehaven, as well as Newhaven and Sussex University	Improved 15 min frequency plus new 23 route linking to Peacehaven and Marina	Improved 15 min frequency plus new 23 route linking to Peacehaven and Marina	2 per hour	Improved 15 min frequency plus new 23 route linking to Peacehaven and Marina	Improved 15 min frequency plus new 23 route linking to Peacehaven and Marina	2 per hour	2 per hour	hourly
Brighton & Hove Buses	28	Brighton - Lewes - Ringmer (- Halland - Uckfield - Crowborough - Eridge Green evening only) (- Halland - Uckfield Sunday daytime only)	30 minute Monday to Saturday peak and daytime frequency introduced between Brighton and Uckfield (4 per hour in combination with service 29). Hourly evening and Sunday service between Brighton and Uckfield (2 per hour in combination with service 29). Potential extension of Brighton- Ringmer service to/from Hailsham in place of Compass Travel 143 (see below).	.Potential half-hourly extension between Ringmer and Hailsham	Potential half-hourly extension between Ringmer and Hailsham	Potential hourly extension between Ringmer and Hailsham	.Potential half-hourly extension between Ringmer and Hailsham	Potential half-hourly extension between Ringmer and Hailsham	Potential hourly extension between Ringmer and Hailsham	Potential hourly extension between Ringmer and Hailsham	Potential hourly extension between Ringmer and Hailsham

Operator	Service Number	Route	Sept 2022 Revised Service Improvement Proposals	Mon-Fri Peak	Mon-Fri Inter-Peak	Mon-Fri Evening	Saturday Peak	Saturday Inter-Peak	Saturday Evening	Sunday Daytime	Sunday Evening
Brighton & Hove Buses	29, 29X	Brighton - Lewes - Isfield or Rose Hill - Uckfield - Crowborough - Eridge Green - Tunbridge Wells (29X is r return limited stop journey, Mon-Fri peak)	New 30 minute Monday to Saturday daytime frequency north of Uckfield. Isfield could potentially be served in the evening by DDRT, as part of the wider Lewes area DRT scheme.	Improved 30 min frequency throughout, supplemented by an extra 2 buses per hour over Uckfield - Lewes section	Improved 30 min frequency throughout, supplemented by an extra 2 buses per hour over Uckfield - Lewes section	Standardised routing with Service 29 replacing service 28 to/from Tunbridge Wells	Improved 30 min frequency throughout, supplemented by an extra 2 buses per hour over Uckfield - Lewes section	Improved 30 min frequency throughout, supplemented by an extra 2 buses per hour over the - Lewes section	Standardised routing with Service 29 replacing service 28 to/from Tunbridge Wells	Standardised routing with Service 29 replacing service 28 to/from Tunbridge Wells	Standardised routing with Service 29 replacing service 28 to/from Tunbridge Wells
Metrobus	270	East Grinstead - Ashurstwood – Forest Row - Chelwood Gate - Danehill – Horsted Keynes - Lindfield – Haywards Heath – Burgess Hill - Hassocks - Brighton		hourly	hourly	New evening journeys	hourly	hourly	New evening journeys	2 hourly	no
Metrobus	291	Tunbridge Wells - Langton Green - Groombridge - Withyham - Hartfield - Colemans Hatch - Forest Row - Ashurstwood - East Grinstead - Felbridge - Crawley Down - Copthorne - Three Bridges - Crawley	Some evening journeys extended to/from Tunbridge Wells. service unchanged.	hourly	hourly	Improved service to/from Tunbridge Wells	hourly	hourly	Improved service to/from Tunbridge Wells	4 return journeys plus return journey Forest Row - Crawley	Improved service to/from Tunbridge Wells
Compass Travel	121	Lewes -Offham - Cooksbridge – South Chailey – Newick (plus Sheffield Park Bluebell Railway and Gardens on Saturdays)	Subject to the outcome of whether Compass Travel's current daytime services 122 and 124 are replaced by a wider DDRT provision or revised 167 (see below), this would also for the current 122 journeys to run as 121 journeys instead. This could then provide a regular hourly Monday to Friday daytime service.	hourly	up to hourly in the morning and 2 hourly during the main part of the day	No	hourly	2 hourly	No	No	No
Compass Travel	122	Lewes - Offham - Cooksbridge - Barcombe. Saturday service includes 3 journeys serving Plumpton.	Following the Network Review, the low level of use of service 122, with only Barcombe Cross being the unique part of the route compared to service 121, makes the continuation of this service difficult to justify. Replacement of most 122 journeys with a DDRT service, flexible service or revised 166/167.	AM provided by service 121. Hourly PM	Potentially replaced by DDRT, flexible service or revised 166/167	No	Potentially replaced by DDRT, flexible service or revised 166/167	Potentially replaced by DDRT, flexible service or revised 166/167	No	No	No
Compass Travel	123	Newhaven (one schooldays journey starts from East Saltdean and Peacehaven) – Piddinghoe – Rodmell - Kingston - Lewes	Introduction of Sunday daytime journeys	hourly	2 hourly	No	2 hourly	2 hourly	No	New Sunday daytime journeys	No
Compass Travel	124	Lewes – Offham – Plumpton – South Chailey - Barcombe – Lewes (circular)	This Saturdays only return journey potentially replaced by a DDRT service, flexible service or revised 167.	No	No	No	No	Potentially replaced by DDRT or flexible service (currently 1 return journey)	No	No	No
Compass Travel	125	Lewes - Glynde - Firle - Selmeston - Alfriston - Wilmington - Polegate - Willingdon - District General Hospital - Eastbourne	The current off-peak 125 service is not viable as identified in the Network Review. This may be replaced by a wider DDRT provision, including evenings and weekends. This may possibly be complemented by a community transport service running on one or more days a week.	No	Non-school journeys replaced by community transport and/or DDRT	No	1 return journey provided by Cuckmere Buses service 25	2 return journeys provided Cuckmere Buses service 25	No	No	No
Compass Travel	128	Lewes - Nevill Estate - Lewes	Daytime frequency on service 128 doubled to 30 mins. Service 129 route revised to include Malling and Spences Lane on an hourly frequency in the middle part of the day, with Winterbourne and Wallands Park (a new section of route) served on a 2 hourly basis, potentially by way of community transport.	30 mins PM only. Service 121 provides an AM peak journey	Improved 30 min frequency	No	Improved 30 min frequency	Improved 30 min frequency	No	No	No
Compass Travel	129	Lewes - Nevill Estate - Winterbourne Estate - Lewes	see 129	No	More standardised timetable with some improvements	No	More standardised timetable with some improvements	5 return journeys	No	No	No

Operator	Service Number	Route	Sept 2022 Revised Service Improvement Proposals	Mon-Fri Peak	Mon-Fri Inter-Peak	Mon-Fri Evening	Saturday Peak	Saturday Inter-Peak	Saturday Evening	Sunday Daytime	Sunday Evening
Compass Travel	143	Lewes - Ringmer - Laughton - Deanland Wood - Golden Cross - Lower Dicker - Horsebridge - Hailsham	Lewes – Heathfield link substantially improved. Frequency increased to hourly, including evenings and weekends. Revised route in Hailsham to serve new residential development. Ideally this would run as a through service to and from Brighton and/ or Eastbourne, such as by way of Brighton & Hove Buses service 28. Current service 143 in Deanland Wood and Ringmer Springett Avenue/Harrisons Lane area replaced with new DDRT and/or community bus provision.	Improved hourly frequency	Improved hourly frequency. Deanland Wood and Ringmer local route replaced by alternative lower frequency arrangement	New hourly service (currently no service)	New hourly service (currently no service)	New hourly service (currently no service)	New hourly service (currently no service)	New hourly service (currently no service)	New hourly service (currently no service)
Compass Travel	166	Lewes - Offham - Plumpton - Wivelsfield Green - Princess Royal Hospital - Haywards Heath	The current 2 hourly weekday 166 route potentially changed to include Barcombe, additionally running on Saturdays.	hourly to/from Haywards Heath	4 return journeys	No	No	New 2 hourly service	New 2 hourly service	No	No
Compass Travel	167	Burgess Hill - Keymer - Hassocks - Ditchling - Westmeston - Plumpton - East Chiltington - Chailey - Offham - Lewes	Replace the current limited day 167 and 168 with flexible or semi-flexible revised Mondays to Saturdays, with emphasis on connectivity with rail services and transport hubs. Potentially including Barcombe on the revised route.	no	Replaced by flexible or semi flexible service running on all weekdays	No	No	No	Replaced by flexible or semi flexible service running on all weekdays	No	No
Compass Travel	168	Burgess Hill - Keymer - Hassocks - Ditchling - Plumpton - East Chiltington - Wivelsfield Green - Ditchling - Burgess Hill	see 167	No	Replaced by flexible or semi flexible service running on all weekdays	No	No	No	Replaced by flexible or semi flexible service running on all weekdays	No	No
Compass Travel	228, 229	Crowborough - Jarvis Brook - Alderbrook - Crowborough - Eridge Green - Tunbridge Wells (229 circles Alderbrook and Crowborough in the opposite direction)	Revised so as to be a local Crowborough service, with interchange opportunities to/from improved Brighton & Hove Buses service 29 linking to Tunbridge Wells. Kent County Council accept they will need to find an alternative solution for school pupils who currently use the 228/229 locally within Kent.	Revised to run more frequently locally within Crowborough, with connections to improved service 29	Revised to run more frequently locally within Crowborough, with connections to improved service 29	No	Revised to run more frequently locally within Crowborough, with connections to improved service 29	Revised to run more frequently locally within Crowborough, with connections to improved service 29	No	No	No
Compass Travel	231	Uckfield - Framfield - Blackboys Heathfield - Etchingham	Re-configured so as to provide a Monday to Saturday daytime hourly service between Heathfield and Uckfield (though possibly alternatively as an extension to another service that currently starts in Uckfield, e.g. 31 or 261). The current 231 route between Heathfield and Etchingham to become a separate (potentially flexible or semi flexible) service, broadly on its current frequency, though possibly extended to/from Hawkhurst.	hourly to/from Uckfield. The AM journey is Seaford & District 331 on schooldays	Improved hourly frequency between Uckfield and Heathfield. Heathfield to Etchingham to run separately, potentially on a flexible basis	No	Improved hourly frequency between Uckfield and Heathfield. Heathfield to Etchingham to run separately, potentially on a flexible basis	No	No	No	No
Compass Travel	261	Uckfield - Maresfield - Nutley - Coleman's Hatch - Forest Row - Ashurstwood - East Grinstead	Current service largely maintained, but with improved afternoon peak service. Plus new Saturday service introduced.	New PM peak journeys (currently only AM peak)	5 return journeys	No	New Saturday service	New Saturday service	No	No	No
Community Transport for the Lewes Area	246	Uckfield - Maresfield - Chelwood Gate - Danehill - Sheffield Park - Fletching - Maresfield - Uckfield	Replaced with a wider Uckfield area DDRT scheme, running on 7 days a week including evenings.	No	Thu only. 2 round trips. Replaced by DDRT	No	No	No	No	No	No
Community Transport for the Lewes Area	248	Uckfield - Buxted - Hadlow Down	Replaced with a wider Uckfield area DDRT scheme, running on 7 days a week including evenings.	No	Mon, Wed, Fri only. 2 round trips. Replaced by DDRT	No	No	No	No	No	No
Community Transport for the Lewes Area	249	Crowborough - High Hurstwood - Uckfield	Replaced with a wider Uckfield area DDRT scheme, running on 7 days a week including evenings.	No	Mon, Wed, Fri only. 2 round trips with Crowborough served by first and last trips only. Replaced by DDRT	No	No	No	No	No	No

DDRT PROPOSALS OVERVIEW

East Sussex foresee DDRT creating a significant improvement in mobility and providing greater access to residents and visitors across the county. The aim is to ensure that DDRT is integrated seamlessly into the transport network, connecting with rail, conventional bus services and Mobility Hubs.

ESCC are conducting comprehensive work to determine appropriate locations for DDRT across the county, to deliver the benefits listed above. This includes reviewing the DfT's Local Authority Toolkit, engaging with other local authorities, and engaging with transport operators and technology providers.

Analysis of the operating models in the DDRT market has shown that an East Sussex-led approach will be used. In this model, the transport authority licences a digital solution themselves (through a procurement exercise) which they can then deploy, working with transport operators.

ESCC's original BSIP submission contained fifteen potential DDRT areas, however, the funding envelope means that ESCC are looking to optimise the services and provide the best value DDRT services with the funding available. Nine DDRT areas are now being considered in detail, and the estimated patronage, costs and wider benefits of these proposals are currently being refined to ensure DDRT is provided in the most appropriate parts of the county. DDRT may replace some conventional buses or home to school transport services where it proves to provide a better service.

1. Battle & Rye: ESCC propose to use DDRT to broaden the times that services can be accessed and improve interchange with other services in the area. The BSIP proposes to replace an existing bus route and provide services in conjunction with an established Community Transport Dial-a-ride provision.

2. Bexhill: The revised BSIP for ESCC proposes to convert a low frequency service to DDRT and increase public transport access and interchange more generally in Bexhill.

3. Hailsham: The BSIP proposes to use DDRT to complement the limited existing rural provision and replace the current service 143.

4. Hastings: ESCC propose to offer a new DDRT service on evenings and Sundays across the Hastings area. This will broaden access to services.

5. Lewes: ESCC propose to introduce DDRT to replace a small number of poorly used bus services and provide new access to public transport where there are currently poor public transport provisions.

6. Newhaven & Seaford: The BSIP proposes to introduce DDRT services to Newhaven and Seaford, to expand coverage and access to public transport, including on evenings and weekends.

7. North Wealden: ESCC propose to use DDRT to expand coverage and access, including with rural areas with poor public transport, and improve interchange access. The service would replace a small number of poorly used service provisions, replacing them with a more flexible service.

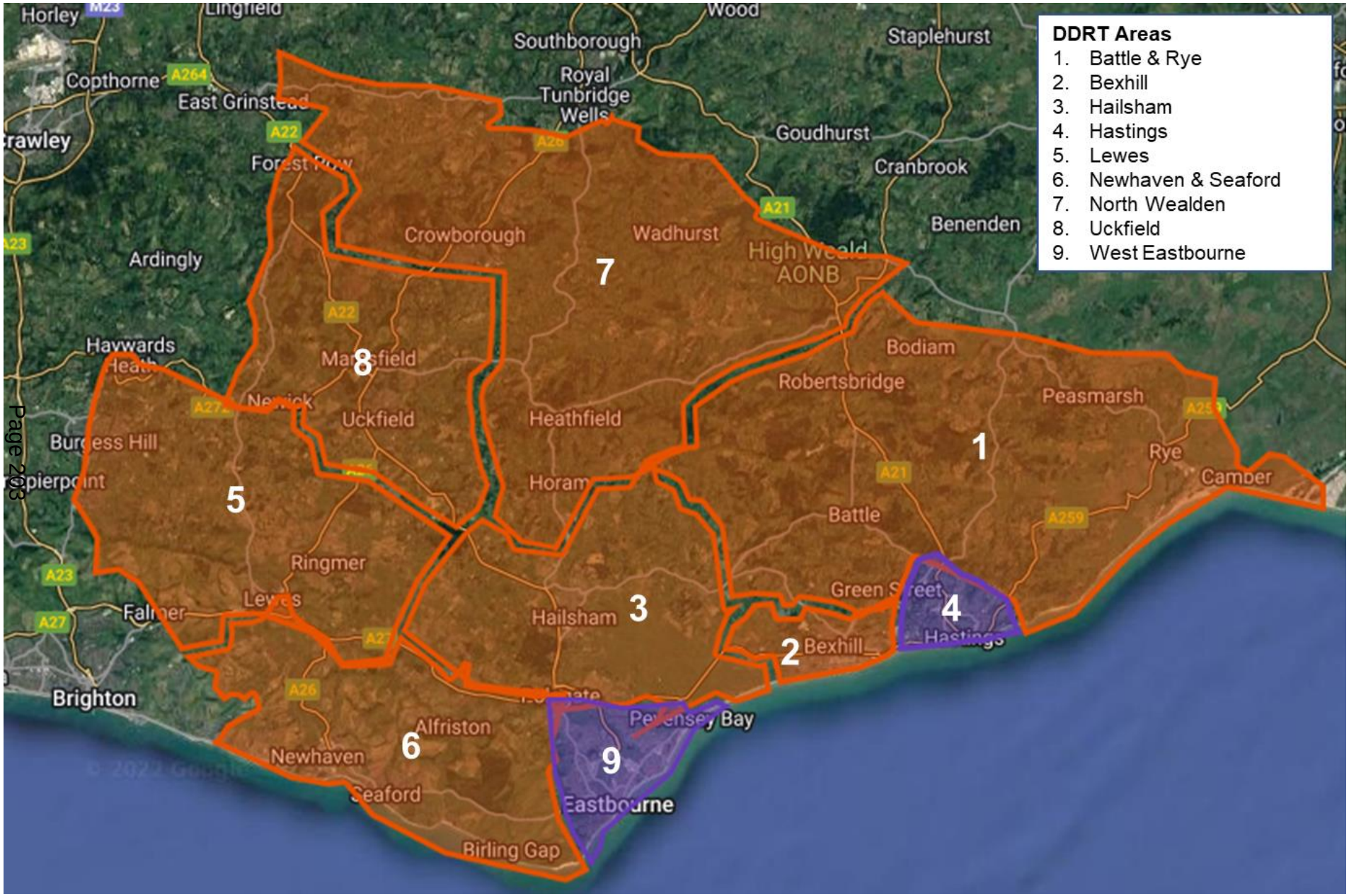
8. Uckfield: ESCC's revised BSIP proposes to use DDRT to improve access across Uckfield, improve connectivity with existing public transport and convert a small number of occasional bus services to DDRT.

9. West Eastbourne: ESCC propose to use DDRT to service areas not currently well served by public transport, by expanding the Eastbourne Dial-a-ride provision from two days a week to a daily service.

DIGITAL PLATFORM

East Sussex County Council propose to setup a digital platform to support demand responsive transport services to allow these services to be booked, paid for and tracked through an app based solution as well the provision of these services to be optimised through the digital platform's algorithm.

Appendix Figure 13: Potential ESCC DDRT Areas



East Sussex
County Council

APPENDIX G: PROPOSED FARE REDUCTIONS AND SIMPLIFICATION

YOUNG PERSONS FARE REDUCTION PROPOSAL

The Young Persons Fare Reduction proposal can be broken down into 2 distinct schemes

1 **Young persons reduced price tickets; and**
2 **Free & flat fares for accompanied and unaccompanied young people**

The **Young Persons Reduced Price Ticket** proposal, which will apply to singles and returns tickets is:

1. 16 to 18 will be able to purchase the multi and single operator network tickets at the same price as under 16s
2. 19 to 29 years of age to have a around a ⅓ off the costs of the adult multi and single operator network tickets

The **Free & Flat Fares** ticket proposal, which will apply to single tickets is to be available to under 20 years of age:

1. Accompanied – free travel at all times
2. Unaccompanied – 75p flat fare for off peak*[2] travel

*[2] after 6pm on school days and at all times on school holidays and weekends

GENERAL FARE REDUCTION

The key proposals of the scheme are:

1. **Multi Operator Day Ticket**: provide an East Sussex County Ticket - multi-operator ticket valid for a day on all East Sussex bus services (travel within East Sussex but also valid on journeys to and from East Sussex where the first trip of the day must start in East Sussex and no whole trips can take place outside of East Sussex)
2. Operators Network tickets to be reduced in price
3. Operators Town tickets to be reduced in price and more zonal town tickets to be available
4. East Sussex operators to cap fares at lowest value ticket price

Please see Table 1 for further details of the ticketing proposals

Appendix Table 4: Proposed General Fare Reduction Summary Table

Other Operators

KEY:	Child (under 19)	Young Persons (19 to 29)	Adult (over 29)

Ticket Classification	Period	Covers	Age	New Price	Current Price	Price Reduction £	Price Reduction %	Offer Summary	Notes
Accompanied Young Persons Free travel	Single	All Operators at all times	Under 19	£0	Ranges from £1 upwards			Free bus travel for up to 4 under 19s travelling with an adult	**Accompanied:** Up to 4 under 19s free travel with an adult fare paying passenger or concessionary pass traveller
Unaccompanied Young Persons £1 Single Ticket	Single /Return /Day Applies to ticket purchased by adult	All Operators at specific times	Under 19	75p	Ranges from £1 upwards with average fare for some operators being approx. £1.50			£1 flat single fare for under 19s	**Unaccompanied:** young people aged under 19 can make a one way journey for £1 Valid after 6pm on school days and at all times on non-school days
Freedom Pass	Weekly	All Operators during term times	Under 19	£15	£17.50	£2.50	14%	Term time travel on nearly every bus in East Sussex for seven days in a row, including weekends.	Valid during term times only but can be used at any time of the day and at weekends. Issued as a paper ticket. Has to be purchased on bus – will become available as a smart ticket through the app or on smartcard.
Multi-Operator Network Ticket	Day	All Operators	Adult	£6.00	No suitable equivalent for comparison			Provide an attractively priced multi-operator day ticket covering the whole of East Sussex	Capping will be applied to all multi-operator journeys
			19 to 29	£4.00	No suitable equivalent for comparison				
			Under 19	£3.50	No suitable equivalent for comparison			Provides discounted Young Person travel that is not captured in the Young Person scheme i.e. unaccompanied travel before 6pm on schooldays	Capping will be applied if travelling Off Peak

Ticket Classification	Period	Covers	Age	New Price	Current Price	Price Reduction		Offer Summary	Notes
						£	%		
Operator Network Tickets	Day	B&H Buses and Metrobus	Adult	£5.00	£5.50	£0.50	9%	East Sussex Network ticket providing unlimited travel across East Sussex.	All trips must either start or end in the East Sussex County Council Area, with the first trip of the day starting in East Sussex. Individual journeys that are wholly within the Kent County Council area are not valid on this ticket.
			19 to 29	£3.50	£5.50	£2	36%		
			Under 19	£2.50	£2.75	25p	9%		
		Stagecoach	Adult	£5.00	£7.30	£2.30	32%	New ticket between the current 'town' tickets (£4.50) and the southeast ticket (£7.30). Offering between 2 existing tickets that have a large price differential (£2.80 / 62% increase)	
			19 to 29	£3.50	£7.30	£3.80	52%		
			Under 19	£2.50	£3.20	70p	22%		
Town Zonal	TBC	Work continuing on this.							
Other Operators	TBC	Compass	Similar approach to the above. All services that operate in East Sussex are tendered services and are to be retendered alongside the BSIP tenders with fares income expected to be retained by the authority so will have fares set by the authority.						

All trips must either start or end in the East Sussex County Council Area, with the first trip of the day starting in East Sussex.

.

eastsussex.gov.uk

East Sussex
County Council

APPENDIX H: EAST SUSSEX ENHANCED PARTNERSHIP BUS CUSTOMER CHARTER

East Sussex County Council

EAST SUSSEX

CUSTOMER CHARTER

Our commitment to providing the best possible bus services in East Sussex

issued in December 2022 and valid until March 2025

This charter sets out what you can expect when using local bus services that operate across East Sussex. It also includes elements of service provision under the responsibility of East Sussex Council, including bus stops & real time information



This charter is available online at www.eastsussex.gov.uk and can be made available in other formats or languages. If you would like more information on this, please contact publictransport@eastsussex.gov.uk

OUR PLEDGE TO BUS PASSENGERS

Statement of commitment

Bus passengers across East Sussex expect a safe, comfortable, well-connected and high-quality journey across the local bus network, no matter which bus service they are travelling on. Passengers should be able to plan their journey with confidence, enjoy a safe and comfortable waiting environment, and trust the bus will turn up and arrive at their destination on time.

East Sussex County Council works with bus operators to co-ordinate & improve public transport in the county and financially supports certain routes and improvement schemes. Our Passenger Charter sets out how we are working in partnership to improve buses in the county.

What you can expect from East Sussex bus services between 2022 & 2025

Services & Information

- Timetable & fare information that is simple & accessible, at key stops, online & through mobile apps
- Improved real time information at more keys stops
- Well-publicised timetable changes, with a maximum of two changes a year
- Introducing on-demand bus services – buses that will drive to you if you do not live near another route
- Improved frequencies and more journeys on Sundays

Reliability

- A reliable service – that means no more than 5 minutes late or one minute early
- New bus lanes along busy roads
- Better parking enforcement at stops & in bus lanes to keep your journey seamless and safe
- Buses given priority at major traffic light junctions
- If things go wrong, we will keep you informed wherever possible. Bus drivers will keep you updated along with social media posts

Best Value Fares

- Cheaper & simpler fares on popular tickets
- Bus drivers that offer you the best value fare for your journey – just ask!

On the bus

- Improved disability and customer service training for bus drivers including disability awareness training
- A safe & seamless trip with better linked journeys
- Fully accessible buses with improved visual & audio next stop announcements
- Clean, well-maintained & welcoming buses
- CCTV on board most buses for your safety & security
- Smart, friendly & helpful driver

Continuously Improving

- A clear and simple comments & complaints process
- A pledge that we will listen & act on your feedback, whether good or bad
- Further investment into improving your journey's punctuality & level of service
- We will keep you informed of any significant future changes to services and give you the opportunity to comment

Off the bus

- Improved facilities at bus stops, including more and higher quality real time information provision
- Improved CCTV coverage at key stops

CONTACT DETAILS

Arriva
01622 697000
www.arrivabus.co.uk

Autocar
01892 833830

Battle Area Community Transport (BACT)
01424 870955
www.bact-online.co.uk

Bexhill Community Bus
01424 222820
www.bexhillcommunitybus.co.uk

Brighton & Hove Buses
01273 886200
www.buses.co.uk

Community Transport - Brighton & Hove and area (BHCT)
01273 677559
www.bhct.co.uk

Community Transport for the Lewes Area (CTLA)
01273 517332
www.ctla.org.uk

Compass Travel
01903 690025
www.compass-travel.co.uk

Cuckmere Buses
01323 870920
www.cuckmerebuses.org.uk

Go Coaches
01732 469800
www.go-coach.co.uk

Hams Travel
01580 879537
www.hamsttravel.com

Metrobus
01293 449191
www.metrobus.co.uk

North Wealden Community Transport Partnership (NWCTP)
01892 771332
www.4weald.co.uk

Rambler Coaches
01424 752505
www.ramblercoaches.co.uk

Rye Community Transport
01797 227722

Seaford & District
01273 510181
www.seafordanddistrict.co.uk

Southdown PSV Ltd
01342 719619
www.southdown.net

Stagecoach in East Kent and East Sussex
08456 002299
www.stagecoachbus.com/about/south-east

Operators will respond to all complaints within 10 working days

If you are not satisfied with how an operator has dealt with your complaint, please contact East Sussex County Council
by email at publictransport@eastsussex.gov.uk
or by telephone on **0345 608 0190**

Follow us for news & service updates

/esccbuses @esccbuses @esccbuses @esccbuses

East Sussex County Council

The small print

This Charter does not affect your statutory rights. Passengers are carried by each bus operator in accordance with its own conditions of carriage, available from the respective company.

This Passenger Charter is made in agreement with each of the listed bus operators and East Sussex County Council under the Bus Service Improvement Plan (BSIP) Enhanced Partnership. Visit www.eastsussex.gov.uk and search for 'bus service improvement plan' for more information.

East Sussex County Council works in partnership with the listed bus operators and has contractual control over the agreed schemes listed in the BSIP. Only buses operating under s22 of the Transport Act 1985 make the pledges in this document. Excluded services include and are not limited to intercity coach routes and privately operated services.

Version 2.2, published December 2022

Appendix 3

Operators notified of the Enhanced Partnership Plan & Scheme operator objection period

Table C1: Operators with a right to object to the EP Plan & Scheme

Arriva Southern Counties
Autocar
Brighton & Hove Bus & Coach Company (including Metrobus)
Compass Travel
Go-Coach Hire
Hams Travel
Rambler Coaches
Seaford & District and The Big Lemon
Seven Sisters Bus and Coach
Stagecoach South East

Table C2: Other Operators that were contacted but do not have a right to object

BACT Community Transport
Bexhill Community Bus
CTLA
Cuckmere Buses
North Wealden Community Transport Partnership
Rye and District Community Transport
Southdown Buses
Wealdlink

This page is intentionally left blank

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**21 November 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Community Match Schemes 2022/23**
Purpose:	**To seek approval for the proposed allocation of match funding to community-led local transport improvement schemes identified in the 2022/23 programme**

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Agree that £4,250 of match funding is allocated towards the Plumpton Community Match safety improvement scheme for initial detailed design work in 2022/23 and construction in 2023/24

(2) Agree that £5,000 of match funding is allocated towards the Robertsbridge Community Match dropped kerbs and lining scheme for initial detailed design work in 2022/23 and construction in 2023/24;

(3) Agree that £50,000 of funding is allocated towards the Frant A267 pedestrian crossing scheme which will be designed and delivered by Frant Parish Council.

(4) Delegate authority to the Director of Communities, Economy and Transport to approve the 50% match funding contribution for the schemes in recommendations 1and 2, up to a maximum contribution of £50,000 per scheme once the design and construction costs are known.

(5) Delegate authority to the Director of Communities, Economy and Transport to agree the terms and conditions of the grant funding agreement with Frant Parish Council for the £50,000 grant from the Community Match funding allocation towards the scheme as set out in recommendation 3.

1 Background Information

1.1. The Community Match initiative was launched by the County Council in 2014. The initiative offered the opportunity for local communities in East Sussex (typically a parish/town council or community group) to take forward schemes identified as a local priority, but not assessed to be of sufficient priority to be delivered using County Council funding alone through the Council's capital programme of local transport improvements.

1.2. The Community Match process begins with a feasibility study to assist Parishes and communities in identifying possible solutions to locally identified traffic or transport issues and determining cost estimates. The feasibility study is undertaken by East Sussex Highways and is funded by the Parish/Town Council, residents' group or organisation promoting the scheme. Many potential schemes do not progress beyond the feasibility stage as it becomes clear that the scheme is not feasible or would be too expensive to deliver using Parish funding, or there is not agreement among local residents and businesses about the scheme proposals.

1.3. If a Parish/Town Council or community group support the measures suggested in the feasibility appraisal, they can apply to the County Council for Community Match funds to take the scheme forward to detailed design and construction. The maximum financial input from the County Council is £50,000 per scheme, which needs to be matched by the Parish Council or community group. The feasibility appraisals are only able to give approximate scheme costs and more detailed scheme costs can be provided to applicants as more design work is undertaken. As part of the Community Match funding applications, the relevant County Councillors are asked whether they are supportive of the proposed Community Match schemes in their division.

1.4 As part of the Community Match programme, the delivery of these schemes will help contribute towards the County Council priorities of making best use of resources now and for the future and keeping vulnerable people safe.

2 Supporting Information

Community Match schemes for 2022/23

2.1 A sum of £100,000 has been allocated from the County Council's 2022/23 Capital Programme for Local Transport Improvements to match-fund improvement schemes of local importance through the Community Match programme.

2.2 Although there have been many Community Match feasibility studies requested, only three applications have been received requesting funding to take schemes forward. It is important that projects have strong support from the local community and that they comply with relevant County Council policies.

2.3 A summary of the schemes, together with estimated total costs, community contribution and Community Match Fund contributions, is shown below. The community contribution will be at least 50% of the detailed design and construction costs for all three schemes. The final costs will likely vary from the current estimate once the detailed design has been undertaken and the scheme fully costed. Therefore, the level of Community Match Fund contribution allocated to each project, with a maximum contribution of £50,000 per project, and in parallel the level of community contribution may change depending on the final cost. The County Councillor for each of the schemes has indicated their support.

Scheme	**Total cost**	**Community contribution**	**ESCC Community Match Fund contribution**
Plumpton Parish Council - Scheme to improve signage and road markings along the Station Road approach to the Southdowns junction to highlight presence of school and enhance road safety. The scheme would be delivered through the East Sussex Highways contract	circa £8,500	£4,250	£4,250
Salehurst & Robertsbridge Parish Council - Knelle Rd/Langham Rd Crossroads Traffic Improvements (Robertsbridge). Addition of double yellow lines on the four corners of the Langham Road / Knelle Road junction. New dropped kerbs and tactile paving on the same four corners The scheme would be delivered through the East Sussex Highways contract.	circa £10,000	£5,000	£5,000

Frant pedestrian crossing A267. Contribution towards a section 278 agreement. Majority of funding from developer contributions and Community Infrastructure Levy. The scheme design and delivery would be overseen and owned by Frant Parish Council. Assets to be owned and maintained by ESCC	Circa £250,000	£200,000	£50,000

Risks

2.4 Communities will be recharged their share of the detailed design and construction work. In addition, for Community Match schemes there is a notable risk around delivering schemes that include speed limit or parking changes which require a Traffic Regulation Order (TRO), and the increase in costs that comes with delivering these types of schemes due to the additional resource and administration required. If formal objections to TROs are received and cannot be resolved by discussion with the objector, they must be considered by Planning Committee. This process adds both time and cost to the scheme.

Frant Parish Council – proposed grant

2.5 Frant Parish Council have applied for £50,000 Community Match funding for a light-controlled pedestrian crossing to replace the existing pedestrian island on the A267 near the Abergavenny Arms public house. The scheme is estimated to cost in the region of £250,000.

2.6 A pedestrian crossing is a long-held aspiration of the Parish Council, for which they received development contributions and funding from the Community Infrastructure Levy (CIL) for such a scheme of around £200,000. Following discussions with the Parish Council on the various options available to expedite the scheme's delivery, they resolved at their Parish Council meeting on 19 October 2022 that taking forward the detailed design and delivery of the scheme themselves under a section 278 agreement with the County Council, with a £50,000 contribution from the County Council, was a more prudent way to deliver the scheme in a timely fashion. This option means the same investment from the County Council that they would have received, which is capped at £50,000, if they had decided to ask the County Council to deliver the scheme.

2.8 As a consequence, the project design will be managed by Frant Parish Council, who will also take on the liability for delivering the scheme, however the design would need to be approved by the County Council before construction and entering into the s278 agreement. As with all highway schemes (including Community Match), the ownership, maintenance and energy costs for the pedestrian crossing will be taken on by the County Council's asset management team following completion of the works.

2.9 The Parish Council will be required to enter into a grant funding agreement with the County Council to enable the transfer, and ensure the appropriate use, of the community match funding as a contribution towards the delivery of proposed pedestrian crossing on the A267.

3 Conclusion and Reasons for Recommendations

3.1 The Community Match programme continues to provide the opportunity for town/parish councils, local resident groups and organisations to secure match funding to enable local priority schemes to be delivered which otherwise would not come forward using County Council funding alone through the capital programme of local transport improvements. From the £100,000 allocation for 2022/23, there is sufficient funding available to provide the community match funding requests to deliver all three schemes that have submitted applications. These schemes will help contribute towards delivering the County Council's priorities of making best use of resources now and for the future and keeping vulnerable people safe.

3.2 Therefore, the Lead Member is recommended to allocate £4,250 of community match funding to the safety improvement scheme in Plumpton, £5,000 to the dropped kerb and lining scheme in Robertsbridge and £50,000 to the A267 scheme in Frant. It is recommended that the Lead Member delegates authority to the Director of Communities, Economy and Transport to

approve the 50% match contribution from the Community Match Fund, up to a maximum of £50,000 once the design and construction costs are known.

3.3 As Frant Parish Council are proposing to take on the design and delivery of their scheme themselves, it is recommended that the Director of Communities, Economy and Transport is delegated authority to agree the terms and conditions of a grant funding agreement with the Parish Council in relation to the £50,000 Community Match funding allocation.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Nicholas Mitchell
Tel. No. 07809 401749
Email: Nicholas.Mitchell@eastsussex.gov.uk

LOCAL MEMBERS

Councillors Osborne, Redstone, Standley.

BACKGROUND DOCUMENTS

None

Report to:	**Lead Member for Transport & Environment**
Date of meeting:	**21 November 2022**
Report By:	**Director of Communities, Economy, and Transport**
Title:	**Bexhill-on-Sea Cycling and Pedestrian Route: Collington to Bexhill Enterprise Park, Worsham**
Purpose:	**To consider the results of the public consultation on the proposed cycle route in Bexhill-on-Sea, and to recommend how the scheme will be taken forward.**

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

(1) Note the results of the public consultation on the Collington to Bexhill Enterprise Park pedestrian and cycle improvement scheme;

(2) Agree that the scheme is taken forward to detailed design and construction as part of the 2022/23 and 2023/24 Capital Programme for Local Transport Improvements.

1. Background Information

1.1 The Hastings and Bexhill Movement and Access Package comprises a package of pedestrian, cycle and public transport improvement schemes across Bexhill, Hastings and St Leonards. One of the identified schemes in the package is a shared pedestrian and cycle route between Collington and Bexhill Enterprise Park, Worsham in Bexhill-on-Sea. This is one of the principal routes identified in the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) adopted in September 2021. The LCWIP aims to promote a sustainable integrated package of cycling, walking and bus infrastructure, traffic management and public realm improvements.

1.2 This proposal is being funded by the Local Growth Fund secured through the South East Local Enterprise Partnership (SELEP), the County Council's capital programme for local transport improvements and development contributions. The scheme will support the Council's strategies and objectives relating to reducing carbon emissions, supporting economic recovery and economic growth as well as improving the health and wellbeing within the local community. The scheme will be added to county's highway asset register and the ongoing maintenance costs will be included in the Council's future highway maintenance programme.

2. Supporting Information

Scheme Proposals

2.1 The principal of the cycle route between Collington and Bexhill Enterprise Park in Worsham was initially identified through the development of the East Sussex LCWIP. A feasibility study was undertaken to determine the most appropriate route for the scheme which was informed by data collected in traffic, pedestrian and cycle surveys and an analysis of crash data in the wider extent along the proposed route over the last three-year period. The development of the proposed route also took into consideration the current use of the existing trip attractors such as the seafront, Collington Train Station, Bexhill Hospital, Bexhill retail superstores, industrial estates, schools, libraries, community centres, and open recreational spaces. The proposed route and further details on each section is shown in Appendix 1.

2.2 The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School. The proposal does not include any mandatory or advisory cycle lanes and will instead use a mixture of signs on the carriageway and shared footway/cycleway facilities.

2.3 Pedestrian and cycle crossing improvements will be introduced at a number of locations along the route. The existing controlled Puffin pedestrian crossing facility on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together

without the need for cyclists to dismount. It is also proposed to replace the existing traffic island on Wrestwood Road with a Toucan crossing to link into the existing facilities which serve the new residential and employment areas in north east Bexhill. Cyclists will be required to dismount on the public footpath which runs from north of King Offa Primary Academy to the subway under Coombe Valley Way.

2.4 The proposal includes the introduction of double yellow lines at various locations to facilitate the introduction of the route which would result in the loss of on street parking for around 51 vehicles. Space for around 31 vehicles would be lost on the section of route near Bexhill hospital, whilst another 18 spaces would be lost due to the introduction of the proposed controlled crossing on Wrestwood Road. The loss of on-street parking spaces equates to less than 7% of the total available space along the length of the proposed 4km cycling and pedestrian route.

Equalities Impact Assessment and Carbon Impacts

2.5 An Equalities Impact Assessment for the proposal, included at Appendix 2, has been undertaken to assess the potential impact of the route for all users. The assessment identified that a shared use path could have positive and negative impacts on children, older people, and people with disabilities or reduced mobility. To mitigate these potential negative impacts on other groups, a package of route improvement measures would be introduced, together with the design going through a rigorous, independent safety audit process to ensure all safety concerns raised in the audit are mitigated or removed.

2.6 The scheme would also help to reduce carbon emissions by encouraging more journeys in Bexhill to be undertaken on foot or by bike which might otherwise have been undertaken by car.

Stakeholder and Public Consultation

2.7 A consultation on the proposals was undertaken with key stakeholder groups in August 2021 including emergency services, local cycle groups, disability groups, walking groups, the Freight Transport Association, Local Bus Company (Stagecoach), landowners and the Road Haulage Association. No objections were received through this exercise.

2.8 A public consultation was carried out between 11 November and 16 December 2021. A leaflet together with the scheme plan was delivered to all properties and businesses within and along the vicinity of the proposed route. This also included St Mary's and King Offa Primary Schools. All consultation material was made available online and copies of the drawings were made available at publicly accessible community premises, such as local libraries and Rother District Council. Details of the consultation were also sent to all local County and Borough Councillors. A copy of the consultation leaflet, design plans, questionnaire, and a map showing the extent of the consultation, is contained in Appendix 3.

2.9 Due to the pandemic, no face-to-face surgeries took place where members of the public or stakeholders could ask questions or discuss the proposals. As an alternative, the East Sussex Highways customer contact centre answered any questions raised by members of the public and interested stakeholders. The public consultation was also advertised through social media, local newspaper media, and community advertisements online. Details were also placed on the respective East Sussex Highways website and the East Sussex consultation hub.

Consultation outcomes and commentary

2.10 A total of 64 questionnaires were completed through the consultation exercise which was an extremely low response rate. The results showed 42% (27 responses) of respondents supported the scheme and 58% (37 responses) opposed the scheme. Councillor Hollidge expressed his support for the scheme but commented that the design could have been more ambitious. The current design has sought to take a balanced approach by seeking to limit the number of on street-parking spaces that are removed and ensure that the concerns of all stakeholders are considered. A summary of the responses to the local consultation is provided in Appendix 4. A copy of the consultation information will be provided in the Members Room.

2.11 The main concerns that were raised through the consultation related to safety. On further analysis of the consultation comments, the influencing factors are not necessarily all directly attributed to the scheme itself, but the general perception of poor cyclist behaviour and the poor state

of the existing highways infrastructure. Four comments were specifically relating to concerns about cyclists using the carriageway which was felt to be dangerous, specifically around Bexhill Hospital (Holliers Hill and Chantry Avenue) during the daytime due to car parking congestion. Whilst consideration was given to an alternative solution, these were discounted due to carriageway and footway width restrictions and concerns raised by Safety Audit about ensuring a safe route for cyclists and pedestrians.

2.12 In addition, 14 comments related to the perceived danger of cyclists on the carriageway. The on-road cycle routes are only proposed through quiet residential areas where there are 85th percentile speeds of 30mph or less in both directions. Seven comments related to existing footways being too narrow, with concern for conflicts between cyclists and school traffic\congestion and people with mobility impairments.

2.13 A number of responses requested that dedicated cycle lanes should be provided instead of shared pedestrian/cycle facilities. The County Council have introduced shared pedestrian/cycle facilities throughout the County – examples include the Bulverhythe Coastal link between Hastings and Bexhill and the Horsey Way in Eastbourne - and evidence indicates shared routes can operate successfully within their respective communities. Whilst it does not fully achieve all of the core design principles set out in Local Transport Note (LTN) 1/20, the Government's revised guidance on cycle infrastructure design, the preliminary designs were reviewed to ensure that cyclists have the highest level of provision possible, whilst also considering other road users. This has included undertaking a retrospective Cycling Level of Service (CLoS) audit, as advised through the LTN1/20 guidance, to assess the coherence, directness, safety, comfort, and attractiveness of the design of this route. The scheme will proactively seek to influence the behaviour of all those using the route through the promotion of a code of conduct 'Share with Care' signs.

2.14 Comments were also made about the displacement of parking spaces because of the scheme. However, given one of the scheme objectives is to promote active travel journeys in place of car borne trips, the impact of the loss of on-street parking along the length of the route is potentially mitigated by the consequential reduced need to travel by car generated by the introduction of the scheme and ultimately reduce parking demand.

2.15 Concerns were also raised about the cost of the scheme and how the funding could be better spent repairing the existing roads in Bexhill. The capital expenditure for this scheme is ring fenced from the Local Growth Fund secured to specifically make capital improvements to walking and cycling in the Bexhill and Hastings area and therefore cannot be spent on highway maintenance.

3. Conclusion and Reasons for Recommendations

3.1 The outcomes from the consultation indicate that there is a level of support locally for improved pedestrian and cyclist infrastructure in this part of Bexhill. The introduction of the scheme, which is identified in the Council's Local Cycling and Walking Infrastructure Plan, will support the Council's strategies and objectives relating to reducing carbon emissions, supporting economic recovery and economic growth as well as improving the health and wellbeing within the local community.

3.2 Whilst concerns were raised about the safety of shared route schemes and on-road cycling, evidence from other schemes introduced in the county demonstrates these facilities can operate successfully by offering alternative low emission transport links within the communities they serve. In addition, although there were requests that dedicated cycle lanes should be provided instead, the scheme has been designed, taking account of industry best practice and guidance for inclusive mobility, to ensure that cyclists have the highest level of provision possible, whilst also considering the needs of other road users.

3.3 The Lead Member is therefore recommended to agree that the Collington to Bexhill Enterprise Park pedestrian/cycle improvement scheme is taken forward to detailed design as part of the 2022/23 Capital Programme for Local Transport Improvements, with construction to follow in 2023/24.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Ellie McDaniel
Tel. No.: 0345 608 0190
Email: Ellie.McDaniel@eastsussex.gov.uk

Contact Officer: Steven Ward
Tel. No.: 0345 608 0190
Email: Steven.Ward@jacobs.com

Project Manager & Report Author: Charles Emeanuwa
Tel. No.: 0345 608 0193
Email: charles.emeanuwa@eastsussexhighways.com

LOCAL MEMBERS

Councillors Azad, Clark, Geary, Hollidge

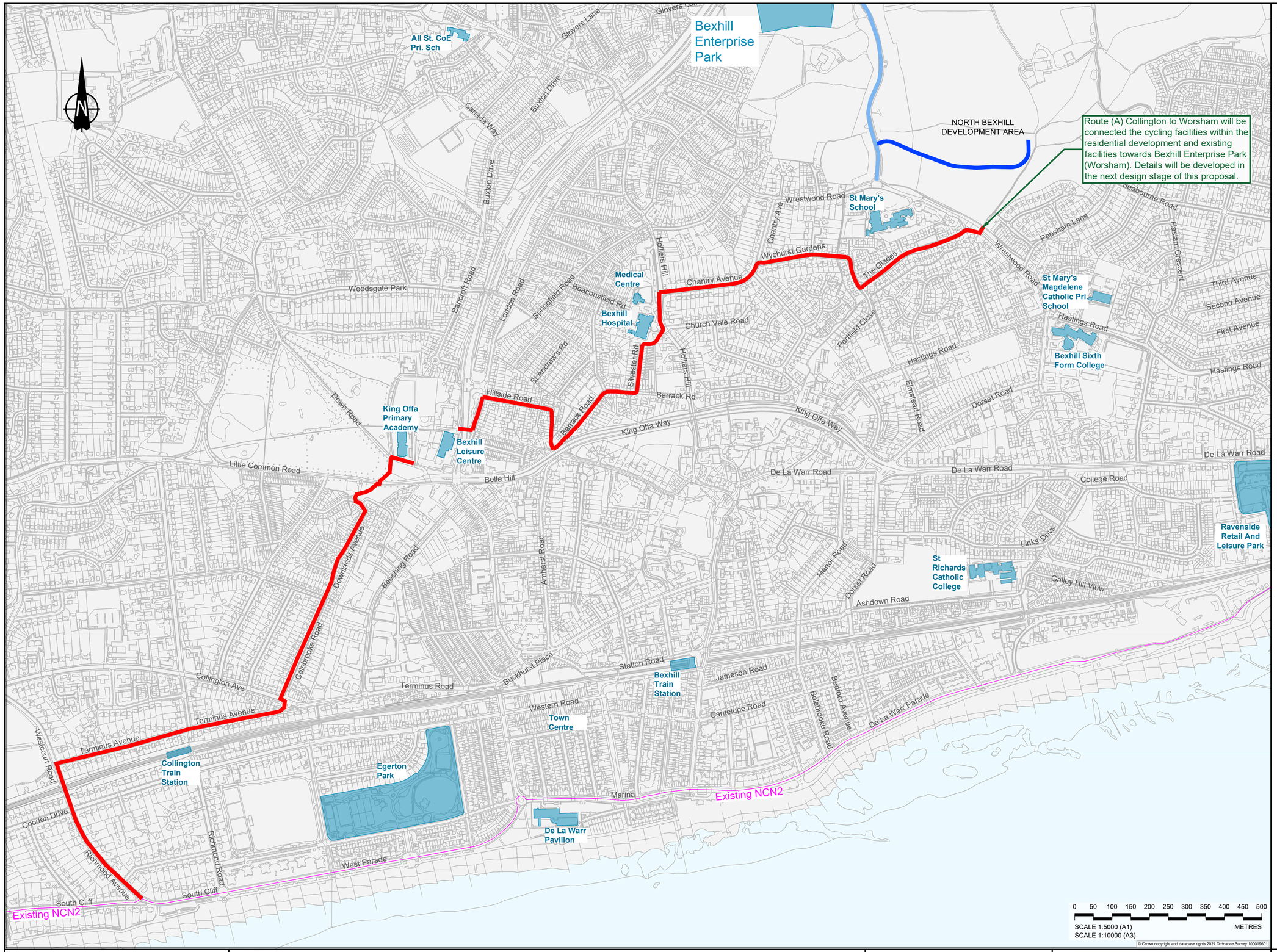
BACKGROUND DOCUMENTS

None

Bexhill-on-Sea Cycling and Pedestrian Route (A)

Collington to Worsham

Appendix 1 – Route Map



LEGEND:

Existing Information

- Existing Survey (OS Mapping)
- Place of interest
- National Cycle Route
- Existing shared cycle/pedestrian facility

Proposed Cycle Route:

- Route A: Collington to Worsham
- Cycle facilities developed by 3rd party private developer. (Route shown for connectivity purposes only.)

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P02	S2	26/10/2021	Change in text	CK	IMT	CE
P01	S2	18/10/2021	First Issue	CK	IMT	CE

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	BEXHILL CYCLING STRATEGY
Drawing title	Routes Map

	Status: S2	Revision: P02	
Scale: 1:5000	Date: 18/10/2021		
Drawn By: I Moreno			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: GEN-SCH0026-(A)-DR-CH-0002	Volume | Design Alt. | Type | Role | Number		

3520000-ESH-GEN-SCH0026-(A)-DR-CH-0002.dwg

Bexhill Cycle Route - Route A - Collington to Worsham Route Description

Introduction

The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School.

Richmond Avenue to Terminus Road – The route starts from the existing National Cycle Network (NCN2), which runs along the coast of Bexhill, at the junction of Richmond Avenue/ South Cliff. The route continues along Richmond Avenue and Westcourt Drive, then turns right into Terminus Avenue. Cyclists will travel on the carriageway in both directions. New double yellow line parking restrictions, no waiting 'at any time', are proposed in Richmond Avenue to improve visibility.

Terminus Avenue – The route will run along Terminus Avenue and enter the junction of Terminus Road and Colebrooke Road. Parking restrictions in Terminus Avenue near this junction will be extended westwards to improve safety for cyclists. Cyclists will travel on the carriageway in both directions. On B2098 Collington Avenue and Terminus Road, cyclists will be directed to position themselves in the existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

Colebrooke Road and Downlands Avenue – The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Arthur Road to Down Road, crossing at A259 Little Common Road – Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill Leisure Centre area.

The southbound journey towards to the seafront is simply a reverse of these movements.

Interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road – The route continues along the access road next to King Offa Primary Academy northwards and turns right to the public footpath. Cyclists will be required to dismount to use the public footpath before reaching the subway under Combe Valley Way. The access road and the public footway, around the Bexhill Leisure Centre is an interim measure, subject to a future mixed-use development being completed. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facilities in this location.

The existing subway under the Combe Valley Way and footway alongside London Road will be converted to shared use for cyclists and pedestrians. The route then leads to Hillside Road. Cyclists will leave the shared footpath and join the carriageway at the existing raised junction of London Road/Hillside Road.

Cyclists heading north will remain on the carriageway on Hillside Road and turn right onto a footpath at the end of Hillside Road leading to Barrack Road. This footpath will be widened to a minimum of 3.0m and converted

to shared use. Dropped kerbs will be provided at the southern end of Barrack Road for cyclists to re-join the carriageway.

Southbound journeys towards to the seafront will be a reverse of these movements.

Barrack Road to Chantry Avenue – Cyclists will join the carriageway at the end of Barrack Road and remain on the carriageway, turning into Silvester Road.

At the northern end of Silvester Road, cyclists will turn right on the footpath towards Hollier's Hill. It is proposed to widen the footpath to a minimum of 3.0m for shared use although there will be a localised pinch point around a mature tree.

Cyclists will remain on the footways in Hollier's Hill which will be widened to a minimum of 3.0m before turning right onto Chantry Avenue. A new traffic island will be installed on Hollier's Hill to help pedestrians and cyclists to cross the road. New double yellow line parking restrictions, no waiting 'at any time', are proposed on Hollier's Hill to improve visibility and provide clearance for the new traffic island.

Southbound journeys towards the seafront will be a reverse of these movements.

Chantry Avenue to Wychurst Gardens – At Chantry Avenue, cyclists heading north will re-join the carriageway. The route will remain on the carriageway along both Chantry Avenue and Wychurst Garden in both directions.

The Glades – The route will continue along The Glades and remain on the carriageway. At the eastern end of The Glades, cyclists will leave the carriageway and use a converted and widened shared footway to reach a proposed Toucan crossing at Westwood Road. The existing traffic island at Wrestwood Road will be removed and the new Toucan crossing will be installed to allow cyclists and pedestrians to cross together, without the need for cyclists to dismount. After crossing Wrestwood Road it is proposed that cyclists will use cycling facilities within a new residential development and then utilise existing cycling/pedestrian facilities towards Worsham, where the route ends.

This page is intentionally left blank

Bexhill-on-Sea Cycling and Pedestrian Route (A)

Collington to Worsham

Appendix 2 – Equality Impact Assessment Report

East Sussex County Council

Equality Impact Assessment

Project or Service Template

Name of the proposal, project or service
Provision of a shared cycle/footway facilities in Bexhill

File ref:	*SCH026A-D-RP-0001*	Issue No:	*P01*
Date of Issue:	*05 June 2020*	Review date:	*June 2022*

Contents

Part 1 – The Public Sector Equality Duty and Equality Impact Assessments (EIA).2

Part 2 – Aims and implementation of the proposal, project or service 5

Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics 8

Part 4 – Assessment of impact 11

Part 5 – Conclusions and recommendations for decision makers..... 20

Part 6 – Equality impact assessment action plan..... 22

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 introduce a network of cycle/walking routes in the Bexhill area.

There are two routes:
Seafront to Sidley, which runs from De La Warr Parade via Bexhill Train Station, King Offa Way and Buxton Drive and ends next to All Saints Church of England Primary School; and Collington to Worsham, which connects the National Cycle Network Route 2 on the seafront and runs via Collington Train Station, Bexhill Leisure Centre, Bexhill Hospital to a new housing development in Wrestwood Road, where it links to an existing shared cycle/pedestrian footway to Bexhill Enterprise Park.

Further details of the route can be found within the Bexhill Consultation Drawing pack (Appendix A) prepared by East Sussex Highways (ESH) within this document.

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

The objective of the scheme is to provide safer, preferred walking and cycling routes connecting key trip attractors.

East Sussex County Council (ESCC) and Rother District Council worked in partnership to develop a Bexhill Walking & Cycling Strategy, with involvement from a variety of walking and cycling groups. This involved the identification of a network of walking and cycling routes which provided links between residential areas to key locations in the town, such as the Seafront, Town Centre, local train stations, schools, colleges & academies, Ravenside Retail & Leisure Centre, employment areas, health and leisure facilities. East Sussex Highways, a partnership between ESCC, Costain and Jacobs will now work to consult, plan and eventually deliver this project for those who live in, work in or visit Bexhill.

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

Charles Emeanuwa – 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?

The routes for pedestrians are mainly on the footway with cyclists mainly on the carriageway. The proposal allows cyclists and pedestrians to share footways and footpaths in certain areas, providing cyclists with traffic-free and more direct alternatives to on road routes. As pedestrians will be sharing the space with cyclists on these footways and footpaths they will be affected by the proposals. In addition, the proposal includes a number of cycle specific measures such as toucan crossings, a parallel crossing, advisory cycle lanes and a contraflow cycle lane. Some of these facilities are shared with pedestrians and some require additional waiting/loading/stopping restrictions in order to protect the integrity of the facilities. This will affect the ability to park/load/drop off in certain locations.

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

ESCC manage and maintain the highway carriageways and footways in Bexhill. ESH\ESCC are leading the delivery of the proposal to introduce a pedestrian and cycle network within Bexhill, with ESH providing design support. ESH will construct the shared facility in Bexhill.

To permit cycling within Bexhill Down. There may be a requirement to amend any local byelaws to accommodate the scheme. The byelaw on Bexhill Down permits cycling where defined. ESCC are in discussion with RDC in order to overcome the issue about 'disturbing the soil' this will require a short report from RDC to a relevant committee within RDC. Further review will need to be undertaken to decide if and when this is required. The byelaw change will be made by RDC with support from ESH\ESCC.

Once the scheme and associated mitigation measures come into effect ESCC will be responsible for maintaining the routes and for advertising and promoting particular facilities where recommended in the Road Safety Audit. ESCC and RDC propose to work with all groups including cycle groups to enforce a self-management approach.

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

The Walking and Cycling Strategy for Bexhill was prepared in 2014 by ESCC in partnership with RDC 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. We have also been liaising with Highways England, UKPN, private landowners and Rother District Council as part of the design process. We will need to liaise with other private landowners as the design evolves.

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

The Walking and Cycling Strategy for Bexhill prepared by ESCC is focused on identifying a boroughwide network of cycle and pedestrian routes.
The routes will require a number of legal footway/footpath conversions or changes to waiting/loading/stopping on the highway. Plus, the introduction of a contraflow cycle lane.

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

The cycle\pedestrian routes will be signed and open to the public at all times

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

Not Applicable

2.7 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 December 2020) ESH will progress with the detailed design of the scheme. Given that the Bexhill Walking and Cycle Route will need to go through privately owned land, ESH will therefore undertake further consultation with all affected stakeholders during the preliminary and 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 Winter 2021. At this stage the construction programme has yet to be determined but it is anticipated that the shared cycle/footway scheme will come into effect in Spring 2022.

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 Rother District Council on similar schemes

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 Bexhill, in June 2015 Amey on behalf of ESCC carried out a Stakeholder Engagement exercise. The purpose of the exercise was to document proposals and recommendations for a series of location specific traffic management and accessibility improvements to facilitate the on-going regeneration of Bexhill. As part of this report recommendations were made to improve pedestrian and cycling infrastructure. East Sussex Highway (ESH) has been in collaboration with ESCC and Rother District Council in order to design and construct improved cycling and pedestrian infrastructure. In order to consider and facilitate the needs of all stakeholders, ESH will engage with all stakeholders via a public consultation. The consultation will provide the opportunity for key stakeholders and members of the public to provide their opinions 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. The consultation will also provide opportunities for stakeholders to consider whether the proposed facilities and associated measures are considered appropriate.

Bexhill Walking and Cycle Route Scheme is being promoted by ESCC. On behalf of the scheme promotors, ESH will be conducting consultation exercises in 2020 to seek feedback to proposals for the shared cycle/pedestrian route.

ESH will also consult any affected landowners, key stakeholder groups and ward\county councillors impacted by the scheme.

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 Bexhill:

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.

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 Bexhill:

Currently on going – Results to be advised when available.

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 Bexhill for 2018.

Population by age profile				
Age Group	*County*		*Bexhill*	
	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 Bexhill is similar compared with those for the County for these age groups. Bexhill 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 - Any persons of any age with mobility, sight, hearing impairment may be more adversely affected than the general population. Consequently, this group may feel more vulnerable/less safe sharing the footway 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. However younger cyclists may also be impacted positively by having specific facilities which improves their safety.

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 footways/footpaths with cyclists may stop using the route which the shared facility follows.

Families with young children may consider the cycle route environment to be less safe when sharing with cyclists and may stop visiting the footways/footpaths that the shared facility follows.

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.

Positive Impact:

By allowing cycling along this route, it provides less confident cyclists, such as children or older people, a safer environment to cycle. Allowing cycling along this route will also provide an environment for older people to cycle safely and remain active. This may encourage more people to cycle and use the route more often.

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

In June 2019 ESH carried out a review of the proposed route of the shared Bexhill Cycle Route Review document (SCH026A-D-RP-0001). The purpose of this document was to determine the suitability to introduce a cycle route going East to West within Bexhill 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. 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 each option to determine which assessment, 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 along the route in Bexhill:

i. *Where space permits existing paths or footways 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.*

v. *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.*

g) How will any mitigation measures be monitored?

It is recommended that RDC 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 Bexhill for 2018.

Category	County		Bexhill	
	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 Bexhill 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 footway and pathways with cyclists.

Yes - People who use vehicles may be impacted with parking restrictions along the route.

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

Negative Impact Consideration:

Equality Impact

By promoting cycling on this route, there is a risk that disabled people and other vulnerable groups are concerned for their safety and avoid using the streets and paths the cycle route passes through.

Typical concerns that could be 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 footway & pathways with the impact being that vulnerable pedestrians may not be aware of approaching cyclists. We will await response to see if this issue is a concern.

Positive Impact Consideration:

By creating a defined cycle route facility, less abled cyclists will feel more feel confident cycling within the defined route.

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 Bexhill on this defined route.

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 Bexhill on this defined route.

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 Bexhill.

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 Bexhill 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		Bexhill	
	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 Bexhill 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 Consideration:

Women who are pregnant, may feel more vulnerable/less safe on a shared path.

New parents with young children may consider the cycle route less safe when sharing with cyclists and may stop visiting this amenity.

Positive Impact Consideration:

By allowing cycling on shared footways and paths provides less confident cyclists, such as families with young children, a safer 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 Bexhill along this route.

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 Bexhill along this route.

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 five 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
- Encourage more people to cycle and use the route more often
- Health benefits from model shift away from private vehicles

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

	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 Bexhill. These are described in paragraph 4.1 (f) of this assessment.*
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 RDC 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 cycle scheme.

5.4 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 :	***05 Jun. 20***	**Signed by (person completing)**	***Charles Emeanuwa***
		Role of person completing	***Scheme Project Manager for East Sussex Highways***
Date:	***05 Jun.20***	**Signed by (Manager)**	***James Vaks***

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. ✓

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

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

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

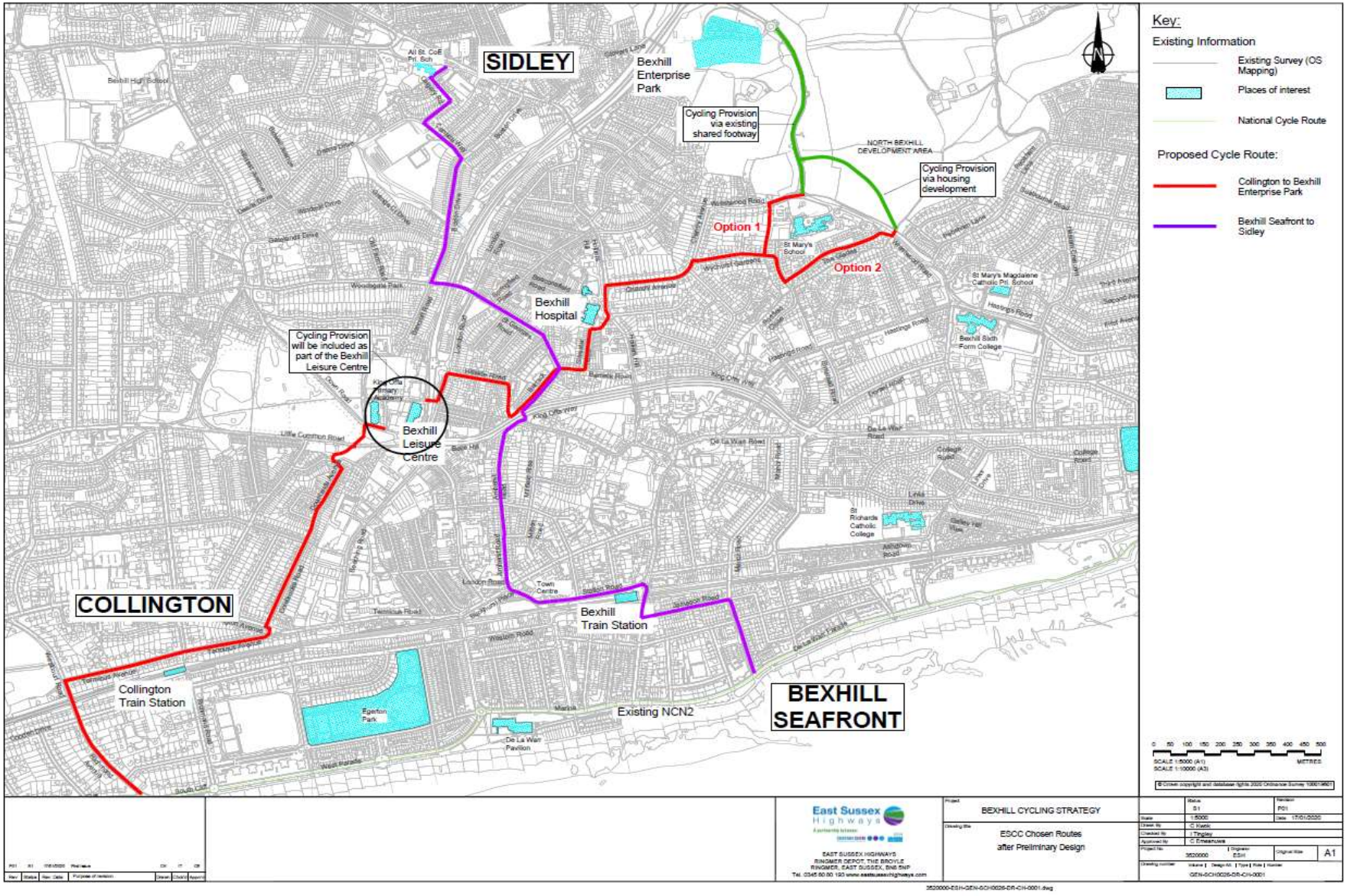
Area for improvement	Changes proposed	Lead Manager	Time scale	Resource implications	Where incorporated/flagged? (e.g. business plan/strategic plan/steering group/DMT)

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)

Appendix A – General Arrangement Plan



Bexhill-on-Sea Cycling and Pedestrian Route (A)

Collington to Worsham

Appendix 3 – Public Consultation Leaflet, Design Plans and Public Consultation Questionnaire and Leaflet Delivery Extent Map

Have your say on a new cycle route in Bexhill

East Sussex County Council is developing a number new cycle routes across the town which reflect our Local Transport Plan objectives of creating safer, more sustainable communities and align with the Government's commitment to encouraging more active travel. The proposed route was identified through work carried out for the Council's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.



This consultation will focus on the route which runs between Collington and Worsham. The preliminary design has been developed in partnership with East Sussex Highways.

A map of the route is shown overleaf.

More information on the proposal and the consultation questionnaire can be accessed via the QR code or the weblink below: https://consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation

SCAN ME

The consultation closes on Thursday 16th December 2021

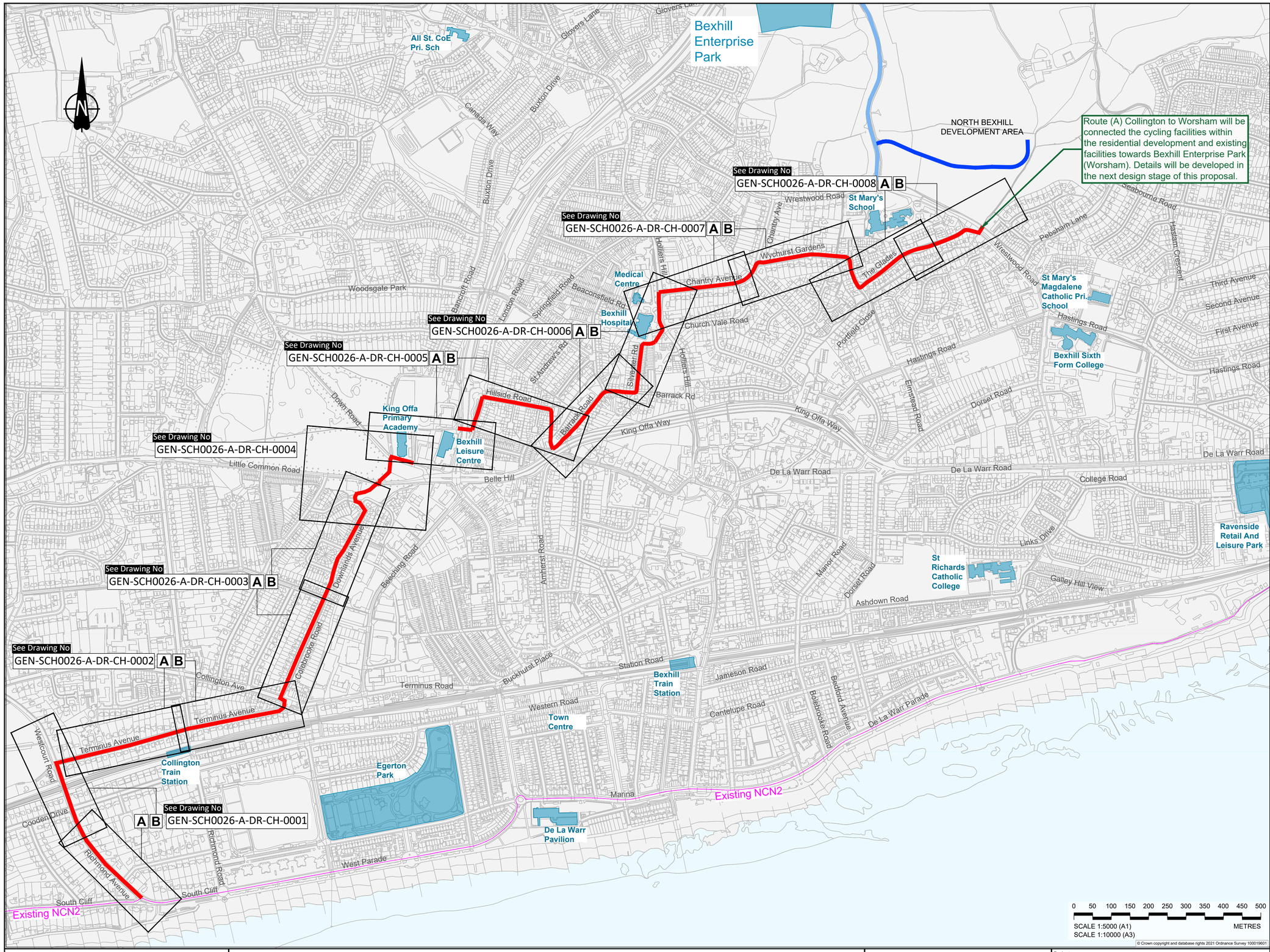


The Collington to Worsham route runs between the existing National Cycle Network Route 2 on the seafront via Collington Station to Bexhill Enterprise Park in Worsham. It is proposed that the alignment in the Worsham area will use the existing shared cycle/pedestrian path on Mount View Street and connect to the rest of the route via cycling facilities currently under development by an external developer in the North Bexhill Residential Development area. Discussions are also underway with third parties to ensure suitable cycling and walking facilities can be achieved through a proposed mixed-use development by Bexhill Leisure Centre, with interim measures in place whilst this is being progressed.

Why are we consulting: We want to hear your views on the proposals and whether you support the changes or have any reason for them not being installed. Subject to the feedback received, we propose to implement the route around March 2023.

You can also request paper copies of plans and response forms, copies in Braille, large text or another language by contacting customer@eastsussexhighways.com or via phone on 0345 60 80 193

Thank you for your interest in this consultation and for taking the time to look at the proposal.



0 50 100 150 200 250 300 350 400 450 500

SCALE 1:5000 (A1)
SCALE 1:10000 (A3)
METRES

© Crown copyright and database rights 2021 Ordnance Survey 100019601

LEGEND:

Existing Information

- Existing Survey (OS Mapping)
- Place of interest
- National Cycle Route
- Existing shared cycle/pedestrian facility

Proposed Cycle Route:

- Route A: Collington to Worsham
- Cycle facilities developed by 3rd party private developer. (Route shown for connectivity purposes only.)

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P06	S2	26/10/2021	Text changed	CK	IT	CE
P05	S2	18/10/2021	Route B freezed for public consultation	CK	IT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	23/07/2021	Ref changed	CK	IMT	CE
P02	S2	17/06/2021	Blue route added	CK	IMT	CE
P01	S1	27/05/2021	First Issue	IM	IMT	CE

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: BEXHILL CYCLING STRATEGY

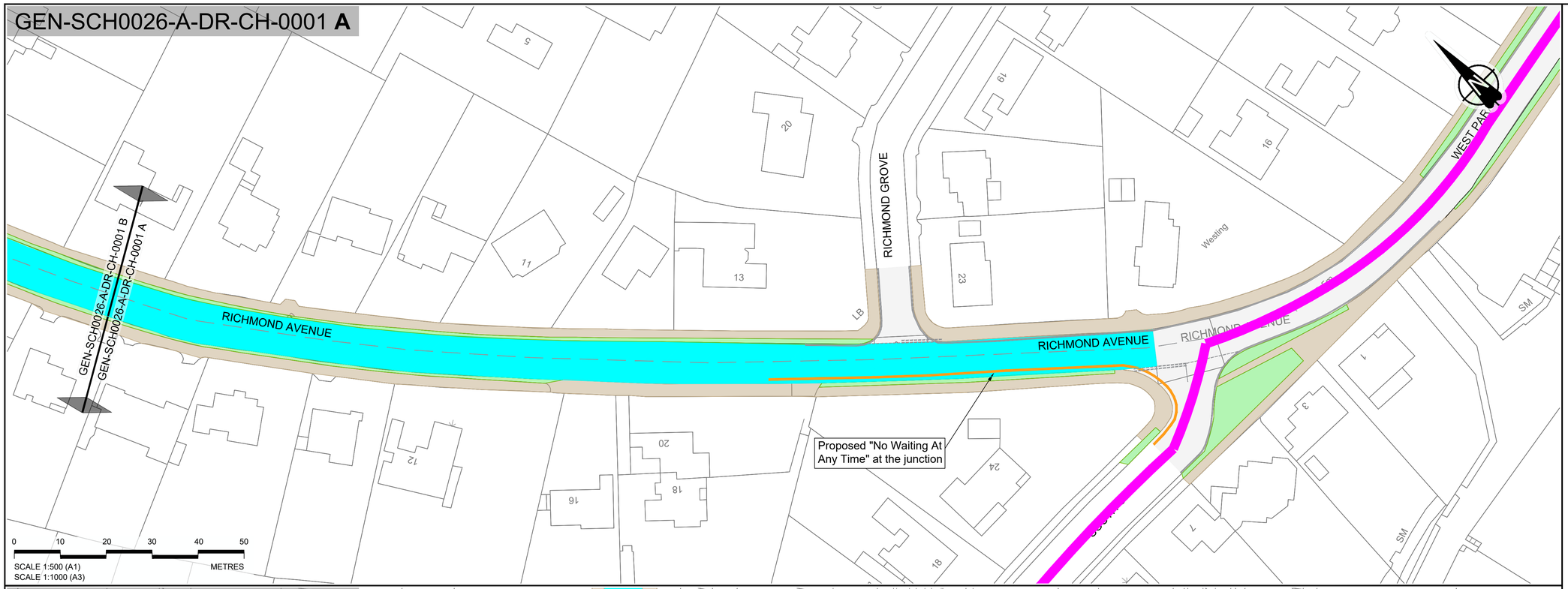
Drawing title: Routes Map Consultation

	Status: S2	Revision: P06	
Scale: 1:5000		Date: 27/05/2021	
Drawn By: I Moreno			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: Volume | Design Alt. | Type | Role | Number			

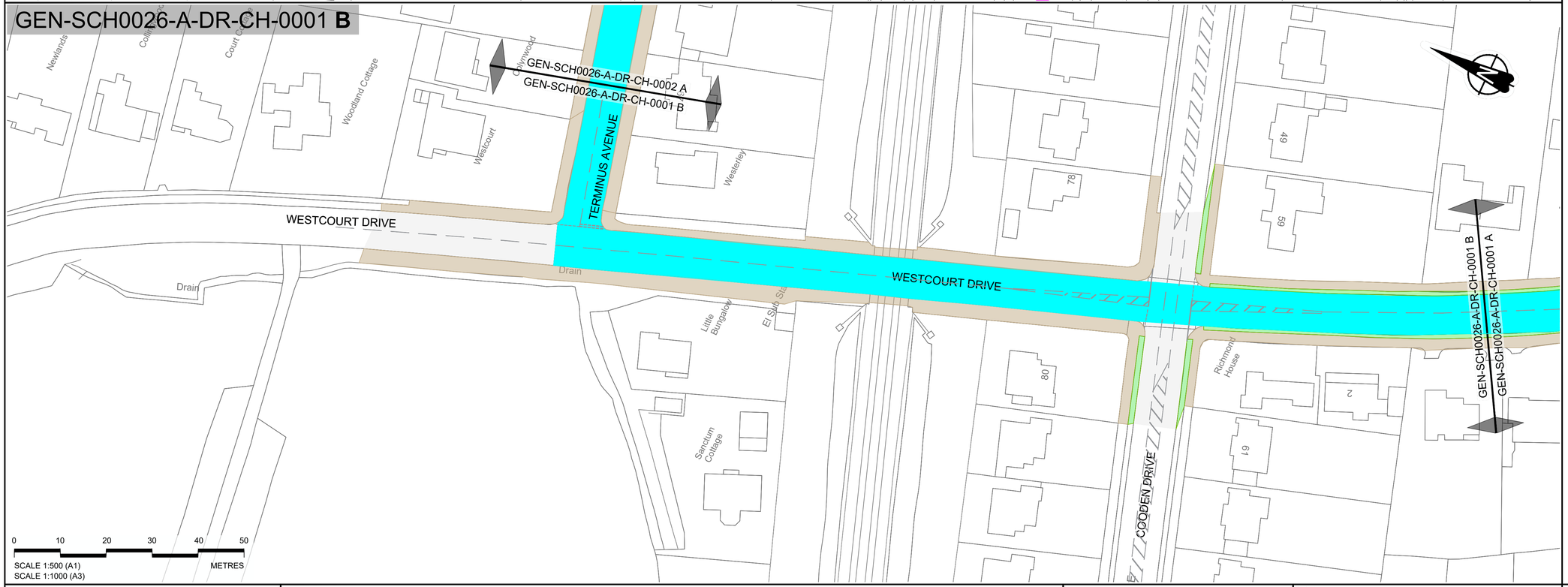
GEN-SCH0026-(A)-DR-CH-0001

3520000-ESH-GEN-SCH0026-(A)-DR-CH-0001.dwg

GEN-SCH0026-A-DR-CH-0001 **A**



GEN-SCH0026-A-DR-CH-0001 **B**



LEGEND:

- On road cycle route
- New parking/stopping restrictions
- Existing verge
- Existing footway
- Existing carriageway
- Existing National Cycle Route No.2

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	15/11/2021	Change in title	CK	IMT	CE
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

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

Project: Bexhill Cycling Strategy

Drawing title: Route A - Collington to Worsham
01 - Richmond Avenue to Terminus Avenue
Public Consultation

	Status: S2	Revision: P05	
Scale: 1:500 in A1	Date: 22/03/2021		
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: Volume | Design Alt. | Type | Role | Number			
GEN-SCH0026-A-DR-CH-0001			

3520000-ESH-GEN-SCH0026-A-DR-CH-0001.dwg

GEN-SCH0026-A-DR-CH-0002 **A**



GEN-SCH0026-A-DR-CH-0002 **B**



LEGEND:

- On road cycle route
- Existing verge
- Existing footway
- Existing carriageway
- New parking/stopping restrictions

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	09/07/2021	Additional DYLs	CK	IMT	CE
P02	S2	17/06/2021	Footways colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

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

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 02 - Terminus Avenue Public Consultation

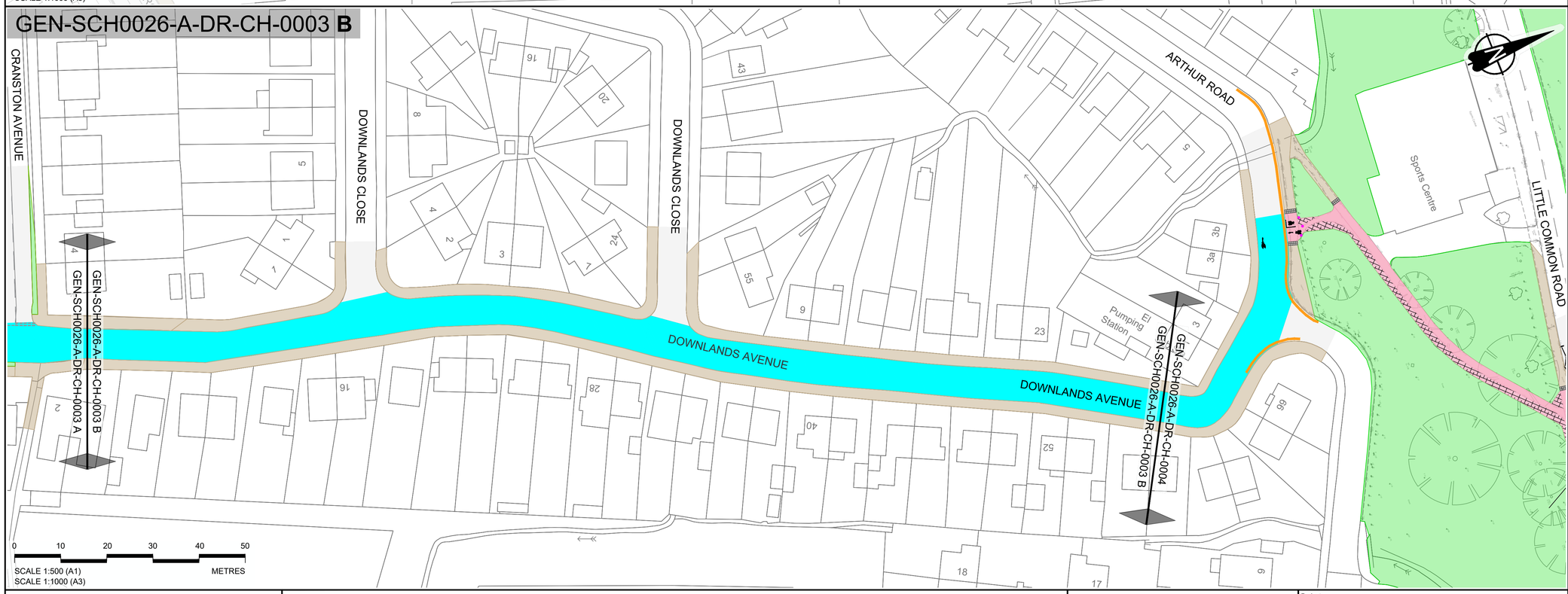
	Status: S2		Revision: P04
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator: ESH	Original Size: A1
Drawing number	Volume | Design Alt. | Type | Role | Number: GEN-SCH0026-A-DR-CH-0002		

3520000-ESH-GEN-SCH0026-A-DR-CH-0002.dwg

GEN-SCH0026-A-DR-CH-0003 **A**



GEN-SCH0026-A-DR-CH-0003 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed Corduroy tactile paving
- New parking/stopping restrictions
- Existing verge/grass area/woodland
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P03	S2	09/07/2021	Additional DYLs	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

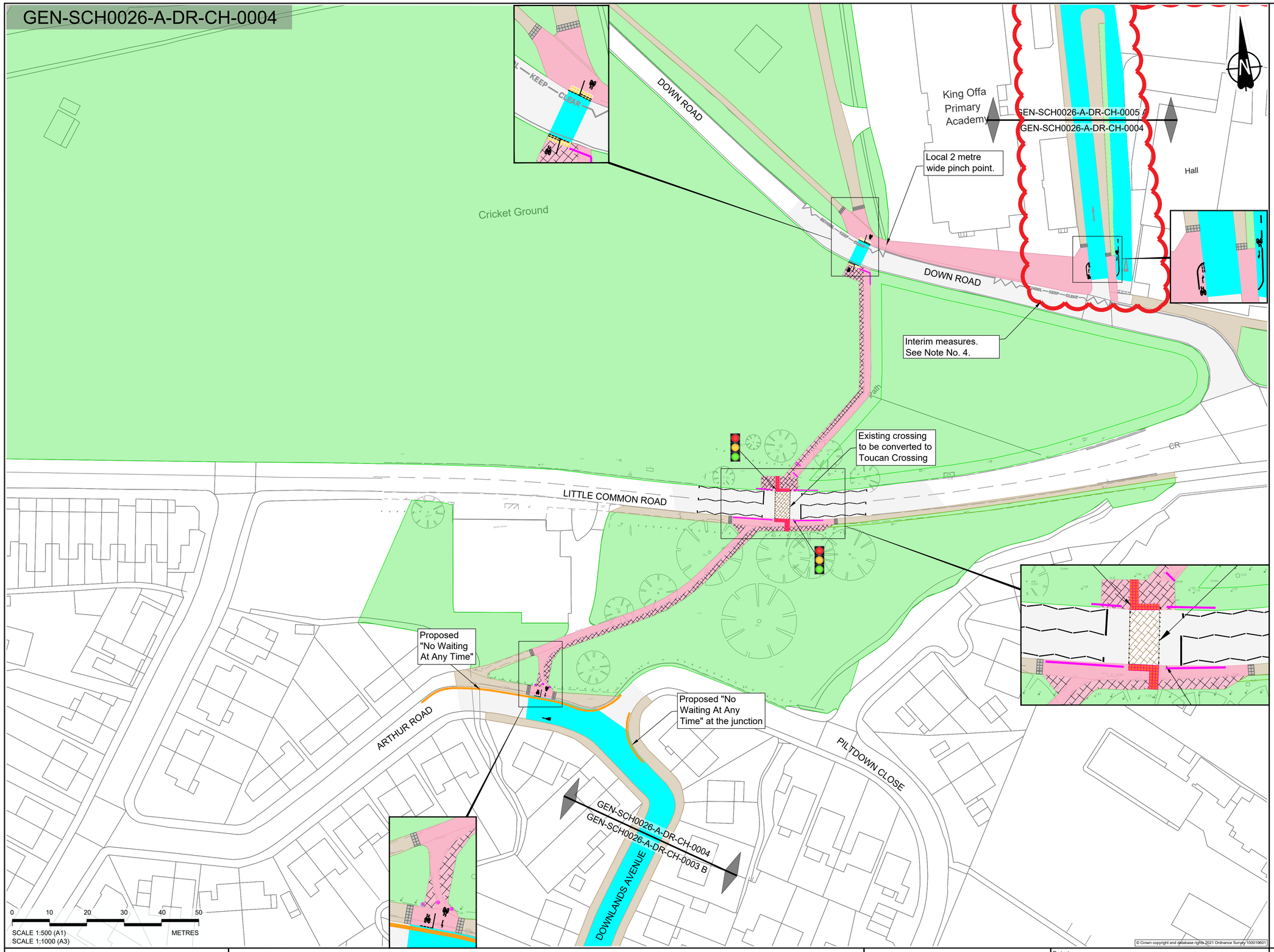
East Sussex Highways
A partnership between: Jacobs supporting East Sussex
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 03 - Colebrooke Road & Downlands Avenue Public Consultation

	Status: S2	Revision: P05	
Scale: 1:500	Date: 22/03/2021		
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: Volume | Design Alt. | Type | Role | Number			
GEN-SCH0026-A-DR-CH-0003			

3520000-ESH-GEN-SCH0026-A-DR-CH-0003.dwg

GEN-SCH0026-A-DR-CH-0004



LEGEND:

- On road cycle route
- Existing footpath converted to shared use
- Proposed footpath widening to form part of shared use, minimum 3.0m wide
- Proposed red tactile paving
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restrictions
- Proposed guardrail
- Proposed toucan crossing (existing puffin crossing converted to toucan crossing)
- Existing verge/grass area/woodland
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



4. The section of route near the Bexhill Leisure Centre is subject to a new housing development. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facility in this location.

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

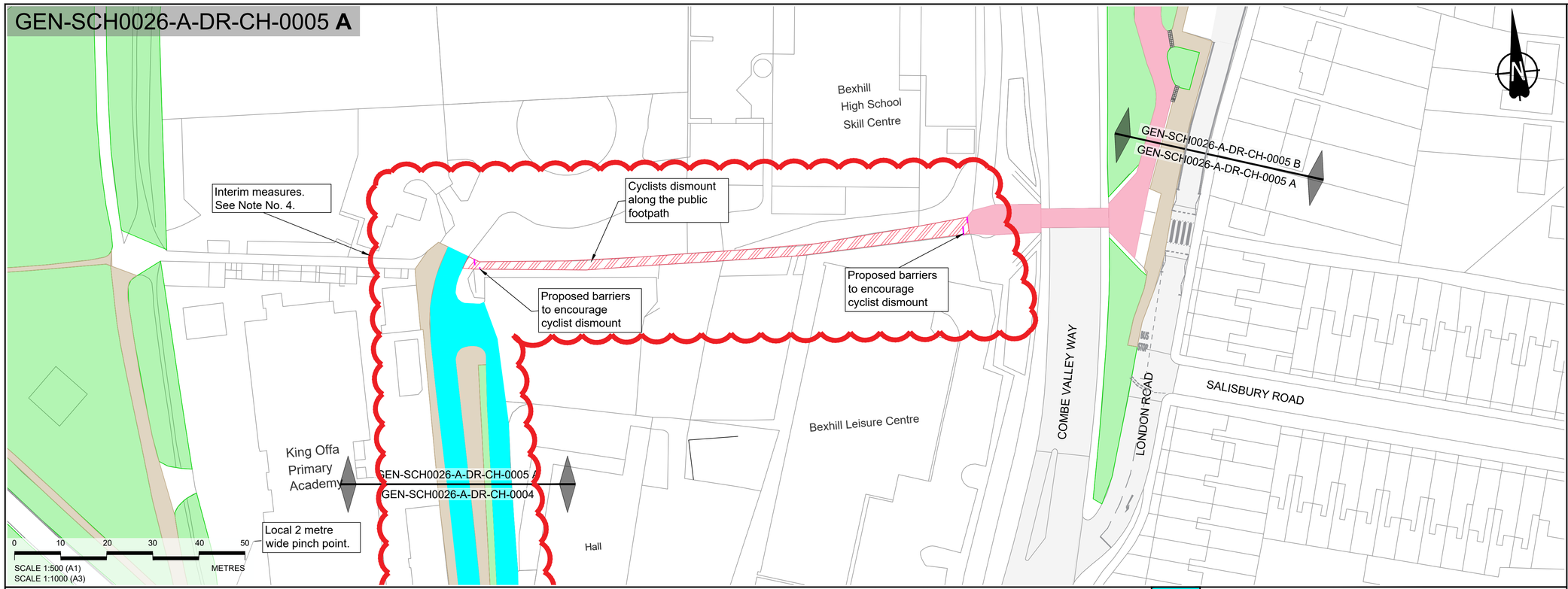
East Sussex Highways
A partnership between: Jacobs, Supporting East Sussex
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 04 - A259 Little Common Road Public Consultation

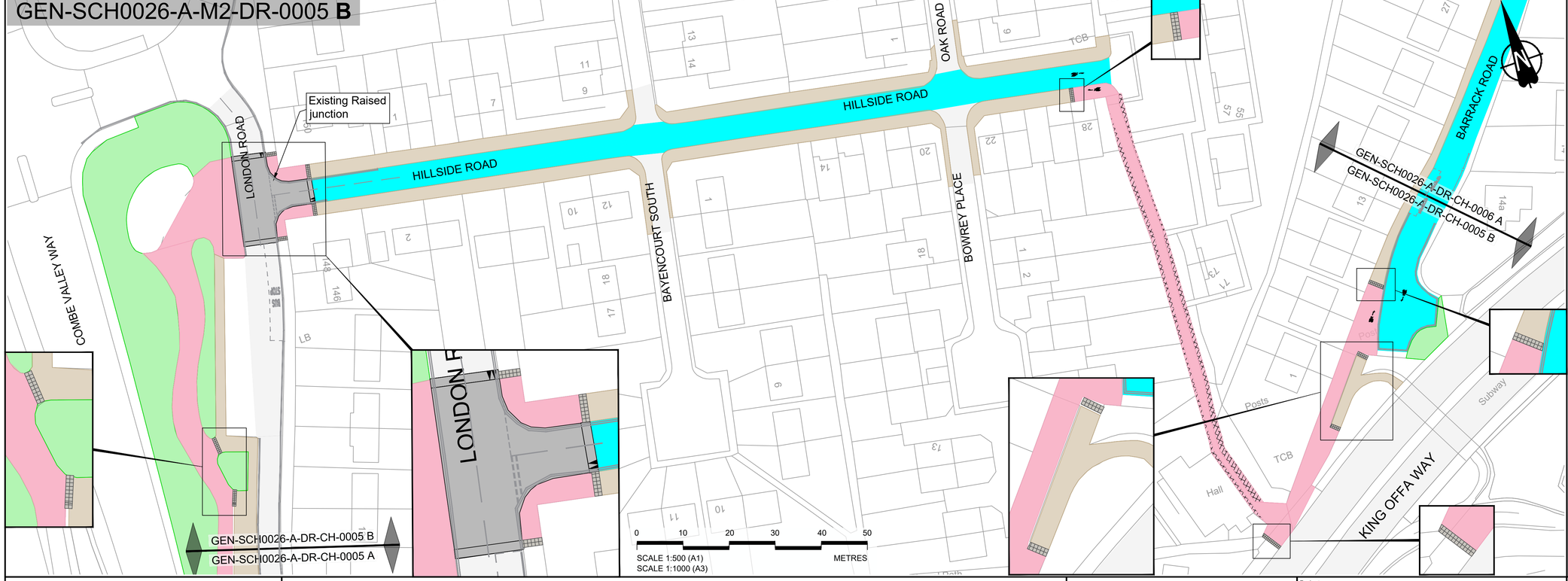
	Status: S2	Revision: P05	
Scale: 1:500		Date: 22/03/2021	
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: GEN-SCH0026-A-DR-CH-0004	Volume | Design Alt. | Type | Role | Number		

3520000-ESH-GEN-SCH0026-A-DR-CH-0004.dwg

GEN-SCH0026-A-DR-CH-0005 **A**



GEN-SCH0026-A-M2-DR-0005 **B**



LEGEND:

- On road cycle route
- Existing footpath converted to shared use
- Proposed footpath widening to form part of shared use, minimum 3.0m wide (subject to third party agreement)
- Section of proposed route where cyclists will be required to dismount as an interim measure. See Note 4.
- Proposed corduroy tactile paving
- Proposed pedestrian barrier
- Existing verge/grass area
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



4. The section of route near the Bexhill Leisure Centre is subject to a new housing development. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facility in this location.

© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P06	S2	26/10/2021	Change in text	CK	IMT	CE
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

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

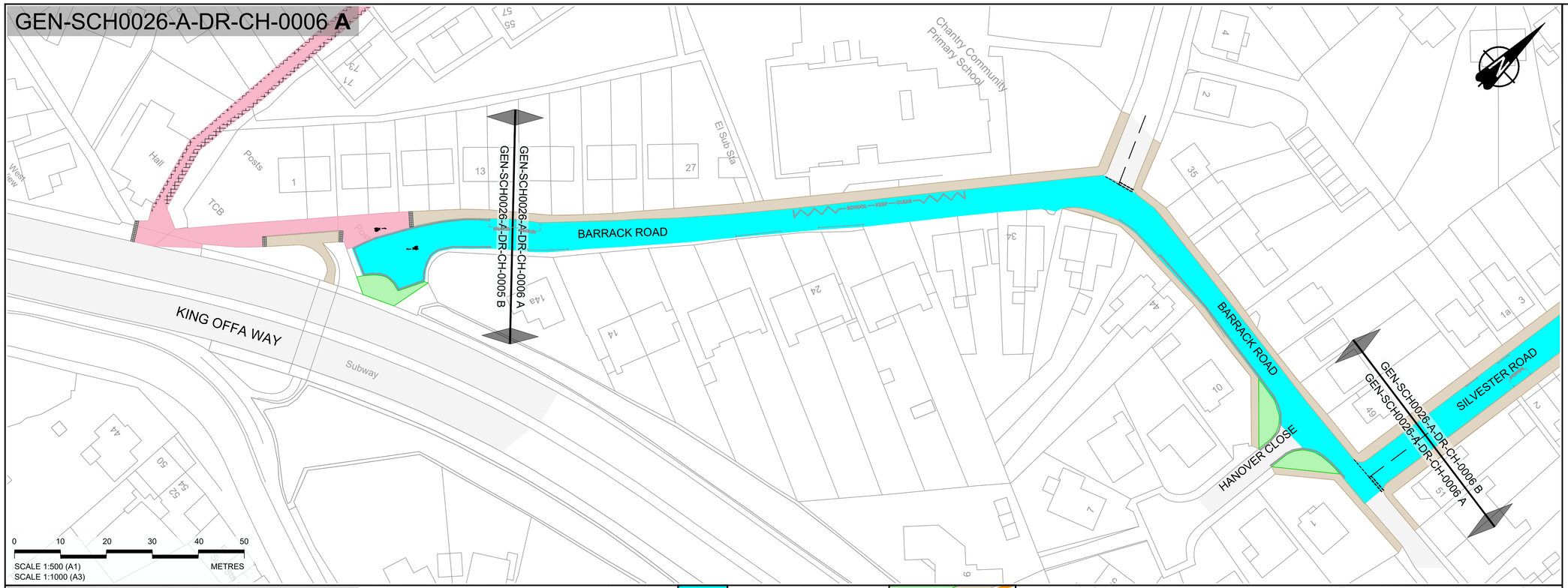
Project: Bexhill Cycling Strategy

Drawing title: Route A - Collington to Worsham
05 - Hillside to Bancroft Rd
Public Consultation

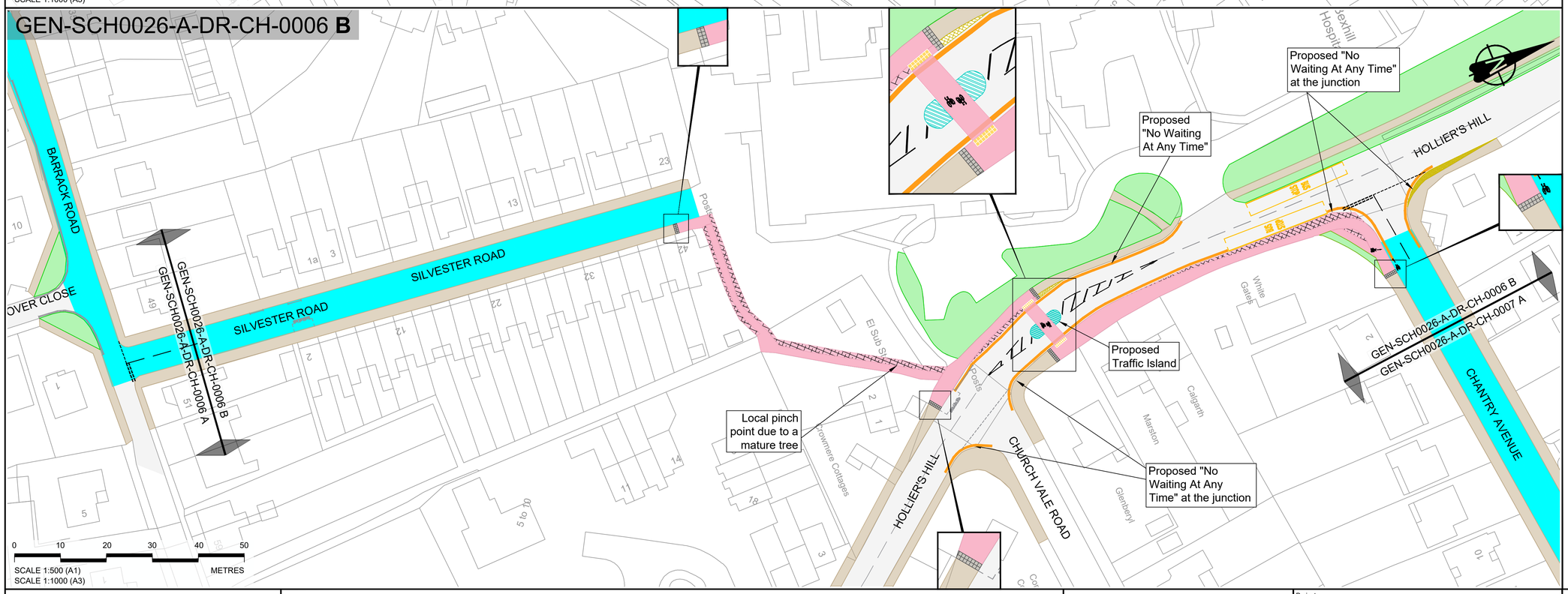
	Status: S2	Revision: P06	
Scale: 1:500 in A1		Date: 22/03/2021	
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: Volume | Design Alt. | Type | Role | Number			
GEN-SCH0026-A-DR-CH-0005			

3520000-ESH-GEN-SCH0026-A-DR-CH-0005.dwg

GEN-SCH0026-A-DR-CH-0006 **A**



GEN-SCH0026-A-DR-CH-0006 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide (some areas subject to third party agreement)
- Proposed traffic island
- Proposed footway widening
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restriction
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

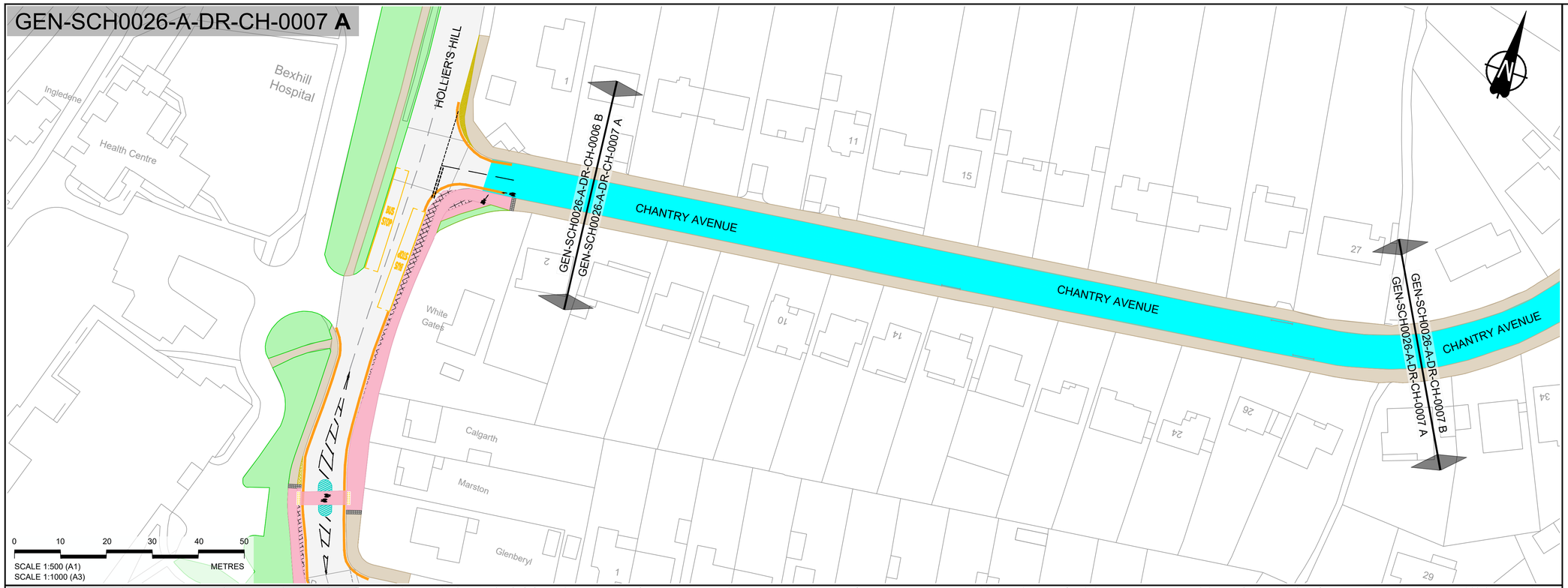
East Sussex Highways
A partnership between: Jacobs Delivering East Sussex
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 06 - Chantry Aveune to Barrack Rd Public Consultation

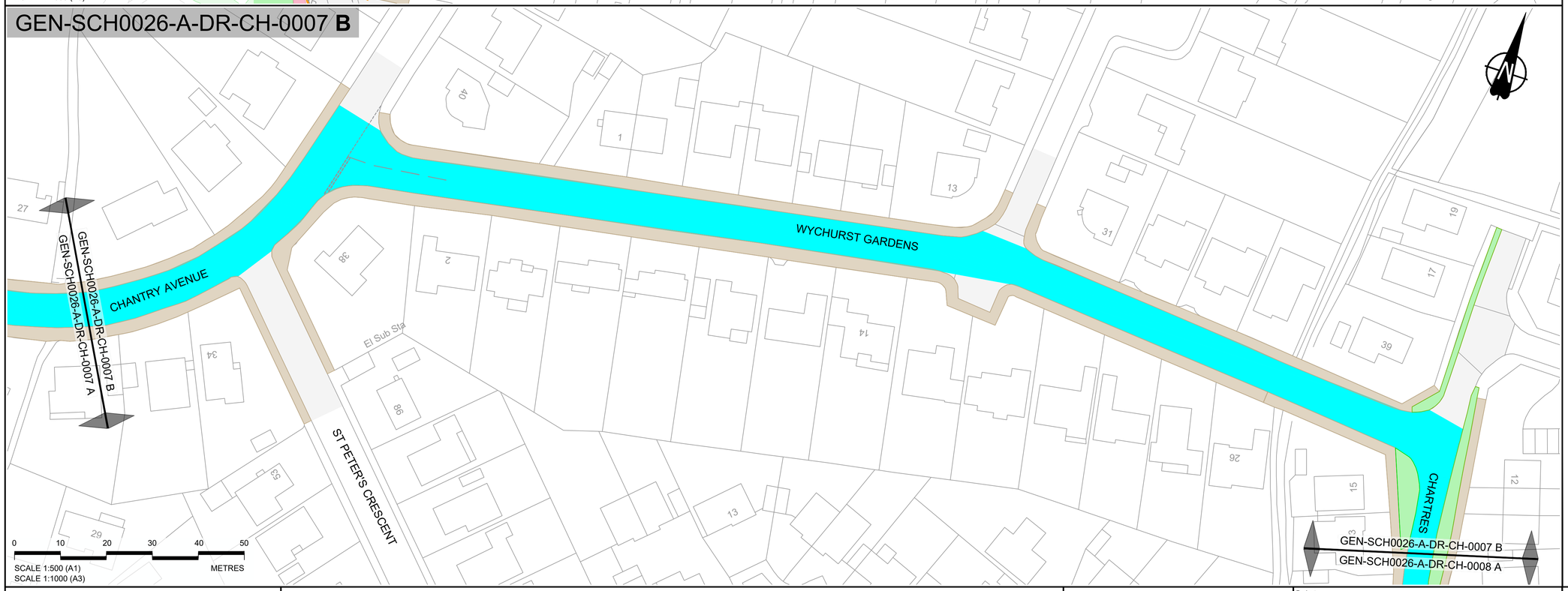
	Status	Revision	
	S2	P04	
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000 | Originator	Original Size	A1
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0006		

3520000-ESH-GEN-SCH0026-A-DR-CH-0006.dwg

GEN-SCH0026-A-DR-CH-0007 **A**



GEN-SCH0026-A-DR-CH-0007 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed traffic island
- Proposed footway widening
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restriction
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

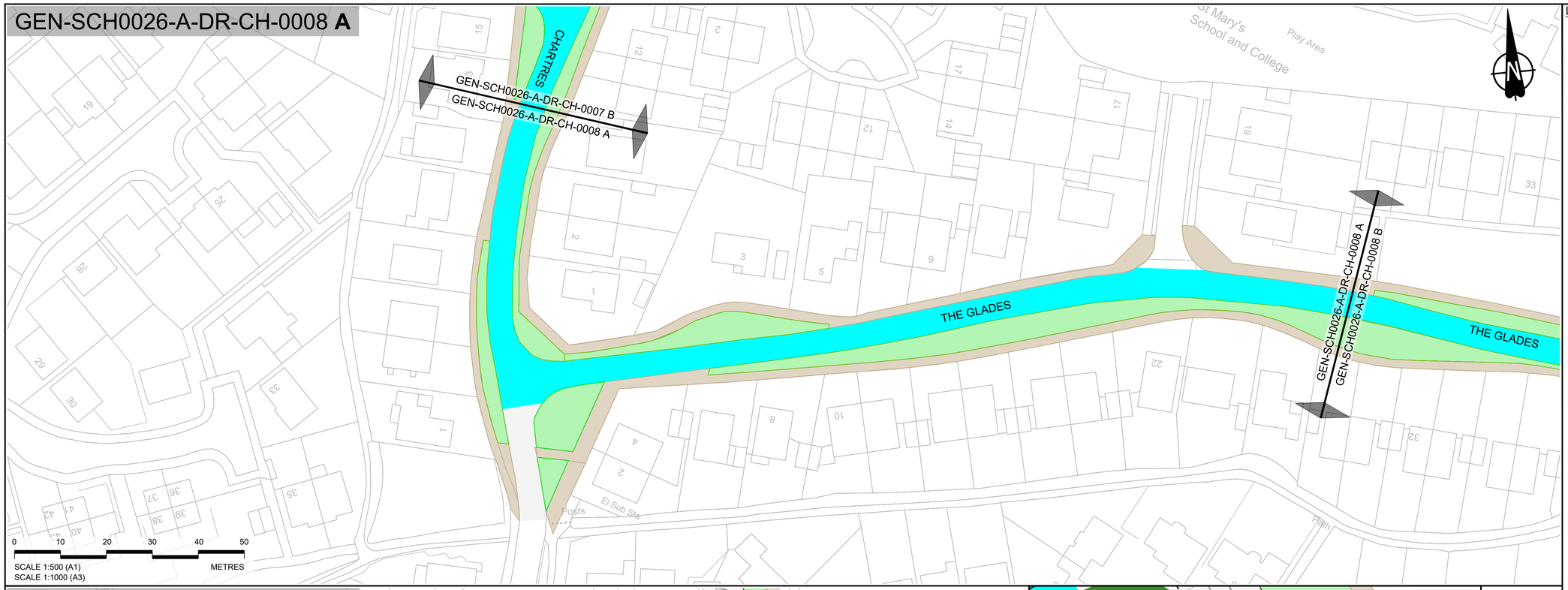
East Sussex Highways
A partnership between: Jacobs
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 07 - Chantry Ave. to Wychurst G. Public Consultation

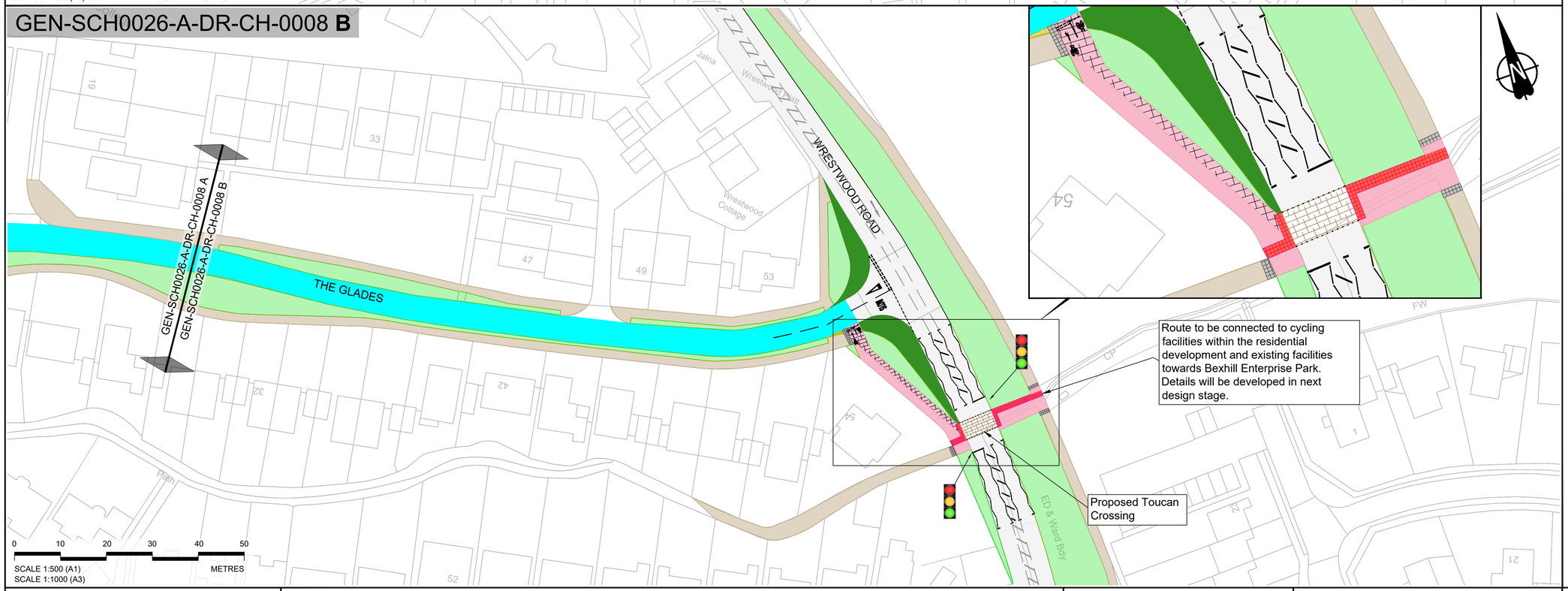
	Status: S2	Revision: P04	
Scale: 1:500 in A1	Date: 22/03/2021		
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator:	Original Size: A1	
Drawing number: GEN-SCH0026-A-DR-CH-0007	Volume | Design Alt. | Type | Role | Number		

3520000-ESH-GEN-SCH0026-A-DR-CH-0007.dwg

GEN-SCH0026-A-DR-CH-0008 **A**



GEN-SCH0026-A-DR-CH-0008 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed Toucan Crossing
- Proposed red tactile paving
- Proposed corduroy tactile paving
- Proposed new verge
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Colour changed and note added	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

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	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 08 - The Glades Public Consultation

	Status S2	Revision P04	
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No. 3520000	Originator	Original Size	A1
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0008		

3520000-ESH-GEN-SCH0026-A-DR-CH-0008.dwg

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

Q5 What would be your main purpose for using this route?

☐ Work
☐ Leisure
☐ School\College\Higher Education
☐ Other
☐ Prefer not to say

Q6 Do you consider yourself to be disabled as set out in the Equality Act 2010?

☐ Yes
☐ No
☐ Prefer not to say

The Equality Act 2010 describes a person 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 HIVAIDS, for example) are considered to be disabled from the point that they are diagnosed.

Thank you for taking part in this survey, your views are important to us.

Return by writing Freepost East Sussex Highways in a sealed plain envelope.

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

East Sussex Highways

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

Freepost East Sussex Highways

Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals:www.eastsussexhighways.com/consultations

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see the website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

Please return your completed questionnaire by **(Monday the 16th December 2021)** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You…

☐ An individual
☐ A business
☐ Other

If business or other, please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

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

SECTION 2 – Feedback

Q1. To what extent do you support the proposed pedestrian and cycle scheme improvements?

☐ Strongly Support
☐ Support
☐ Oppose
☐ Strongly Oppose
☐ Don't know
☐ No opinion
☐ Prefer not to say

Q2. If you do not support the proposals, please tell us why. (Optional)

Q3. If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to. (Please refer to the main overview route alignment drawing or the drawing in question for the number. Alternatively, you can reference the street\road name.)

Q4 Are there any additional comments that you would like to make about the proposal and how it might affect you?

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

SECTION 3: Equality Survey – (About You)

We are asking these questions as we want to make sure that we have a representative view of all persons impacted by the proposal either directly or indirectly. Please be advised that you are under no obligation to provide any responses to the below questions. All responses received will be treated in the strictest confidence. ESH & ESCC will use the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal.

Q1 Do you consider yourself?

☐ Male
☐ Female
☐ Other
☐ Prefer not to say

Q2 Which age group do you fall into?

☐ 16-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+
☐Prefer not to say

Q3 On average how often do you commute without the use of private vehicles or public Transport (e.g. by bike/foot)

☐ 5 or more days a week
☐ 3-4 days a week
☐ 2 days a week
☐ Once a week
☐ Once a fortnight
☐ About once a month
☐ Less than once a month
☐ Prefer not to say

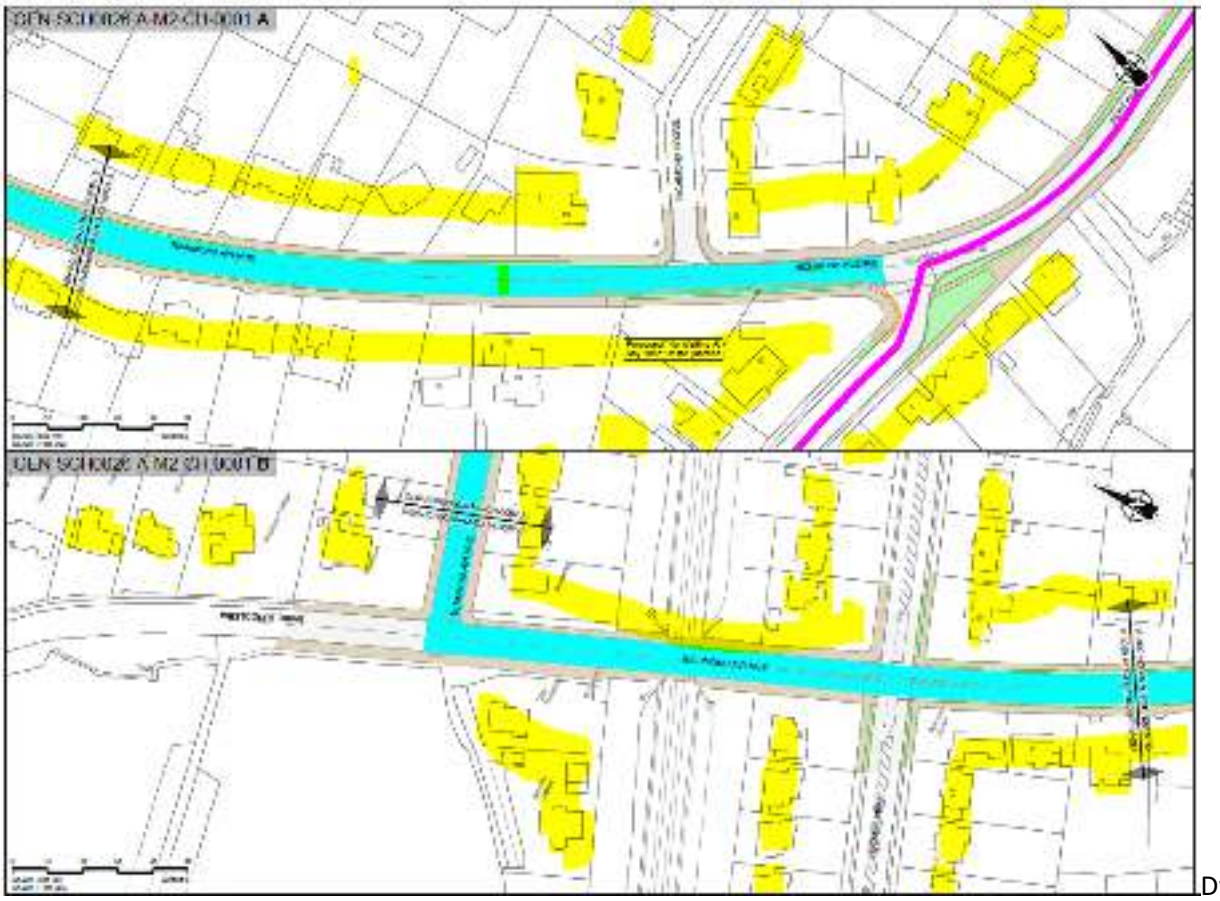
Q4 Do you have reduced mobility?

☐Yes
☐Not applicable. I do not have reduced mobility.
☐ Prefer not to say.

If you answered "Yes" to Q4…….

☐ If yes, is this route suitable?
☐ If yes, is this route accessible?

Route A - Delivery Extents Map - Public Consultation



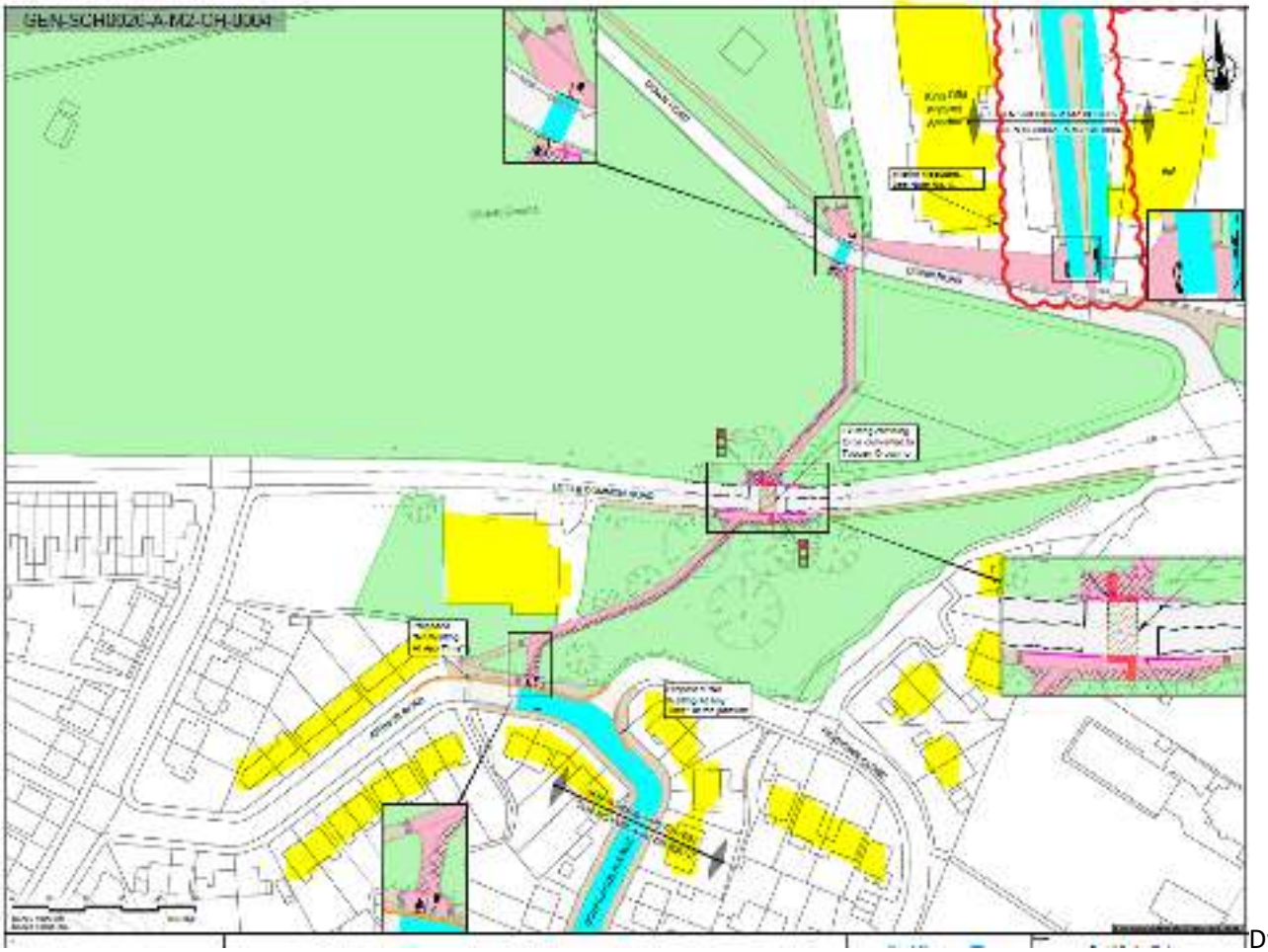
Dwg 1



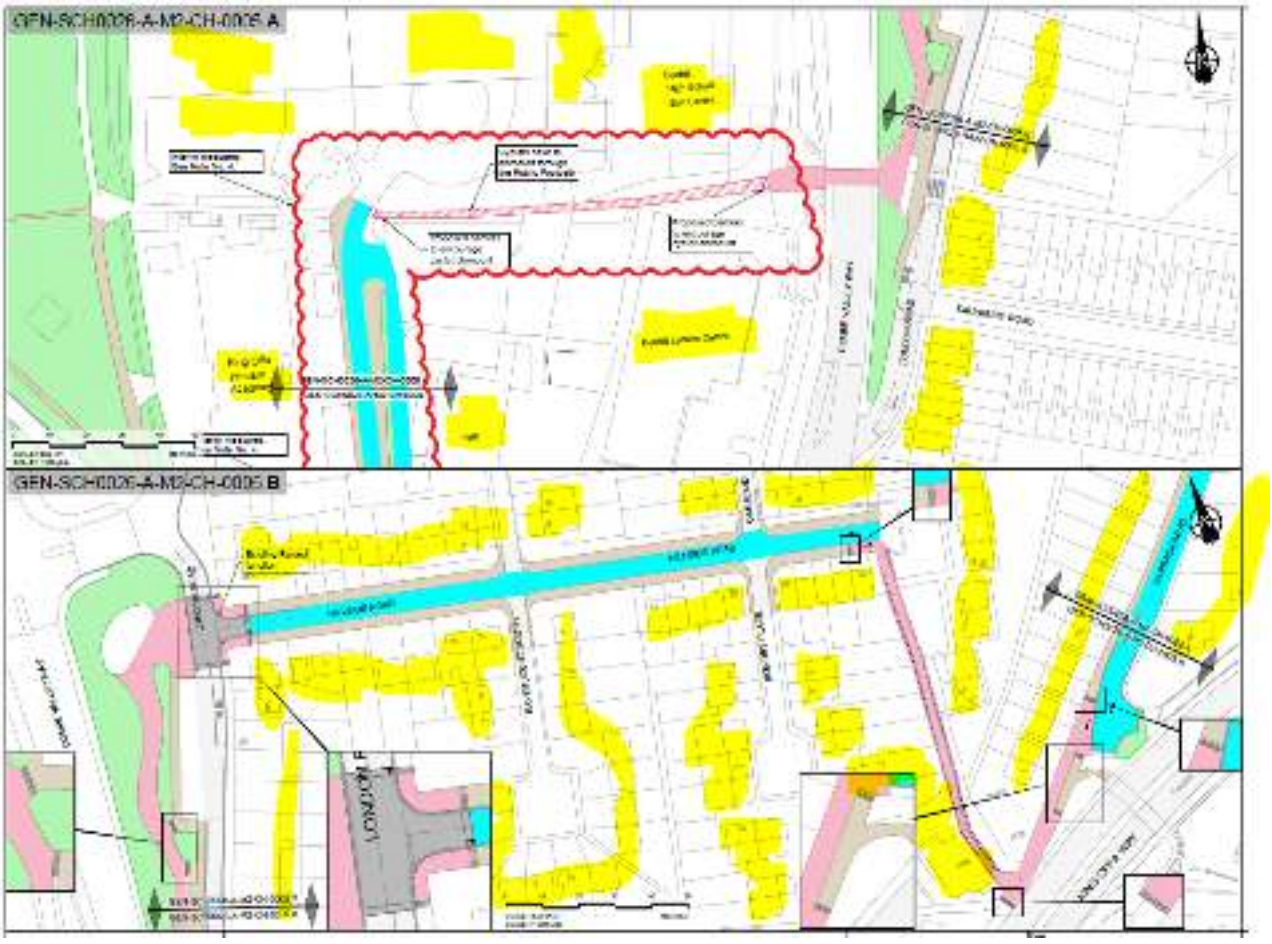
Dwg 2


GEN SCH0028 A M2 CH 0000 A
GEN SCH0028 A M2 CH 0000 B

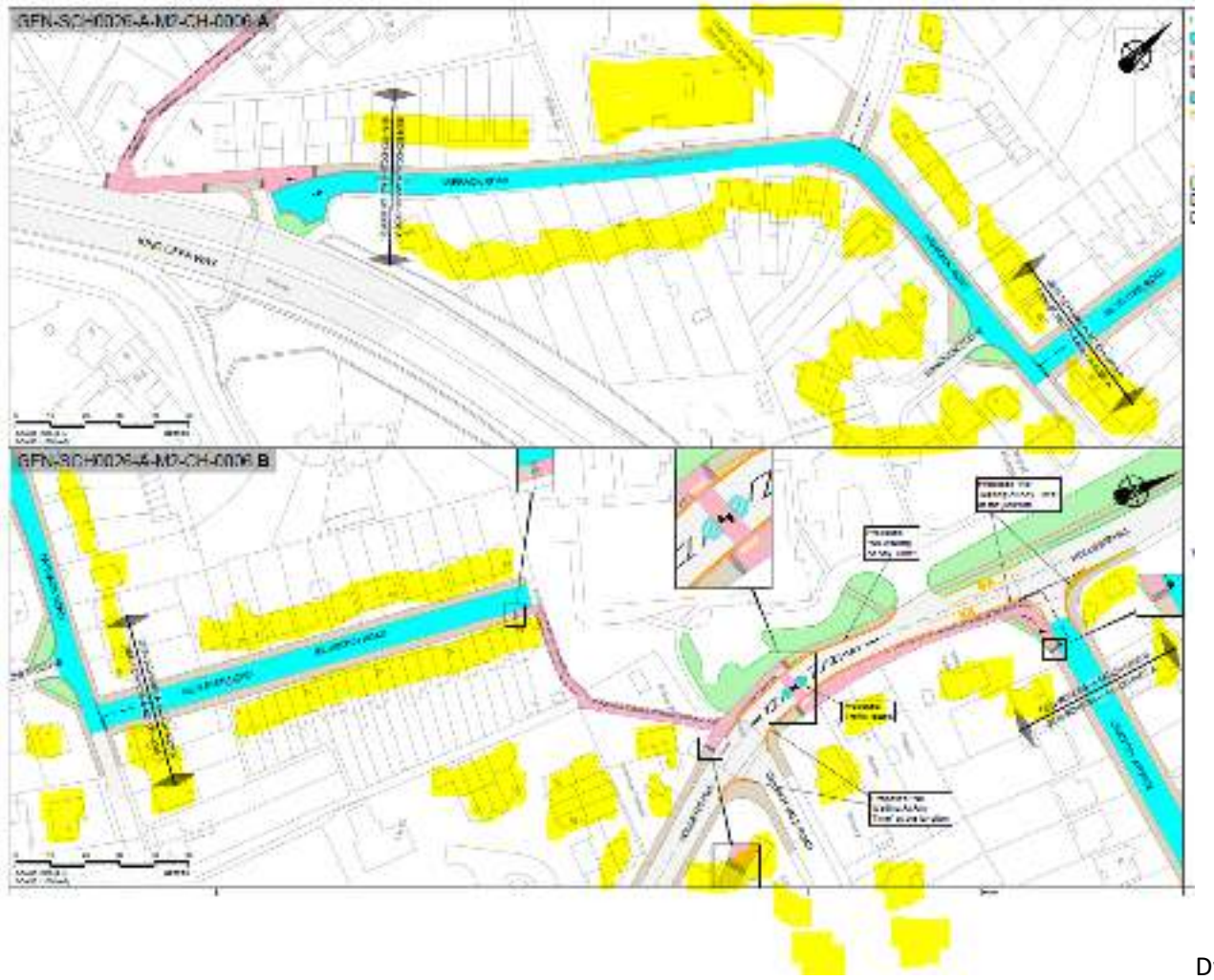
Dwg 3


GEN-SCH0028-A-M2-CH-0004

Dwg 4


GEN-SCH0005-A-M2-CH-0005 A
GEN-SCH0005-A-M2-CH-0005 B

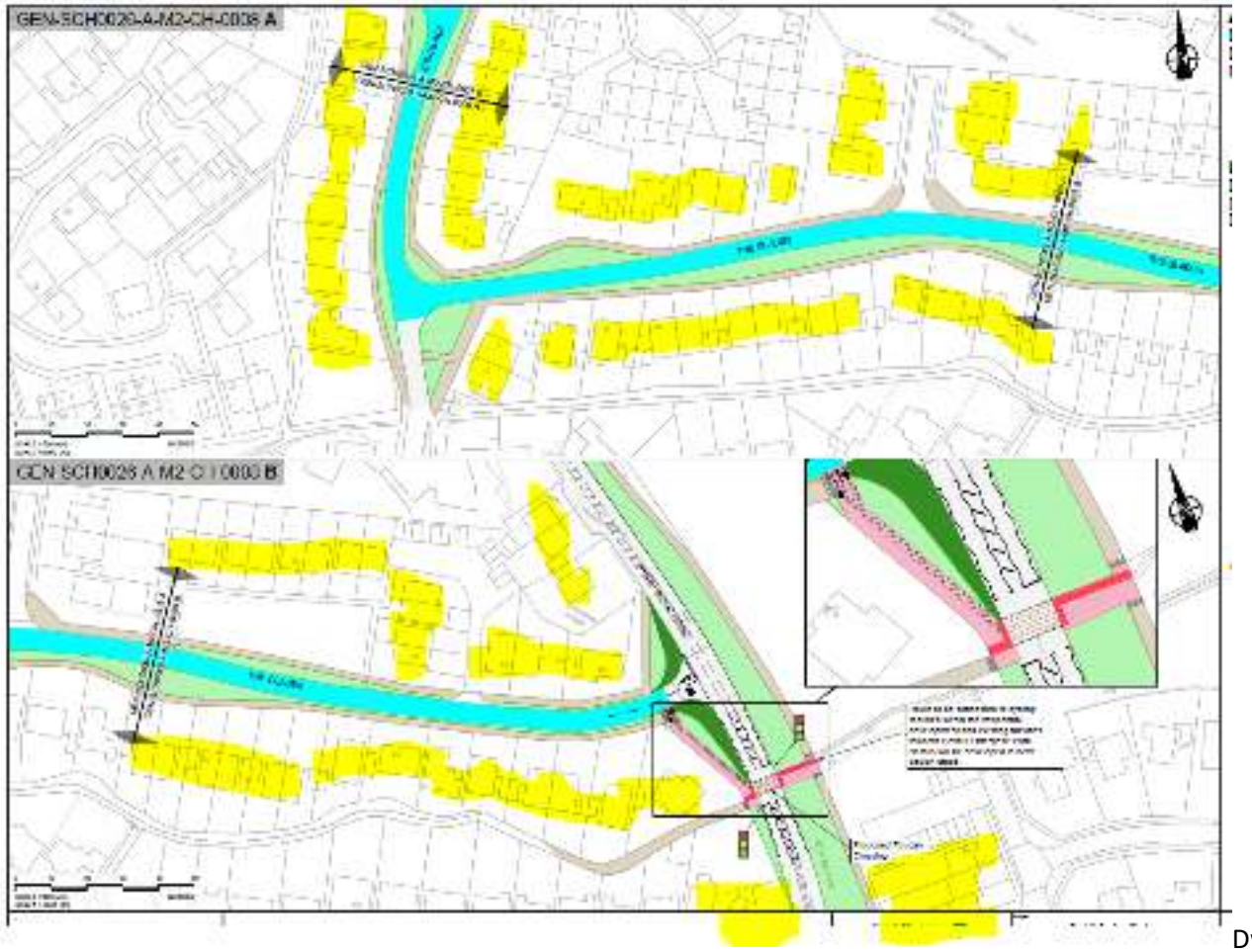
Dwg 5


GEN-SCH0006-A-M2-CH-0006 A
GEN-SCH0006-A-M2-CH-0006 B

Dwg 6


GEN-SCH0026-A-M2-CH-0007 A
GEN-SCH0026-A-M2-CH-0007 B

Dwg 7


GEN-SCH0026-A-M2-CH-0008 A
GEN-SCH0026-A-M2-CH-0008 B

Dwg 8

Bexhill-on-Sea Cycling and Pedestrian Route (A)

Collington to Worsham

Appendix 4 – Public Consultation Results Report

APPENDIX 4: Consultation Results\Analysis

Bexhill Cycling and Pedestrian Route (A) Collington to Worsham Public Consultation

Analysis and summary of the comments returned

Consultation: Thursday 25/11/2021 – Thursday 16/12/2021

Bexhill-on-Sea Cycling and Pedestrian Route (A) Collington to Worsham

Consultation Summary Report

Date: 16 June 2022

East Sussex Highways
A partnership between:
COSTAIN CH2M
Supporting East Sussex
East Sussex County Council

East Sussex Highways
The Broyle
Ringmer
East Sussex
BN8 5NP

Executive Summary

This report records the results of the public consultation undertaken by East Sussex Highways (ESH) for the Cycling and Pedestrian Route (A) Collington to Worsham Scheme proposals at Bexhill-on-Sea, which ran from 11 November 2021 to 16 December 2021.

Approximately 1000 leaflets with accompanying overview plan were sent out to local residents, businesses and community facilities.

Of the total number of respondents, 87% were from the TN39 (27 respondents) & TN40 (29 respondents) postcode Bexhill-on-Sea area. It is worth noting that the location of the proposed scheme falls primarily within this area. All other response were from Battle, Hastings, and St Leonards on-Sea post codes.

Analysis of the feedback suggests that the returns were representative in terms of the scheme location demographic.

A total of 64 responses were received in response to the public consultation. Of the responses received, 42% of respondents supported the proposed scheme improvements, 58% oppose the scheme.

The questionnaire also asked the respondents to elaborate on their reason for the objection. The reasons given included safety concerns around mixing cyclists with pedestrians, perceptions of poor cyclist behaviour, maintenance issues and loss of car parking.

The ESH team provides replies to the issues raised confirming that the route selected is safe and considers all-road users when designing the scheme. It is also noted that 1 in 10 respondents cite that their opinion is in part influenced by the poor state of Bexhill roads, requestion that the funding for this scheme is reallocated for general road maintenance in Bexhill.

Included in this report is a summary of the scheme, the methodology and promotional activity, and a detailed analysis of responses.

Table of Contents

1. Introduction 1

1.1 Background 1

1.2 Scheme Description 2

2. Methodology 3

2.1 Introduction - Objectives of the Consultation 3

2.2 Letter to residents and questionnaire 3

2.3 Online 3

2.4 Public surgeries 4

2.5 Press releases and social media 4

3. Summary of Consultation Results 5

3.1 Introduction 5

3.1.1 Section 1 Question 1 – Respondent profile 5

3.1.2 Section 1 Question 2 - Postcode 6

3.1.3 Section 2 Question 1 - To what extent do you support the proposed pedestrian and cycle scheme improvement? 6

3.1.4 Section 2 Question 2 - If you do not support the proposals, please tell us why. (Optional) 7

3.1.5 Section 2 Question 3 - If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to. 17

3.1.6 Section 2 Question 4 - Are there any additional comments that you would like to make about the proposal and how it might affect you? 26

3.1.7 Section 3 - Equality Survey – (About You) 41

3.1.8 Section 3 Question 1 - (Gender) Do you consider yourself: 41

3.1.9 Section 3 Question 2 - Which age group do you fall into? 41

3.1.10 Section 3 Question 3 - On average how often do you commute without the use of private vehicles or public transport? 42

3.1.11 Section 3 Question 4 - Do you have reduced mobility? 43

3.1.12 Section 3 – Question 5. What would be your main purpose for using this route? 45

3.1.13 Section 3 – Question 6. Do you consider yourself to be disabled as set out in the Equality Act 2010? 46

4. Conclusion 47

5. Appendices 49

1. Introduction

1.1 Background

East Sussex County Council (ESCC) and Rother District Council worked in partnership to develop a Bexhill Walking & Cycling Strategy with involvement from a variety of walking and cycling groups. This was developed to link in with Rother District Council's wider Local Plan. This involved the identification of a network of walking and cycling routes, which provided links between residential areas to key locations in the town, such as the Seafront, Town Centre, employment areas, education, health and leisure facilities. East Sussex Highways, a partnership between ESCC, Costain and Jacobs, are working to consult, plan and eventually deliver this scheme for those who live, work, and visit Bexhill.

The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Investment Plan. East Sussex Highway (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. This consultation is based on the outcomes of that design by ESH.

The proposed scheme design supports the aspirations set out in the East Sussex Local Plan for Cycling and Walking 2021-2031 (LCWIP), which aims to promote a sustainable integrated package of cycling, walking and bus infrastructure, traffic management and public realm improvements. This will therefore support a sustainable approach to local economic and planned growth across Bexhill and Hastings. Details of this strategy can be found on the ESCC Website. Please see reference web link for further details:

https://democracy.eastsussex.gov.uk/documents/s38922/Item%2011-%20Appendix%204.pdf

The proposals presented are part of the Hastings and Bexhill Movement and Access Package (BHMAP), which comprises of pedestrian, cycle and public transport improvement schemes across Bexhill, and Hastings 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

This Technical Note provides a comprehensive record of the public consultation events and summary of responses for Bexhill-on-Sea Cycling and Pedestrian Route (A) (Bexhill Route A), as illustrated below in Figure 1. At the consultation events ESH also presented an outline of the proposals for a Bexhill Route B. This was done to provide residents with an early opportunity to contribute to the development of the next scheme. The drawings shown at consultation can be seen at **Appendix B.** It is envisaged that Route B public consultation will take place later in the year.

The purpose of this report is therefore to explain how the public consultation was undertaken and summarise the responses received, including the replies form ESH/ESCC. Any significant findings from the feedback received will be used to inform the next stages of the design process.

1.2 Scheme Description

The proposed route, derived from the LCWIP strategy, largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School and Bexhill Sixth Form College.

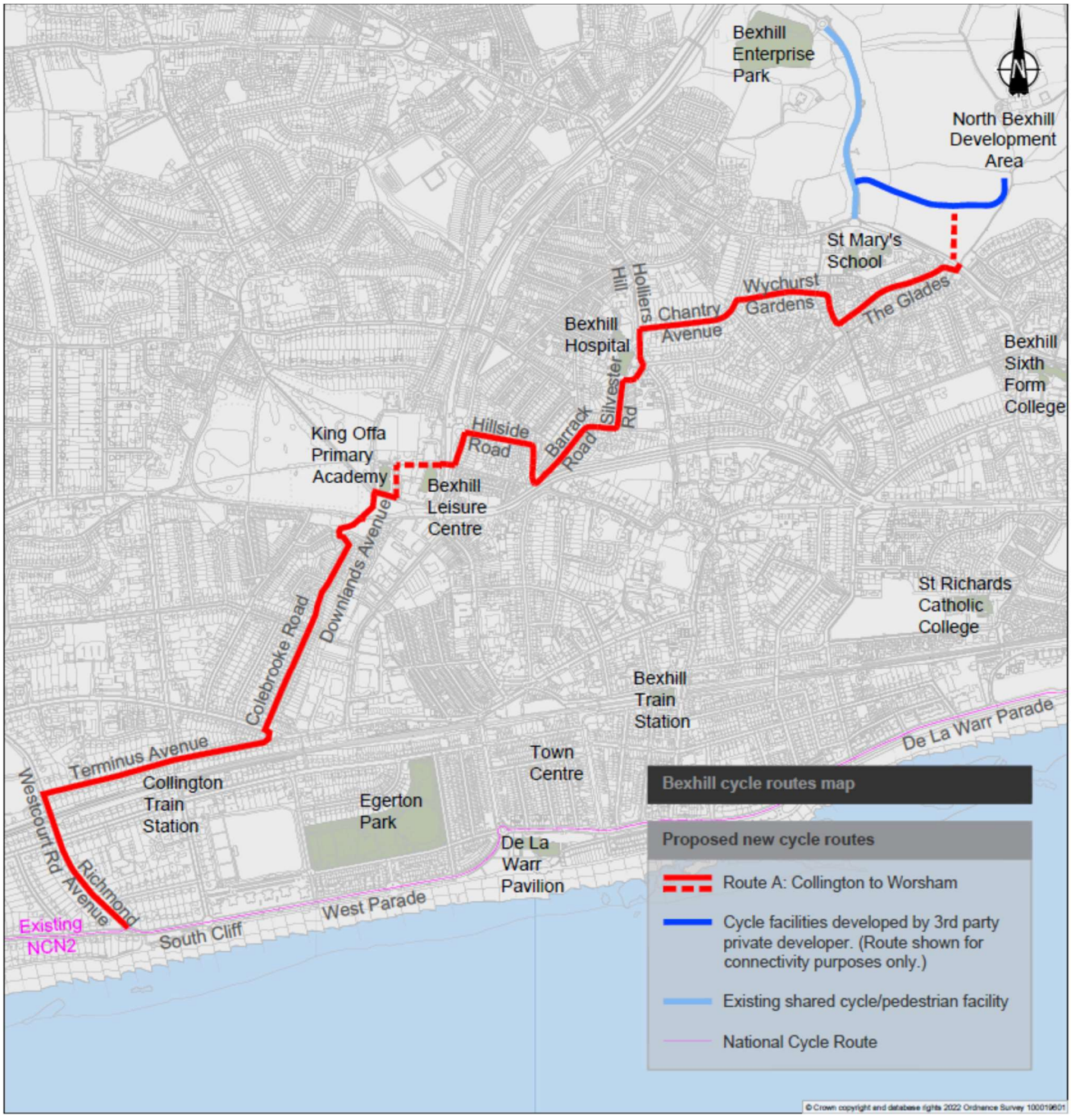


Figure 1.0 - Illustration of Route A (Red)

2. Methodology

2.1 Introduction - Objectives of the Consultation

ESH and ESCC used a range of advertising and notification channels to raise awareness of the consultation events, with the objective of capturing a representative number of the public and stakeholders. Prior to the public consultation, ESH and ESCC undertook a statutory stakeholder consultation to engage all affected interested stakeholder groups within the community.

This section describes the different channels and materials used to encourage stakeholders and the public to engage with the consultation process by visiting a specific webpage or contacting ESCC to find out more about the scheme or how to respond/provide comments.

The following channels and media were used, and described in greater detail below:

- Leaflet and Letter drop
- Webpage, via the ESCC consultations portal
- Public surgeries via phone
- Press releases in local newspapers and on social media

How were the responses analysed:

All responses to the consultation have been analysed by ESH. All closed questions were reviewed, and the results tabulated and reported. All open questions, where respondents provided comments on the overall scheme or parts of it, were reviewed in detail. Each individual comment was attributed with one or more themes according to the issues raised.

Replies were provided by the ESH team to provide clarifications to the comments raised. All results are reported in Section 4 and Section 5 of this technical note. Throughout this process we were mindful of our responsibilities under the Data Protection Act.

2.2 Letter to residents and questionnaire

The main mechanisms employed to inform and engage the local communities through the consultation period was through a leaflet, delivered by post to residents, businesses, and publicly accessible community premises, such as local libraries and Rother District Council. A copy of the leaflet can be seen at **Appendix A.**

Approximately 1000 leaflets with accompanying overview plan were sent out to local residents, businesses, and community facilities (such as libraries and schools). The leaflets were delivered within the corridor of the route.

2.3 Online

Detailed drawings related to each road or carriageway affected were made available to the public on the East Sussex Highways website at www.eastsussexhighways.com/consultations.

Visitors to the website were invited to share their views of the scheme in an online version of the questionnaire, which was open for comment until 16 December 2021.

2.4 Public surgeries

Due to the on-going pandemic restrictions at the time, it was inappropriate to hold a face-to-face Public Surgery. In place of this, to ensure that the public and stakeholders had an opportunity to speak directly with the scheme promotor team, ESH customer contact centre staff were made available over phone to answer any questions with support from ESH project team.

2.5 Press releases and social media

To publicise the consultation a press release was issued by the East Sussex County Council press team. East Sussex Highways also used social media, such as Facebook and Twitter to publicise the consultation and shared a link to the online consultation page.

3. Summary of Consultation Results

3.1 Introduction

The questionnaire had three sections posing 12 questions. The aim of the questionnaire was to give stakeholders the opportunity to provide feedback and further comments on the scheme proposals.

ESH and ESCC received a total of 64 responses. These comprised of a mixture of postal and online submissions. From the 1000 questionnaires issued the response rated equated to a 6.4%. Typical survey response rates can lie anywhere in the region between the 5% to 30% range, this response rate could therefore be considered as 'slightly below average'. This is likely to have been influenced by the COVID19 restrictions in place during the consultation period.

Set out below is an analysis and summary of the results and responses for each section of the questionnaire.

3.1.1 Section 1 Question 1 – Respondent profile

Respondents were asked to indicate whether they were responding as an individual or on behalf of a business. The results are shown in the **Table 3.1,** and proportions illustrated at **Figure 3.1** below.

Respondent Status	Number of responses	% of responses
An Individual	60	93.8%
A Business	2	3.1%
Other	2	3.1%
Not Answered	0	0%
Total	64	100%

Table 3.1 Summary Respondent Profile

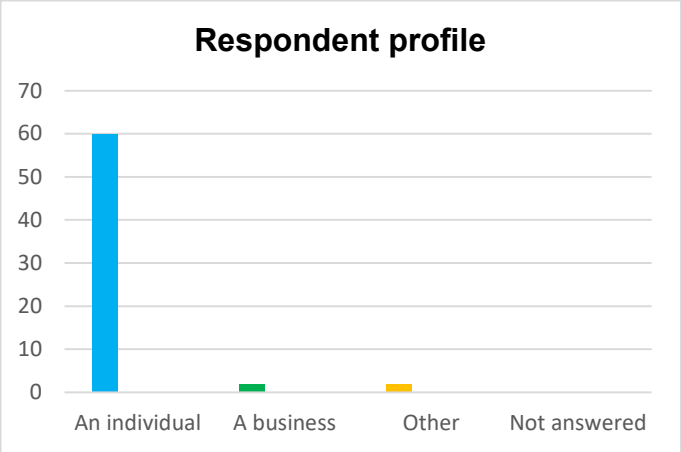


Figure 3.1 Respondent Profile

The majority of responses (93.8%) were by individuals. Two responses were directly from businesses. Two responses were registered as other. These results are considered representative of area surveyed, as a high proportion of the route alignment is residential, therefore we would expect a lower business response rate.

3.1.2 Section 1 Question 2 - Postcode

As part of the questionnaire respondents were asked to provide their postcode. This was only used to find the areas where respondents lived. A total of 63 postcodes were given, this was 98.5% of the total respondents. The full summary can be seen at **Table 3.2** below.

Postcode	Area	Frequency	Percentage
TN32	Battle	1	1.5%
TN33	Battle	4	7%
TN34	Hastings	1	1.5%
TN37	St Leonards-on-Sea	1	1.5%
TN39	Bexhill-on-Sea	27	42%
TN40	Bexhill-on-Sea	29	45%
Not answered	N/A	1	1.5%
Total		64	100%

Table 3.2 Respondent Postcode

Of the total number of respondents, 87% were from the TN39 & TN40 postcode Bexhill area. All the postal responses were from outside the immediate Bexhill area. It is worth noting that the location of the proposed scheme falls primarily within the Bexhill area.

3.1.3 Section 2 Question 1 - To what extent do you support the proposed pedestrian and cycle scheme improvement?

Question 1 asked respondents about the extent to which they supported the proposed pedestrian and cycle scheme improvements. A total of 64 responses were given, and the results are shown in **Table 3.3** below.

Responses	Number of Response	% of Responses
Strongly Support	21	33%
Support	6	9%
Oppose	14	22%
Strongly Oppose	23	36%
Don't Know	0	0%
No Opinion	0	0%
Prefer not to say	0	0%
Not Answered	0	0%
Total	64	100%

Table 3.3 Respondent Responses to the scheme

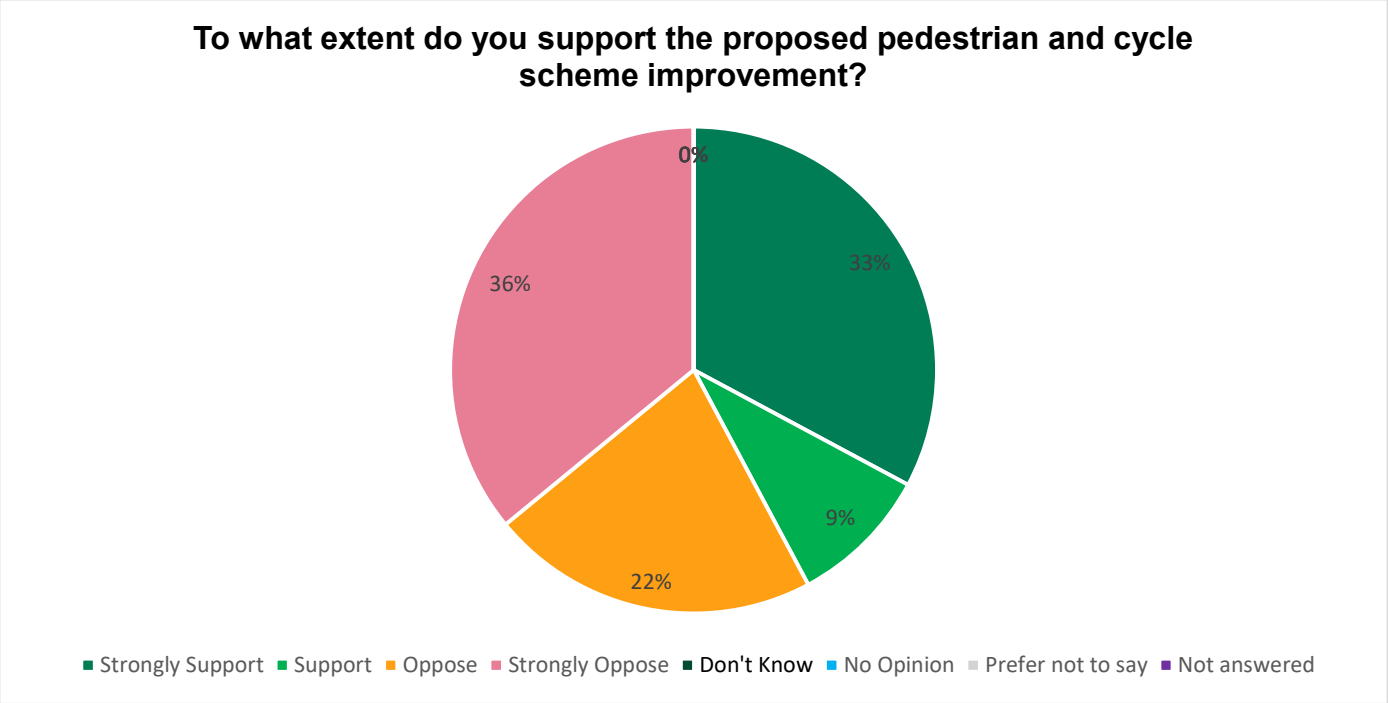


Figure 3.2 Respondent Responses to the scheme

All submitted questionnaires provided a supporting or opposing response to this question. As shown in **Figure 3.2** above, 42% of respondents supported the proposed scheme improvements, 58% oppose the scheme. This shows that over half of respondents oppose the scheme. The associated open question, analysed next, provides details of the reasons given for opposing the scheme.

3.1.4 Section 2 Question 2 – If you do not support the proposals, please tell us why. (Optional)

Question 2 gave those respondents who did not support the proposals the opportunity to provide feedback about their lack of support. Of the 64 responses received, 38 comments were given. The comments received have been reviewed and categorised into themes and these are presented in the **Table 3.4** below.

Some answers had more than one theme, and therefore a single response could raise a number of points across the themes identified. Example responses from the respondents around the major sub-themes are also provided. Where appropriate, ESH\ESCC has provided a reply relating to that comment in **Table 3.5**.

The two most common response themes within the General Comments section were based around cyclist behaviour and removal of parking, with 35% who did not support the scheme. A summary of these proportions can be seen in **Table 3.4** below.

These comments were mostly linked to concerns regarding cyclists being perceived as a hazard to road users and a danger to pedestrians. The second most common theme were around the issue of safety with 34% of the comments mentioning issues that linked to safety as a reason they did not support the scheme. This also linked to another common point about a lack of space on the road for cyclists due to parked cars and the safety of pedestrians, particularly in relation to shared spaces with cyclists.

Theme	Number of responses	Proportion of comments
Safety	38	34%
Cost	7	6%
Infrastructure	27	25%
General Comments	39	35%

Table 3.4 Summary Reasons for not supporting the scheme

		Number of responses	Detailed response	ESCC response
Theme	**Safety**	**38**		
Sub-themes	More bikes on the road would be dangerous	4	Traffic is parked either side of road if a number of cyclists used this road there is a danger of many accidents. Speed is not controlled currently and would be even worse if cyclists were on the road due to impatience of vehicle driver movements. Colebrooke Road is also a residential road with cars parked along both sides of the road. The condition of the road is full of pot holes and dangerous for cyclists. Vehicles proceed at excessive speed which again is dangerous to cyclists. Alternative roads are available rather than this road.	The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. The details can be found in East Sussex Cycling and Walking Strategy – Bexhill on See LCWIP The condition of the road surfacing will be reviewed in next design stage and suitable repair/resurfacing will be carried out within the scheme. Parking restrictions at the southern end of Colebrook Road will be extended to deter parking near the junction.
	Vehicles, Pedestrians, and cycle spaces should not mix	2	The roads around Bexhill Hospital (Holliers Hill and Chantry Avenue) are extremely busy during the day. Many visitors to the hospital park where they can. Cars' park in every spot available, even if it is on yellow lines, bus stops, on a bend or blocking driveways. Chantry Avenue is used as a cut through for a large volume of traffic going to and from the town, sometimes at speed. Because cars	The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.

		Number of responses	Detailed response	ESCC response
			park on both sides of the road, traffic has to give way as only one car at a time can pass through. Sometimes the restriction to pass can be many car lengths long, so you have to look well up the road to see if the road is clear before proceeding. In busy times, cars will park right on the junction of Holliers Hill and Chantry Avenue, making it extremely difficult to turn into or out of Chantry Avenue. At busy times pedestrians of all ages use the footpaths to get from their parked cars to the hospital. There are sometimes manual or electric wheelchairs using the footpaths too. All of these factors combine to make the roads in this area unsafe at times for cyclists and vehicles mixing. It really gets busy at some times.	
	Filling potholes should be prioritised over this scheme	5	We live in The Glades the road is not wide enough to include a cycle path or fit enough. The Pavement and road are all full of potholes. We brought our property because of the peace and quiet this will ruin our lives.	The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://wwwsoutheastlep.com/project/hastings-and-bexhill-movement-and-access-programme/ However, where required along the proposed cycle route, any potholes identified will be reviewed as part of the county wide highway maintenance program.

		Number of responses	Detailed response	ESCC response
	Street lighting	1	Another point to make is street lighting? How 'lit up' will our street be if this goes ahead?	Street lighting will be reviewed and improved as part of the detailed design process to ensure the route is lit to accord with necessary design standards.
	Overhanging vegetation impacts the safety of proposed route	2	The route from London Road, up Hillside Road, with the twitten leading to Barrack Road is not suitable for cyclists. The twitten is very narrow and steep with a sharp bend, and also very overgrown.	Vegetation will be cut back and maintained as appropriate to maximise visibility for all users.
	The pavement is too narrow	7	As a resident in Barrack Road I am concerned about the plan, the road is already congested with parking and school traffic at certain times of the day, in places the footpath is narrow so that to pass someone else you have to step into the road. Adding another element to this concerns me. Will there be a painted route on the path/road, how will this affect parking, what can be done about the narrow path? While I am in favour of cycle routes and carbon neutral transport, I do not think it should be at the expense of safety or inconvenient for affected residents.	The proposals do not include any mandatory or advisory cycle lanes along Barrack Road. For the proposed section of shared cycling/pedestrian facilities, where possible along the route existing footways will be widened to a 3m width (where possible) and 2.5m absolute minimum, which is suitable for shared use by pedestrians and cyclists and accords with design guidance 'Inclusive Mobility'. However, there are short sections of the route sections which may be considered as localised pinch points.
	The road is dangerous	14	Cycle route should not be on road. It's too dangerous.	The on-road cycle routes are only proposed through quiet residential areas with 85th percentile speed of 30mph on both directions.
	Mixed spaces are dangerous for people with disabilities	3	Too many people already using the paths with children, as well as people going to and from town. It's dangerous, someone will get hurt.	Shared cycling/pedestrian facilities work well locally and in other parts of the country.

		Number of responses	Detailed response	ESCC response
				Scheme has been designed according to national design guidance and standards as below: • 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)
Theme	**Cost**	**7**		
Sub-themes	Money should go elsewhere	1	Will ruin the peace and quiet. Spend the money on doing up the existing roads around Bexhill they are a disgrace to our beautiful county.	Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) specifically to introduce measures to improve facilities for those walking, cycling, and using public transport. Where required along the route any potholes identified will be reviewed as part of the county wide highway maintenance program. The surfacing along the proposed route will be improved as part of the scheme.
	Money would be better spent on road improvements	2	I think the money spent on this scheme could be used on more urgent issues, for example repairing our existing road network, maintaining verges and every other service that has been neglected over the years, being told no funding available?	
	Waste of money	4		
Theme	**Infrastructure**	**27**		
Sub-themes	Reduced space for cycleway due to too much residential parking	2	In addition, there is no turning point for cars on Silvester Road and as a result vehicles have to reverse up the hill onto Barrack Road which would make it dangerous for cyclists as the road is not wide enough for them both to pass. It would be safer to continue	The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process.

		Number of responses	Detailed response	ESCC response
			the route along Barrack Road until it joins with Holliers Hill.	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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)
	There is already not enough parking (particularly Barrack Road, Download Avenue, Holliers Hill and Chantry Avenue)	16	We only have one car ourselves, but struggle to park in our own cul-de-sac as it is. We sometimes have to park on Hillside Road, but this may be a further struggle should this be put in place poorly. We have a five-month-old child that needs to be carried a long way (when not parked in the cul-de-sac) and need to get to the car quickly when carrying a few things for them - we cannot speak for other parents in our cul-de-sac, but know that this could be an absolute pain for all if parking is worsened further! Whilst we support cycling routes, we were surprised/shocked this has even been proposed.	No on road cycle lane has been proposed. The impact to the parking has been kept to a minimum. There will be no additional parking restriction on Hillside or Bayencourt North, so the available off-street parking spaces will remain broadly the same. Government transport policies are seeking to encouraging more active and sustainable modes, i.e. walking and cycling. It is therefore preferable that a cycle route should avoid any dismount. Hillside Road is a relatively low trafficked road. It is therefore considered acceptable to keep the cyclists on the road rather than converting the footpath into a shared use path.

		Number of responses	Detailed response	ESCC response
	Roads are poorly maintained	2	I think the money spent on this scheme could be used on more urgent issues, for example repairing our existing road network	Noted. The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://wwwsoutheastlep.com/project/hastings-and-bexhill-movement-and-access-programme/ Any highway defects can be reported to ESH\ESCC for review and where appropriate repair works will be undertaken.
	Proposed route is too narrow	7	The proposal to come down Silvester Road where I live is ridiculous!!It is a narrow 1-way road with a dead end. It is always full of cars on both sides and because of it being a narrow road we are often made to reverse the whole way up the road to exit it. This is difficult enough on its own and with it being a family road with children and dogs and cats all we need to add to the mix is a load of people on bikes. It would be a recipe for disaster.	Traffic flow on Silvester Road is low due to use of the road is only for residents on street parking. There are no recorded accidents on this street and therefore, it was considered a suitable route for the cyclists.
Theme	**General comments**	**39**		
	Cyclist behaviour	21	You are doing a lot for cyclists at the expense of other road and footpath users: As a footpath user I am constantly having cyclists speed along and expect pedestrians to get out of the way. As a road user I see cycle lanes empty and yet will be delayed by a cyclist on the normal road causing a further hazard on roads already narrowed to accommodate the cyclist.	Sussex Police are responsible for enforcement of traffic orders, such incidents should therefore be reported to Sussex Police to address in the first instance. The introduction of more cycle facilities within East Sussex aims to promote the use of active/sustainable transport modes, which aligns with the target of reducing carbon emission stated in the East Sussex Environment Strategy 2020.

		Number of responses	Detailed response	ESCC response
	Will not increase levels of walking and cycling levels in the area	1	Cycling infrastructure needs to be taken seriously and a much bigger effort is needed than this. Well-designed segregated cycle lanes are the only practical solution within urban environments. Cycle paths should be designed as efficient means of transport and not exclusively for slow moving and recreational cyclists.	The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment. The recommended route was initially identified by Sustrans and developed by ESH, and is considered to provide the best route option within the constraints presented by topography, available highway space and existing land uses. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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)
	This scheme will increase my journey time	1	I support the proposals of having a cycle route however I believe it needs a rework. Barrack Road, Silvester Road area is already poor for traffic with it being a congested road with lack of parking for residents and school services. I believe, although not shown on plans so don't believe it is happening, a cycle Lane would be	The proposals do not include any mandatory or advisory cycle lanes. At this design stage, no additional parking restriction at Barrack Road would be introduced as a result of the cycle scheme. The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with

		Number of responses	Detailed response	ESCC response
			dangerous and cause further parking issues and by creating a cycle route on this road you are encouraging bike users to use a “safe” route. I don’t believe by feeding further traffic, although cyclists, through this already congested area is a safe environment for road users. I am all for a safe cycle route however do not believe that the current route is the correct solution	ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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)
	Removal of Parking and restrictions of cycling & walking due to parked vehicles.	16	If it prevents myself or my visitors parking outside my house, due to a cycle lane, then I am strongly opposed and against this. If there is no impact on my parking rights, then I do not have an issue.	Any proposal is carefully designed with the safety of all road users considered. Parking restrictions will only be introduced where absolutely necessary for safety reasons and will be kept to a minimum.

Table 3.5 Detailed Responses with ESH Replies categorised by theme

3.1.5 Section 2 Question 3 - If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to.

Question 3 gave respondents an opportunity to comment on the specific scheme drawings. A total of 13 comments were received. The comments received have been reviewed and categorised into themes and these are presented in detail in **Table 3.7** below. Some answers had more than one theme. A summary of the issues raised, and the proportion of comments made on each theme can be seen in **Table 3.6** below.

Theme	Number of responses	Proportion of comments
Safety	5	16%
Design	2	7%
Specific Drawing Comments	15	50%
General Comments	8	27%

Table 3.6 Summary of responses for Section 2, Question 3

Theme	Number of responses	Detailed response	ESCC response
Safety	**5**		
No Road Markings	1	The junction of Chartres and The Glades has always been dangerous, as there are no road markings or signs warning of T junction and virtually everyone coming along The Glades fails to stop at the Chartres junction and risks colliding with vehicles coming or going into Portfield Close.	Road marking and signs will be reviewed along the proposed cycle route.
Blind spots are dangerous due parked cars and poor visibility	1	I live on Downlands Ave and as a keen cyclist support the proposal. However, the junction of Terminus Road and Colebrooke Road is very busy due to Tesco Express and Boots. Parking on the corner and adjacent yellow lines is constant with cars manoeuvring in and out causing congestion and generally less than ideal conditions for bikes.	Noted. Additional parking restrictions have been proposed at the junction. Parking restrictions are proposed only where absolutely necessary for safety reasons and will be kept to a minimum.
No segregated sections along the route for cyclists.	1	[All Drawings] No actual segregated routes, just 'painted/signposted' routes. shared access routes also less practical and safe.	There is clear evidence both nationally and locally that shared pedestrian/cyclist facilities work well. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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)
Pedestrians and cyclists do not mix	1	Any section of cycle route [Drawing 4] where a ‘cyclist is encouraged to dismount’ is a failure of design, what a joke! Why should I have my travelling speed reduced to walking pace, this is inefficient and defeats the point of using a bike as a highly practical means of urban transport (the most practical actually).By blocking entry to each end of the path you may cause a busy pinch point and block	

Theme	Number of responses	Detailed response	ESCC response
		the use of some types of bicycles/cyclists, such as those for people with disabilities.	
Cyclists are too dangerous	1	[All Drawings] Cyclists are too dangerous to allow any of this!!	Cyclists are permitted to use the network as per the Highway Code. This scheme aims to encourage a greater adoption of this travel mode by all abilities and provide facilities that should encourage better cyclist behaviour, as well as a safer environment for pedestrians. Dangerous behaviour by any road user should be reported to Sussex Police in the first instance for them to address. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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)
Design	**2**		
Are there mandatory cycle lanes being introduced	2	Not clear if cycle lanes are proposed and, if so, would they be in the road or on the footpaths. If in the road, the loss of parking spaces (for the hospital) would cause major issues with parking in the area. If on the footpaths, there could be issue about who has right of way.	The proposals do not include any mandatory or advisory cycle lanes.

Theme	Number of responses	Detailed response	ESCC response
Specific Drawing comments	**15**		
Drawing 7, Chantry Avenue to Wychurst Gardens	1	[Drawing 7] – the section between Silvester Road and Chantry Avenue (GEN-SCH0026-A-DR-CH-0007 A) is significantly less efficient than just cycling on Barrack Road to Holliers Hill and making a right turn on the road to Chantry Ave.	The suggested route avoids sending cyclists onto the narrow section of Holliers Hill, between Barrack Road and Church Vale Road. This was considered on balance to be safer, as the route needs to be designed for all riding abilities.
Drawing 8, The Glades	1	Two issues with joining Westwood Road; Toucan crossing! The crossing and traffic lights further up the road were it links with Hastings Road and the new traffic lights further up in front of St. Marys school and leading down to the link road already mean traffic is at a standstill for busy school times without an additional Toucan crossing there are less crossings in the Town Centre. A different method of crossing the road needs to be considered to not impede traffic flow any further. Which leads to the issue with exiting The Glades in a vehicle with traffic lights and new grass verges reducing feed in and when grass is not mown visibility for drivers. The present proposal will lead to further congestion and probably an accident black spot for all road users.	Noted. The signal phase and timing of Toucan crossing will be designed according to the current traffic situation. The junction is proposed to be tightened at the Glades to help to reduce the vehicle speed entering from the Westwood Road and improve the safety for cyclists along Glades. The verge area at the junction will be included in the regular grass cutting maintenance program.
Drawing 8, Chartres and The Glades	1	The junction of Chartres and The Glades has always been dangerous, as there are no road markings or signs warning of T junction and virtually everyone coming along The Glades fails to stop at the	Accident data and a junction reviewed have been carried out in the design stage. The proposals have gone through the Road Safety

Theme	Number of responses	Detailed response	ESCC response
		Chartres junction and risks colliding with vehicles coming or going into Portfield Close.	Audit process to assess the impact on the safety of all road users. Road marking arrangement will be reviewed along the proposed cycle route.
Drawing 3, Colebrooke Road and Downlands Avenue	3	Downlands Avenue is not a feasible route. Do not direct it down Downlands Avenue.	The proposals for these sections do not include dedicated cycle lanes. Cyclists will cycle on-road as per current Highway Code regulations and be signed appropriately. The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Drawing 7, Chantry Avenue to Wychurst Gardens	1	We suggest that after the toucan crossing where the route turns left that a additional section of shared use is added to the entrance of Bexhill Hospital.	Noted, the suggestion will be reviewed.
Drawing 4, Arthur Road to Down Road, crossing at A259 Little Common Road	1	At the toucan crossing any railings should not require the cyclist to dismount.	Noted. A Toucan crossing is the name of a cycle friendly controlled crossing. The Toucan crossing will not require cyclists to dismount.

Theme	Number of responses	Detailed response	ESCC response
Drawing 3, Colebrooke Road and Downlands Avenue	1	Where Colebrook Road crosses Collington Avenue Road markings or similar are required to show the cyclist how to cross the junction	Noted. The junction has been reviewed and design in accordance with the prevailing national cycle design standards and guidance. The proposals have been put through a Road Safety Audit process. The audit identified a risk that cycle symbols could be misinterpreted by cyclists as having priority over vehicles travelling along Collington Ave at this location. They have therefore been excluded from the proposals.
Drawing 8, The Glades	1	The route should be extended to link with “The Greenway	Noted. However currently this area is outside our scope of works for this scheme.
Drawing 2, Terminus Avenue	1	Terminus Avenue has a wide foot way and could be shared use.	Noted. The shared use proposal has been reviewed but due to the frequent private accesses, the idea has been dismissed.
Drawing 6, Barrack Road to Chantry Avenue	1	As a resident in Barrack Road, I am concerned about the plan, the road is already congested with parking and school traffic at certain times of the day, in places the footpath is narrow so that to pass someone else you have to step into the road. Adding another element to this concerns me. Will there be a painted route on the path/road, how will this affect parking, what can be done about the narrow path? While I am in favour of cycle routes and carbon neutral transport, I do not think it should be at the expense of safety or inconvenient for affected residents.	The proposals do not include any mandatory or advisory cycle lanes along Barrack Road. The proposals for these sections do not include dedicated cycle lanes. The design has considered the requirements and safety of all road users, including pedestrians. The team is aware of the constraints at this location and tailored the proposals to suit, i.e; Cyclists will cycle on-road as per current Highway Code regulations and the route signed appropriately. The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in

Theme	Number of responses	Detailed response	ESCC response
			partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Drawing 5, interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road	1	Drawing 5 - Building marked hall is newly converted four properties 1-4 Old Wesleyan Chapel, Chapel Path - Two properties (2 & 4) boundary entrance open straight onto this Footpath from hillside Rd to Barrack Rd. There boundary fences are high, and this is possible accident site with residents emerging from these properties onto the path. (Cyclists not realising there are entrances there). Also, there bins are placed on this path on bin days (no other place for the bins to be put out to). We have had motor bikes / electric scooters using the path from Hillside to Barrack Road and this new shared path could encourage this to happen more often. I have had motorbikes speed past me and in the summer, we get the occasional cyclists coming under the underpass and my kids have nearly been hit by them before.	Noted. The gate is opened inwards into the properties. It is not uncommon in urban areas for residential properties to access directly onto such facilities. It is considered that there is adequate visibility between the accesses and the proposed cycle route to allow the residents to check whether it is safe to emerge from their property. Noted. Motor bikes illegally using the footpath or shared path is a traffic enforcement aspect, which should be referred to the Sussex Police in the first instance. Unless the path is restricted by bollards or gates, it would be difficult to stop all the possibility of motorbikes misusing the path. However, the bollards or gate would also restrict the movement of wheelchair and pushchair users, which would contravene the Equality Act 2010.
Drawing 5, interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road	1	I think it will be Dangerous for pedestrians emerging from the steps from the underpass onto the footpath in Barrack Road and straight onto a shared path with possibly of cyclists whizzing. This is	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.

Theme	Number of responses	Detailed response	ESCC response
		especially concerning at school times with children going to and from school. Many children walk in front or behind their parents on this section. Parents pushing buggies with a child at the side, kids on scooters	
Drawing 6, Barrack Road to Chantry Avenue	1	Drawing 6 – The carriageway is mostly down to one lane on Barrack Road, as there is parking on one side of the road. There is limited parking already for residents and parents using the schools. Often cars are pulling into the spaces in front of driveways to allow other vehicles to pass, vehicles also pull into the mouth of Hanover Close, Silvester Road and the junction with Crowmere Avenue/ Barrack Rd can get very busy with vehicles. Adding cyclists could just increase the possibility of accidents in this busy school area. Often delivery vehicles to the school/residents, rubbish collection vehicles, partly hold up the road to do delivers or you must pull in / sometimes reverse down the road to a space to let them get past.	Additional warning sign will be installed to highlight the presence of the shared use facilities.
Drawing 1, Richmond Avenue to Terminus Road		Route A - Collington to Worsham; Route map consultation; 02 Terminus Avenue- Terminus Avenue is a residential thoroughfare used mostly by private houses with a comparatively small area in the front. Parked cars now line both sides of the road every day because of parking restriction in the town. Traffic still races along at quite a speed. Would it not be	The average width of Terminus Avenue is 8m. In order to provide a 3m cycle lane (or a 1.5m cycle lanes on each direction), on-street parking would have to be removed in both sides. The current proposal has been developed in line with the prevailing national design standards and guidance.

Theme	Number of responses	Detailed response	ESCC response
		feasible to stop on street parking at least on one side of the road, and establish cycle lanes?	
General comments	**8**		
Pavements could be wider and more accessible	2		Where possible and economically viable pavements will be widened to improve accessibility for cyclists and pedestrians.
Positive comments about the proposed cycle route	2	I live on Downlands Ave and as a keen cyclist support the proposal. However, the junction of Terminus Road and Colebrooke Road is very busy due to Tesco Express and Boots. Parking on the corner and adjacent yellow lines is constant with cars manoeuvring in and out causing congestion and generally less than ideal conditions for bikes.	Noted. Additional parking restrictions have been proposed at the junction.
Negative comments about the proposed cycle route	1	Any section of cycle route (GEN-SCH0026-A-DR-CH-0004) where a 'cyclist is encouraged to dismount' is a failure of design, what a joke! why should I have my travelling speed reduced to walking pace, this is inefficient and defeats the point of using a bike as a highly practical means of urban transport (the most practical actually).	The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, and this is an interim measure. It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance .
Roads are currently in a poor condition	1		The route will be reviewed for defects, and any found will be reported to the maintenance team for further investigation.

Table 3.7 Detailed Responses with ESH Replies categorised by theme

Of the responses which did mention a specific drawing, Drawing 6, which covers the areas of Barrack Road to Chantry Avenue, raised the most concerns. Followed closely by Drawing 3, which covers the areas between Colebrooke Road and Downlands Avenue. The majority of the comments were about the lack of street parking, safety of pedestrians, cyclist visibility and behaviour, reduced lack of existing on street parking, lack of space for cyclists and narrowness of footways and carriageways.

3.1.6 Section 2 Question 4 - Are there any additional comments that you would like to make about the proposal and how it might affect you?

Question 4 gave respondents an opportunity to give any further comments on the scheme. A total of 45 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Some answers had more than one theme.

The most common answers raised from each theme are summarised below in **Table 3.8**, with more detailed transcripts and ESH replies in **Table 3.9**:

Theme	Sample comments from the Theme	Number of responses	Proportion of comments
Safety	• Pedestrian safety • Cyclists on the highway\Busy Roads	21	34%
Cost	• Monies should spend on improving other facilities.	3	5%
Infrastructure	• Concerns regarding the removal of parking • Lack of existing on-street Parking • Current condition of the roads and pavements	4	6%
General Comments	• Happy with the proposal • Increase segregated cycle facilities	18	29%
Area Specific	• Too many parked vehicles on Terminus Avenue, The Glades, Wychurst Gardens, Barrack Road, Colebrooke Road • Request to avoid route going down Downlands Avenue	16	26%

Table 3.8 Summary Table of Common responses raised for each theme

Theme	Number of responses	Detailed response	ESCC response
Safety	**21**		
The current road condition require repair	2	The current proposals for Colebrook Road and Downlands Avenue do not take into account of the condition of the road and number of times the road has had to be repaired.	The road condition will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme. Any potholes identified will be reviewed as part of the county wide highway maintenance program.
Street Lighting	1	Without knowing the position of any new lighting, this may have an effect on residents enjoying the current standard of un obtrusive lighting in the area.	Street lighting will be assessed, and details of the improvement will designed in the next stage.
Risk to Pedestrians, due to cyclist behaviour	4	The junction of Terminus Avenue / Collington Avenue / Colebrooke Road is extremely dangerous already and is a disaster waiting to happen. Please do not ignore the risks to pedestrians (as previously mentioned).	Noted, however the proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. The scheme has also been designed in accordance with the prevailing national design guidance and standards.
Not enough space	2	I think it would overload which is a well-used small road and cause a danger to those that live on the road, and the cyclists for the reasons already stated. It needs to be a bigger road to accommodate the changes you want to implement. It	Government transport policies are seeking to encourage the short journeys to be undertaken by more active and sustainable modes, i.e. walking and cycling. The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian

Theme	Number of responses	Detailed response	ESCC response
		has too many cars on it as it is often parked on the pavement, as is so narrow wing mirrors would take a hit and no room to turn around so reversing for long distance to top of the road and reversing out onto Barrack Road mostly blind. We have enough to look out for with cars turning into the road, children and numerous cats occupy the street. It would make it difficult to have to now factor in bicycles and would think there was a risk to safety if Silvester Road plan goes ahead.	links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. The scheme has also been designed in accordance with the prevailing national design guidance and standards.
Cyclist Safety	3	I think any road restrictions such as top of Colebrooke Road need to be strictly adhered to as it is impossible to get round safely on a bike due to the ridiculous parking by some people visiting Tesco shop. I also think as more people have taken up cycling during periods of lockdown a large cycle track away from any traffic would be of massive benefit for the health and wellbeing of our community. Maybe it could be	Civil Parking Enforcement (CPE) Parking in Rother District (including Bexhill) was introduced in September 2020. The enforcement of parking restrictions should be improved with time. The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. This scheme aims to encourage a greater adoption of this travel mode

Theme	Number of responses	Detailed response	ESCC response
		incorporated into the intended new leisure facility we are supposedly getting.	by all abilities and provide facilities that encourage better cyclist behaviour, as well as a safer environment for pedestrians. It is agreed that the idea of large cycle track would be of benefit to the community, however such a facility would primarily serve leisure journeys. The scheme was designed to promote cycling to all users and abilities, and provides an opportunity to cycle safely between schools, businesses, community amenities and the Collington Rail Station. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Dangerous due to kids playing in the road.	1	A cyclist could get hit by someone coming off their drive or by them swerving into an oncoming car or parked car. It's too busy and too narrow a road to have cyclists going up n down. All our kids play outside too in the better months with our watchful eye, and to add another hazard is stupid	The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Busy Roads	3	Spend a day on the road and you will see from the vehicle and pedestrian traffic, it's dangerous to add a cycle path. The traffic wardens would know about this as they are always up the end	Noted.

Theme	Number of responses	Detailed response	ESCC response
Increase travel time and will not improve safety	1	I live on the route at Wychurst Gardens. I would never consider using this route. I commute daily to Eastbourne by bike on NCR2. This route would significantly increase my time required to get to the NCR2 as it is a totally inefficient and would do virtually nothing to improve my safety.	The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Too many parked cars	1	Terminus Avenue Staggered junction with Collington Avenue and Colebrooke Road: This junction is and always has been difficult and dangerous to negotiate for pedestrians and cyclists. This is exacerbated by inconsiderate parking (on all areas of this junction) by shoppers at Tesco Express. Restricted parking measures (yellow lines) have never been a deterrent in the past.	Parking restrictions are introduced or extended at the Terminus Avenue and Colebrook Road to reduce the risk caused by the parked vehicles. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Introduce 20mph speed limits and avoid cyclist dismount areas	3	1. Please avoid cyclist dismount areas 2. Avoid barriers where cyclists have to navigate	1 & 2. The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, which is an interim measure. The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to

Theme	Number of responses	Detailed response	ESCC response
		3. Route for cyclists need to be along quiet lanes where possible 4. 20mph and segregated lane beneficial for cyclist 5. marked route at junctions for cyclists 6. route for cyclists should follow pavement edge and not parked cars 7. cyclist route where not segregated should shared paths 8. toucan crossings on route preferred for cyclists	dismount, and this is an interim measure. It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance. 3. Noted. The introduction of 20mph limits and zones requires consideration of a number of factors to get police support to enforce the limit. The factors considered include existing vehicle speeds and road layout. Where these are considered to undermine the potential of drivers adhering to the 20mph limit additional traffic calming features are usually required. This can result in the requirement for significant infrastructure investment. The introduction of 20mph is therefore considered to be outside of the scope of the Bexhill Route A project, and the proposals present the safest route option based on the existing traffic and highways conditions. 5. Road marking and signage will be provided as per the guidance and standards. The use of cycle symbols was dismissed in the Safety Audit process. 6 to 8. Noted.
Cost	**3**		
Money should be invested in other facilities	1	The investment needs planning which supports and facilitates all transport not just one sector to be sustainable and a future asset to the area.	The funding identified to deliver this scheme is part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. The Local Growth Fund includes investment in a wide range of projects, including roads, cycle and pedestrian facilities, broadband infrastructure and education and

Theme	Number of responses	Detailed response	ESCC response
			employment sites. Details of the funding for this project can be found here: https://wwwsoutheastlep.com/project/hastings-and-bexhill-movement-and-access-programme/
Money better spent improving existing roads	1	Will ruin the peace and quiet. Spend the money on doing up the existing roads around Bexhill they are a disgrace to our beautiful county.	The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://www.southeastlep.com/project/hastings-and-bexhill-movement-and-access-programme/ The condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.
Cycle between Bexhill and Eastbourne preferred	1	A pedestrian and cycle lane between Bexhill and Eastbourne would be a much better option and economically the town would benefit much more from this	The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment. The suggested route is noted.
General comments	**6**		
Parking outside resident's house	1	I will need to be able to park on the road outside my house.	Noted.
Alternative Roads should be considered	2	Alternative roads need to be assessed to avoid the narrow roads currently in the scope of work.	The recommend route was initially identified by Sustrans and developed by ESH and is considered to provide the best route option within the constraints presented by topography, available highway space and existing land uses.

Theme	Number of responses	Detailed response	ESCC response
			The scheme is designed in line with the prevailing national design guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Nowhere to Park	2	There will be nowhere to park as St Mary's school staff park on the Glades and Wychurst gardens and the hospital patients park on Chantry Ave and Holliers Hill there is no room for a cycle Lane	The proposals do not include any mandatory or advisory cycle lanes. The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations, such as; retail, schools, leisure facilities, residential areas, employment and the hospital. This should reduce reliance on using the private car to travel short journeys. which could have a positive impact in reducing the parking demand at the school and hospital.
Cyclist should be segregated from all traffics	1	Cycle routes should be segregated from car traffic. It's no good just painting lines on the road, and motorists will park in the designated lanes. Please give us safe, segregated, and protected cycle lanes.	The proposed routes were initially identified and developed by Sustrans in Walking and Cycle network maps for Bexhill in 2017. There is not enough space to provide a segregated cycle track on most roads within Bexhill. The scheme is designed in line with the prevailing national design guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Infrastructure/Design	**4**		

Theme	Number of responses	Detailed response	ESCC response
Address issues on other routes	1	The scheme does not address the problem that the existing cycle route along Cooden Drive is unusable due parked cars. It would be preferable to address this issue before starting a new section.	The issue of parked vehicles on the existing cycle route along Cooden Drive is beyond the scope of this scheme.
Alternative Roads should be considered instead of going down Downlands Avenue	3	This proposal is very distressing although it is meant to improve the area, I myself and many others strongly feel you need to rethink the routing as going through Downlands Avenue is careless and dangerous. There are surrounding roads near Downlands Avenue which would be safer/quieter alternatives such as Holmesdale Avenue leading onto Eastwood Avenue. These roads would benefit from this making them safer as they are known to be unsafe and 'too quiet' perhaps unsafe sometimes during darker times of day.	The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
General comments	**18**		
Happy with the proposal	4	I cycle everywhere and any improvement in the local network would be greatly appreciated.	Noted.
Toucan crossings are positive	1		Noted.

Theme	Number of responses	Detailed response	ESCC response
Increase segregated cycle facilities	3	We support the route but expect that the increase in cyclist numbers will be limited due to the lack of segregated sections	Dedicated cycle lanes have not been proposed due to the constraints in topography and available highway space. The carriageway width will remain the same and cyclists will be required to cycle on the carriageway in the on-road sections, as per the Highway Code. The scheme is designed in line with the prevailing national design guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Sustainable future travel	1	We absolutely need cycle routes through our urban areas if we are to provide opportunity for ethical and sustainable travel methods in the future -Bexhill will benefit hugely from this project, so it must go ahead. Routes should not be shared with parked cars, so need to be adjacent to the pavement to avoid cyclists having to veer into roads to avoid parked cars. Routes need to be clearly way marked at junctions, but 'cyclist dismount' signs do not serve any useful purpose.	Majority of the roads within Bexhill are residential roads with high parking demands and limited road width. This limits the ability to introduce mandatory cycle lanes. The introduction of 20mph limits and zones requires consideration of a number of factors to get police support to enforce the limit. The factors considered include existing vehicle speeds and road layout. Where these are considered to undermine the potential of drivers adhering to the 20mph limit additional traffic calming features are usually required. This can result in the requirement for significant infrastructure investment. The introduction of 20mph is therefore considered to be outside of the scope of the Bexhill Route A project, and the proposals present the safest route option based on the existing traffic and highways conditions.

Theme	Number of responses	Detailed response	ESCC response
		Where routes intersect busy roadways, safe crossing points should be provisioned On B roads, speed reduction to 20mph or cycle-accessible single passing chicanes would help. In the north section, the route needs finishing in order to provide a connection to “The greenway”	
Connect route to the Greenway	2	Route is unfinished in the north and a connection to "The Greenway" would be beneficial. I would cycle The Greenway more if one existed as I live in the central area of Bexhill. Currently, I tend to avoid it as getting onto it is too rough and hazardous.	The proposed cycle route connects to the new housing estate at the north at Westwood Road. It will then go towards Bexhill Enterprise Park, where it will link to the Combe Valley Countryside Park.
Introduction of Parking Restrictions	2	I am an old age pensioner and if double yellow lines restrict parking, firstly I don't know where I would park, secondly carrying heavy shopping and walking a long way will definitely put a strain on my health. I already have painful knee and hip joints plus lower back ache. At the moment cyclists are a rarity along	Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum.

Theme	Number of responses	Detailed response	ESCC response
		our road, so they must all use a different route.	
Included at least a shared 3m shared pathway	1	Just like to add, wherever possible, to have at least a 3m shared pathway. Even at 'pinch points' otherwise there will be aggravation from both pedestrians and cyclists as no one will have room to move safety	There is clear evidence both nationally and locally that shared pedestrian/cyclist facilities work well. Scheme has been designed in accordance with the prevailing national design guidance and standards as below: • 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 • Manual for Streets (1 and 2) • Cycling England Design Portfolio
Parking restrictions must be enforced	2	Great to see double-yellow lines and no-stopping areas, but these must be enforced for the safety of young and nervous cyclists. I note that the route also passes a school, and these tend to create dangerous car situation at school pickup times	Noted. Civil Parking Enforcement (CPE) Parking in Rother District (including Bexhill) was introduced in September 2020. The scheme is designed in line with the prevailing national design guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Improve maintenance of roads to cycle and drive on.	2	Please give us decent resurfaced roads to cycle and drive on	The road condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.
Area specific	**16**		
Barrack Road	1	Barrack Road is somewhat of a rat run suffering with saturated parking during the	Noted. The scheme is designed in line with the prevailing national design guidance and standards.

Theme	Number of responses	Detailed response	ESCC response
		school drop-off and pick-up times. The footpaths being full of waiting parents etc. Often it is both difficult and dangerous for vehicles to exit Sylvester Road, due to virtual loss of visibility.	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Bexhill Leisure Centre	2	Cyclist dismount signs to be avoided	The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, which is an interim measure. It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance.
The Greenway	1	Route is unfinished in the north and a connection to "The Greenway" would be beneficial. I would cycle The Greenway more if one existed as I live in the central area of Bexhill. Currently, I tend to avoid it as getting onto it is too rough and hazardous	The proposed cycle route connects to the new housing estate at the north at Westwood Road. It will then go towards Bexhill Enterprise Park where links to the Combe Valley Countryside Park.
Downlands Avenue	2	This proposal is very distressing although it is meant to improve the area, I myself and many others strongly feel you need to rethink the routing as going through Downlands Avenue is careless and dangerous. There are surrounding roads near Downlands Avenue which would be safer/quieter	The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.

Theme	Number of responses	Detailed response	ESCC response
		alternatives such as Holmesdale Avenue leading onto Eastwood Avenue. These roads would benefit from this making them safer as they are known to be unsafe and 'too quiet' perhaps unsafe sometimes during darker times of day.	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Downlands Avenue	2	Downlands Avenue is not an option for a cycle route this is a very unorganised consultation clearly. Putting lives at risk putting a cycle route down this road.	The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
The Glades	2	There will be nowhere to park as St Mary's school staff park on the Glades.	The proposals do not include any mandatory or advisory cycle lanes. It is the responsibility of the school to manage their travel impact and set out a sustainable transport strategy for their staff and pupils. This includes providing sufficient parking facilities so as avoid reliance on-street parking. This cycling and walking scheme is designed to promote sustainable travel, which should also have positive effect in reducing the parking demands at the school.
Wychurst Gardens	2	There will be nowhere to park as hospital patients park on Chantry Ave and	The proposals do not include any mandatory or advisory cycle lanes.

Theme	Number of responses	Detailed response	ESCC response
		Holliers Hill there is no room for a cycle Lane	NHS England require Trusts to have a Green Travel Plan which includes interventions that encourage staff and patients to reduce vehicle use. It is the responsibility of the school to manage their travel impact and set out a sustainable transport strategy for their staff and pupils. Such a strategy could help reduce parking demand to a level that could be accommodated by the parking within the school. Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum.
Terminus Avenue	3	Terminus Avenue, West from the junction with Sutherland Avenue: Either side of the road is often full of parked cars, especially when Collington Station is being used by commuters during weekdays and always has parked vehicles to the west of the road near to the junction with Collington Avenue. The road surface is adequate for cycling.	Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum. Parking restrictions are introduced or extended at the Terminus Avenue and Colebrook Road to reduce the risk caused by the parked vehicles. The condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.
Colebrook Road	1	Colebrooke Road and Downlands Avenue: Parking restrictions are welcome if they are enforced. Widened shared pathway to A259 is a good addition.	Noted.

Table 3.9 Detailed Responses with ESH Replies categorised by theme

3.1.7 Section 3 - Equality Survey – (About You)

The equality questions were asked to make sure the opinions provided were representative of all persons impacted by the proposal, either directly or indirectly. Respondents were under no obligation to provide a response to these questions.

All responses received are treated in strictest confidence. ESH & ESCC used the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal. All data is used, stored and secured in line with General Data Protection Regulations and subsequent Data Protection Act 2018.

3.1.8 Section 3 Question 1 - (Gender) Do you consider yourself:

We asked respondents to provide details about their gender. Respondents were given the option to put "prefer not to say" and were not required to give an answer for the question.

Response	Number of responses	% of responses
Female	28	43%
Male	33	52%
Prefer not to say	3	5%
Not answered	0	0%
Total	64	100%

Table 3.10 Gender of the respondents

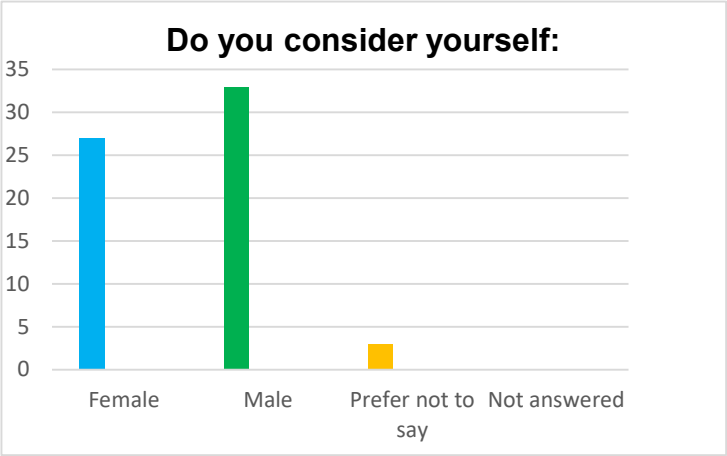


Figure 3.3 Gender of the respondents

3.1.9 Section 3 Question 2 - Which age group do you fall into?

We asked respondents to indicate which age band they were in. This was to gauge the age range of respondents in the area in relation to the scheme. Respondents were given the option to put "prefer not to say" and were not required to give an answer for the question.

Age	Number of responses	% of responses
16-24	0	0%
25-34	8	13%
35-44	5	8%
45-54	15	23%
55-64	7	11%
65+	26	41%
Prefer not to say	3	4%
Not answered	0	0%
Total	64	100%

Table 3.11 Age ranges of the respondents

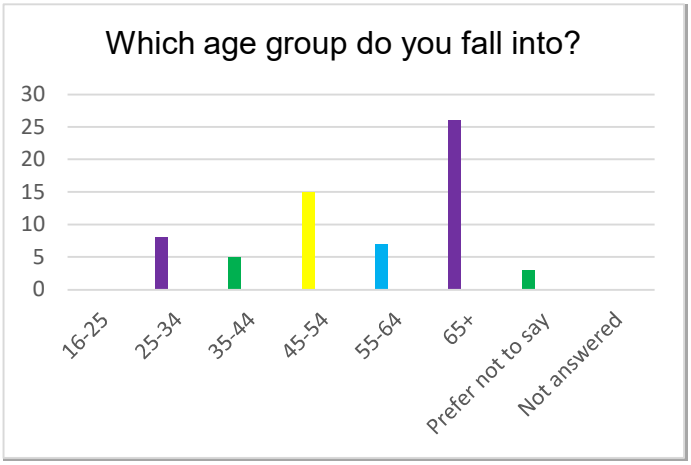


Figure 3.4 Age ranges of the respondents

A significant number of the respondents were over 65 (41%) which reflects the sample and not necessarily the profile of the area.

3.1.10 Section 3 Question 3 - On average how often do you commute without the use of private vehicles or public transport?

We asked respondents to note how often they commute without the use of private vehicles or public transport. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

On average how often do you commute without the use of private vehicles or public transport	Number of responses	% of responses
5 or more days a week	15	23%
3-4 days a week	14	22%
2 days a week	10	16%
Once a week	1	1.5%
Once a fortnight	2	3%
About once a month	0	0%
Less than once a month	14	22%
Prefer not to say	7	11%
Not Answered	1	1.5%
Total	64	100%

Table 3.12 Frequency of commuting without vehicles of the respondents

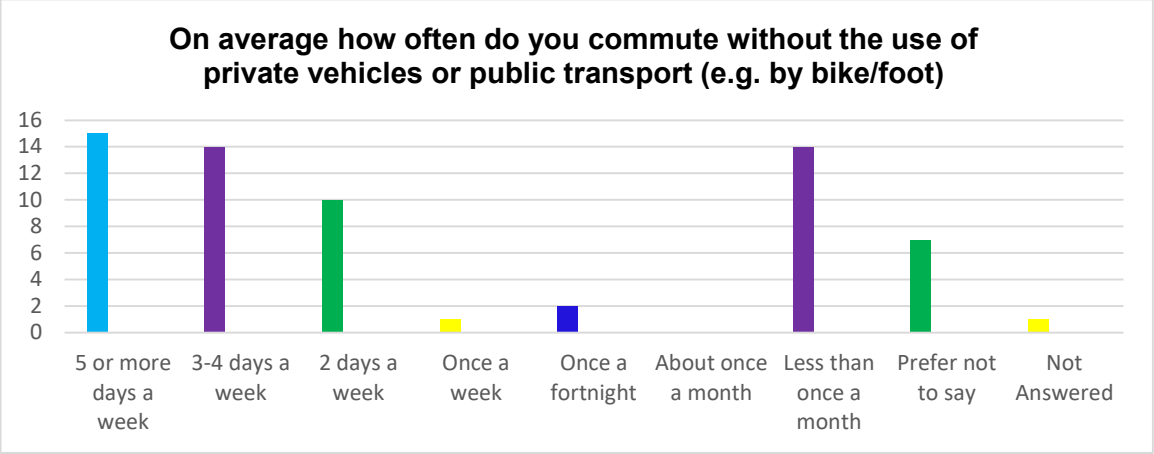


Figure 3.5 Frequency of commuting without vehicles of the respondents

Out of all the respondents: 28% said that they would never commute with a private vehicle or public transport; 67% of respondents do commute at least once a month; 5% noted that they commute without a private or public vehicle more than five days a week.

3.1.11 Section 3 Question 4 - Do you have reduced mobility?

We asked respondents to note if they had reduced mobility. If they did, we asked three further questions: If yes, is this route suitable? And if yes, is this route accessible? If they had any further comments about this, they could add them. Some people who put not applicable also added an answer in this space.

Do you have reduced mobility?	Number of responses	% of responses
Yes	6	9%
Not applicable. I do not have reduced mobility	55	86%
Prefer not to say	3	5%
Is the route suitable	1 (Yes) 5 (No)	17% (Yes) 83% (No)
Is this route accessible	1 (Yes) 2 (No)	17% (Yes) 34% (No)
Not answered – Is the route accessible	3/6	50%
Total	64	100%

Table 3.13 Respondents with reduced mobility

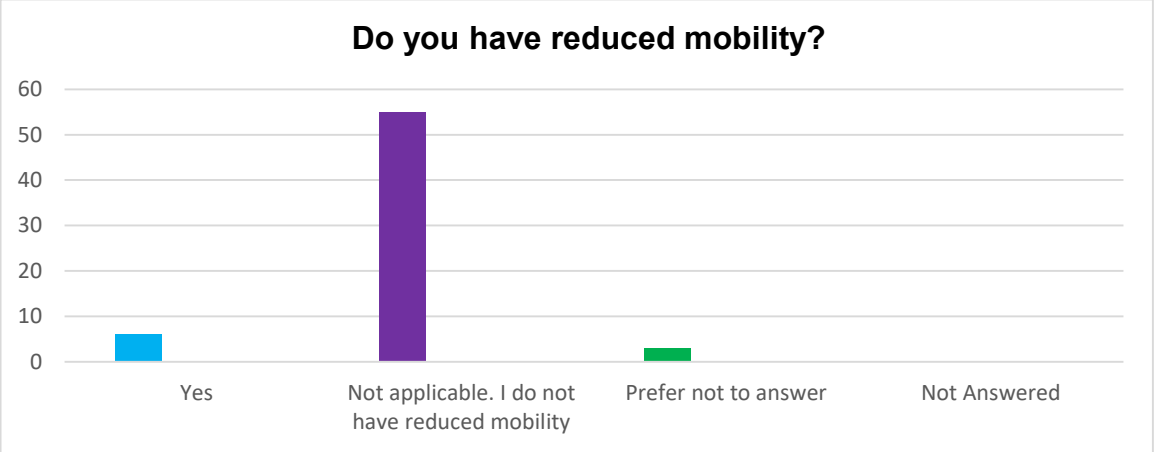


Figure 3.6 Respondents with reduced mobility

Out of all the respondents, 86% noted that they do not have reduced mobility. However, 9% noted that they did and 5% of people, who are over 65, confirmed that they had reduced mobility.

Of the reduced mobility respondents, one respondent believed the route was suitable and five advised the route was not suitable.

One respondent also chose to add that they believe the route is accessible, while two felt it was not. Three respondents chose not to provide response. Despite the feedback advised the current design support users who have reduced mobility and has been independently safety audited.

3.1.12 Section 3 – Question 5. What would be your main purpose for using this route?

This question was asked to find out the main reason people would use the proposed route. The options given were Work, Leisure, School/College/Higher Education, Other, & Prefer not to say. Some respondents selected more than one option.

What would be your main purpose for using this route?	Number of responses	% of responses
Work	12	13%
Leisure	41	47%
School/College/Higher Education	5	5%
Other	21	25%
Prefer not to say	5	5%
Not answered	5	5%
Total Selections	**89**	**100%**

Table 3.14 Purpose of the using the proposed route

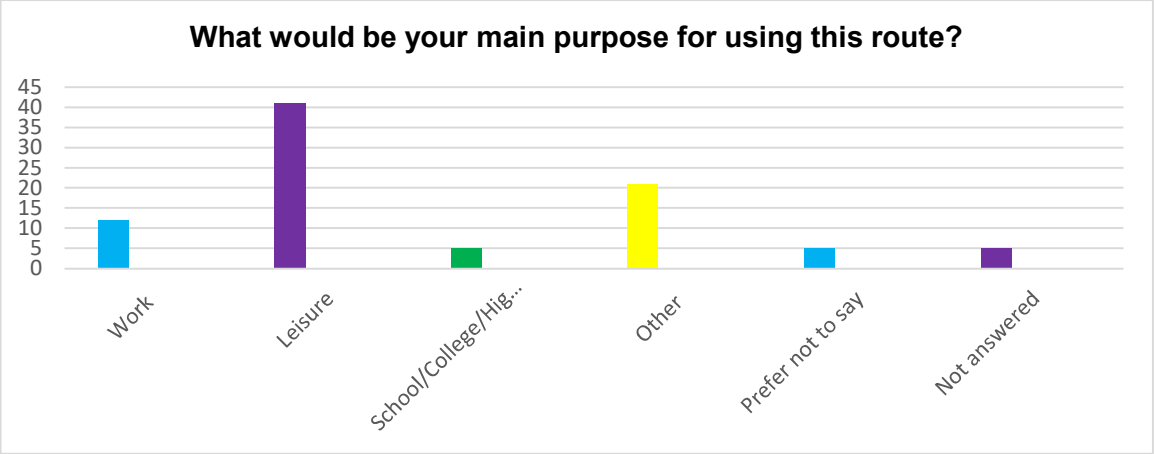


Figure 3.7 Purpose of the using the proposed route

Most respondents (47%) cited leisure as the main reason that they would use the route. Work was 13%, confirming that the respondents did not see the route as a primary route for commuting. It should be noted that the route provides a safe route for all users, but it is accepted that regular cyclists, such as commuters, may be confident enough to use other roads and streets to undertake their journey, and continue to do so even with the proposals in place.

3.1.13 Section 3 – Question 6. Do you consider yourself to be disabled as set out in the Equality Act 2010?

We asked respondents if they consider themselves disabled. Respondents were given the option to put "prefer not to say" and were not required to give an answer for the question.

Do you consider yourself to be disabled as set out in the Equality Act 2010?	Number of responses	% of responses
Yes	4	6%
No	57	89%
Prefer not to say	3	5%
Not answered	0	0%
Total	64	100%

Table 3.15 Respondents consider themselves as disabled

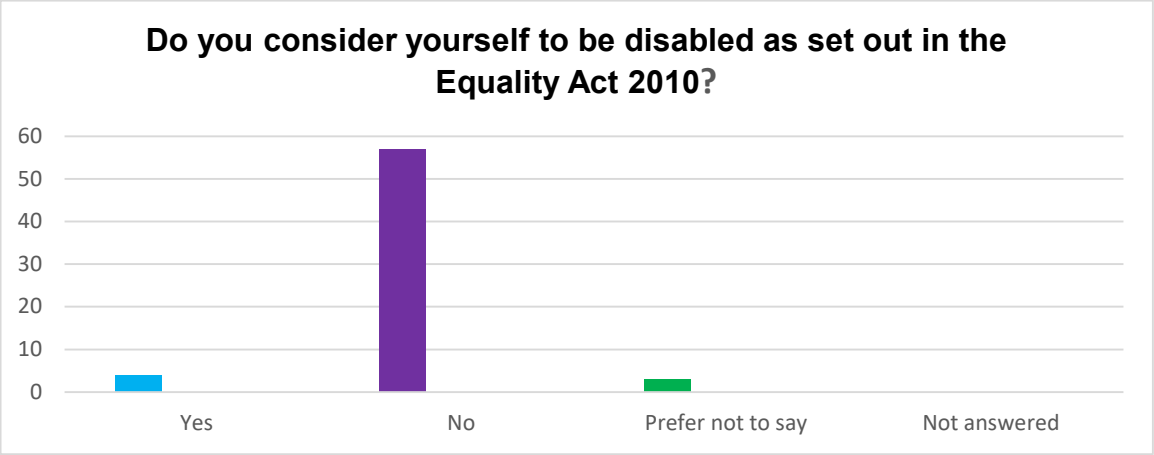


Figure 3.8 Respondents consider themselves as disabled

Disabled interests are represented within the sample, with 6% of respondents stating that they considered themselves to be disabled.

4. Conclusion

This report confirms that the engagement approach and events captured a representative view from stakeholders, residents and workers that may be directly or indirectly affected by the current proposals for Bexhill Cycle Route A.

The public engagement used various channels to capture the publics opinion of the proposals, issuing information via post and, in light of the prevailing COVID restrictions, hosting information online and providing ESH officers to answer queries directly by phone.

The response rates were considered to be in line with average return rates and representative, with the greater majority coming from those residents and workers within the same post codes as the proposals.

In terms of support for the scheme, from the question of "To what extent do you support the proposed pedestrian and cycle scheme improvement?", the responses indicate that there are a number of concerns with the proposals, with results showing a majority opposed to the scheme (opposed 58%/ support 42%).

However, further analysis of the reasons for this opinion, provided in response to the second question, "If you do not support the proposals, please tell us why?", suggests that the influencing factors are not necessarily all directly attributed to the scheme itself, but the general perception of poor cyclist behaviour and the poor state of the existing highways infrastructure.

Safety concerns represent the greater majority of the issues raised, generally associated with cyclist behaviour, especially where the proposals include the mixing of pedestrian and cycle traffic, and routing concerns, where it is considered that local traffic conditions and space constraints, using narrow paths, may present a greater risk to cyclists and pedestrians than the proposals address.

These concerns have been noted by the ESH design team, who have provided additional assurances within the replies to comments to confirm that the design of the scheme does provide a safe route for cyclists and pedestrians and conforms to the prevailing cycle design guidance and standards, which consider traffic speeds and volumes of vehicles and pedestrians that the cyclists will interact with.

The design process also follows a rigorous Road Safety Audit process. This process is designed to review highways proposals from a safety perspective only for all road users. Recommendations are made for changes to proposals where the auditors deem that a design has not responded to the prevailing road conditions or have introduced new risks to road users. The audit process has three stages, of which this scheme has gone through Stage 1, for preliminary designs. Should this scheme proceed, the issues raised by the consultation will be incorporated where appropriate and the design taken to a Stage 2 Road Safety Audit, which reviews detailed design.

In terms of the comments raised referencing poor maintenance of highways as a reason to object. This accounts for approximately 10% of all the issues raised, with a number suggesting that the funding for this proposed scheme should be focussed on the repair of the existing roads at Bexhill.

The ESH confirm in replies to these comments that the scheme will include the refurbishment of the highways pavements to provide a safe level surface for cyclists, i.e; no potholes or broken surfaces. This would include changing drainage grates to cycle friendly versions were considered necessary. For areas considered outside the scope of the scheme ESH have passed on details to the relevant highway maintenance teams.

Comments are also provided around the loss of on-street parking, as the proposals will require the displacement of a small number of parking spaces in order to provide a safe route for cyclists and pedestrians. There will be 51 spaces lost due to the introduction of TRO (Double yellow lines), of which 31 of these are located near the hospital. There will be another 18 spaces lost due to the introduction of the proposed controlled crossing on West Wood Road. However, the loss of parking is limited to a

total of approximately 69 spaces (each space being 5m long in length) which is considered to be an acceptable low loss of parking on a 4.0km cycling and pedestrian route. Indeed, given the objectives of scheme, of replacing private car-based journeys with sustainable transport, this impact is potentially mitigated with the consequential reduced need for motorised transport and ultimately parking demand.

5. Appendices

Appendix A - Leaflet to stakeholders, Website and Questionnaire

East Sussex Highways

East Sussex County Council

Have your say on a new cycle route in Bexhill

East Sussex County Council is developing a number new cycle routes across the town which reflect our Local Transport Plan objectives of creating safer, more sustainable communities and align with the Government's commitment to encouraging more active travel. The proposed route was identified through work carried out for the Council's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.



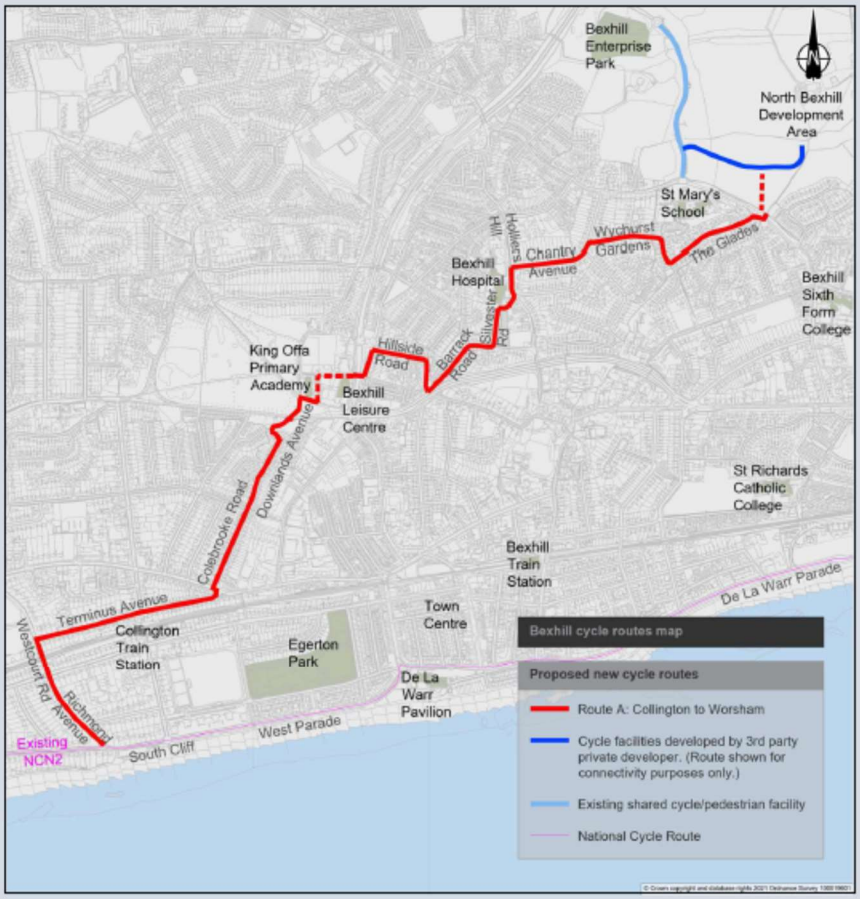
This consultation will focus on the route which runs between Collington and Worsham. The preliminary design has been developed in partnership with East Sussex Highways.

A map of the route is shown overleaf.

More information on the proposal and the consultation questionnaire can be accessed via the QR code or the weblink below: https://consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation

SCAN ME

The consultation closes on Thursday 16th December 2021



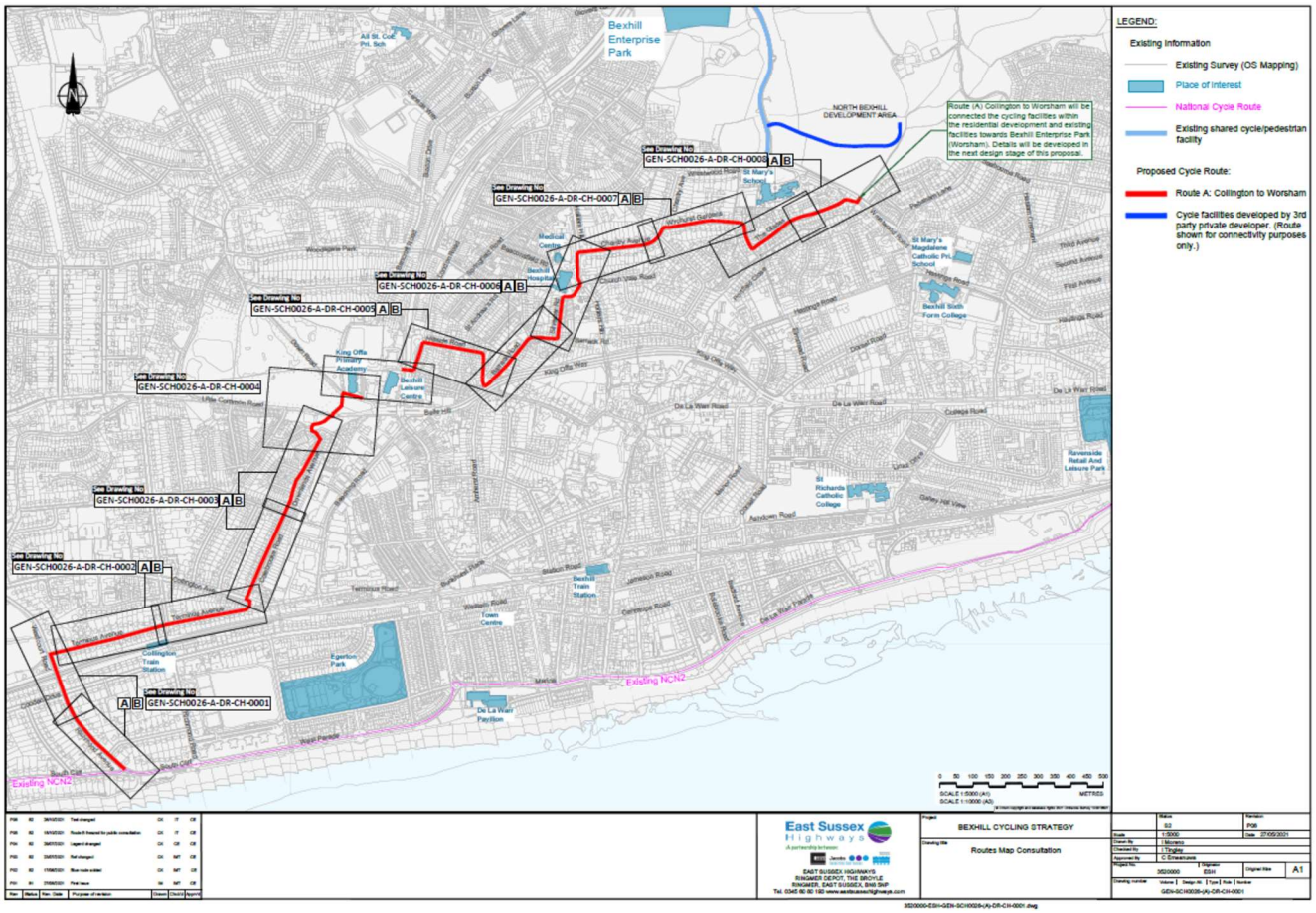
The Collington to Worsham route runs between the existing National Cycle Network Route 2 on the seafront via Collington Station to Bexhill Enterprise Park in Worsham. It is proposed that the alignment in the Worsham area will use the existing shared cycle/pedestrian path on Mount View Street and connect to the rest of the route via cycling facilities currently under development by an external developer in the North Bexhill Residential Development area. Discussions are also underway with third parties to ensure suitable cycling and walking facilities can be achieved through a proposed mixed-use development by Bexhill Leisure Centre, with interim measures in place whilst this is being progressed.

Why are we consulting: We want to hear your views on the proposals and whether you support the changes or have any reason for them not being installed. Subject to the feedback received, we propose to implement the route around March 2023.

You can also request paper copies of plans and response forms, copies in Braille, large text or another language by contacting customer@eastsussexhighways.com or via phone on 0345 60 80 193

Thank you for your interest in this consultation and for taking the time to look at the proposal.

Appendix B – Whole Route Layout Plan



Appendix C – Website Screenshot of Bexhill Cycle Route Consultation

consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/

Apps Costain Favourites Reading list



Bexhill Cycle Route consultation

Overview

East Sussex County Council (ESCC) is developing a range of schemes across the county that aim to create safer, more sustainable communities, and align with the Government's commitment to encouraging more active travel.

We are currently looking to take forward a new cycling and walking route in Bexhill which will extend and improve the current network in the town.

The proposed route was identified through work carried out for ESCC's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.

Consideration of recent Department for Transport Guidance

In partnership with ESCC, East Sussex Highways has developed a preliminary design for a route from Collington to Worsham.

We are very much aware of the recent Department for Transport (DfT) guidance on cycle infrastructure design (LTN 1/20) published in July 2020. It is recognised that this local transport note has proposed a step-change in the approach to the planning and development of cycle infrastructure and this will

Closed 16 Dec 2021

Opened 23 Nov 2021

Contact

0345 60 80 193

customer@eastsussexhighways.com

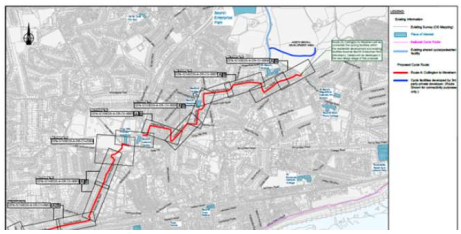
consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/

Apps Costain Favourites Reading list

approach to the planning and development of cycle infrastructure and this will be a tool that will be used for developing future cycle infrastructure projects.

At the time of the publication of the new guidance the route that we are now consulting on had been substantially developed. We therefore recognise that the proposals may not fully achieve all of the core design principles set out in LTN1/20. However, the design process has been subject to rigorous assessments that seek to ensure that cyclists have the highest level of provision possible, whilst also considering other road users.

The Collington to Worsham route runs between the existing National Cycle Network Route 2 on the seafront via Collington Station to Bexhill Enterprise Park in Worsham. It is proposed that the alignment in the Worsham area will use the existing shared cycle/pedestrian path on Mount View Street and connect to the rest of the route via cycling facilities currently under development by an external developer in the North Bexhill Residential Development area. Discussions are also underway with third parties to ensure suitable cycling and walking facilities can be achieved through a proposed mixed-use development off Down Road, with interim measures in place whilst this is being progressed.





Please click here to see a large version of the proposed route.

The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital and Bexhill Enterprise Park. A map illustrating the proposed route can be viewed above.

To make it easier to review the proposed route and design, the route has been divided into 8 drawings running in a linear fashion from south to north (Seafront towards Worsham).

Click Here for Drawing 1 – Richmond Avenue to Terminus Avenue

The route starts from the existing National Cycle Network (NCN2), which runs along the coast of Bexhill, at the junction of Richmond Avenue/South Cliff. The route continues along Richmond Avenue and Westcourt Drive, then turns right into Terminus Avenue. Cylists will travel on the carriageway in both directions. New double yellow line parking restrictions, no waiting 'at any time', are proposed in Richmond Avenue to improve visibility.

Click Here for Drawing 2 – Terminus Avenue

The route will run along Terminus Avenue and enter the junction of Terminus Road and Colebrooke Road. Parking restrictions in Terminus Avenue near this junction will be extended westwards to improve safety for cyclists. Cyclists will travel on the carriageway in both directions. On B2098 Collington Avenue and Terminus Road, cyclists will be directed to position themselves in the existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/
Apps Costain Favourites Reading list

existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

Click Here for Drawing 3 – Colebrooke Road and Downlands Avenue

The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Click Here for Drawing 4 – Arthur Road to Down Road, crossing at A259 Little Common Road

Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill

join the access road carriageway leading to an interim route in the Bexhill Leisure Centre area.

The southbound journey towards to the seafront is simply a reverse of these movements.

Click Here for Drawing 5 – Interim route within the Bexhill Leisure Centre area and Hillside Road to Barrack Road

The route continues along the access road next to King Offa Primary Academy northwards and turns right to the public footpath. Cyclists will be required to dismount to use the public footpath before reaching the subway under Combe Valley Way. The access road and the public footway around Bexhill Leisure Centre is an interim measure, subject to a future mixed-use development being completed. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facilities in this location.

The existing subway under the Combe Valley Way and footway alongside London Road will be converted to shared use for cyclists and pedestrians. The route then leads to Hillside Road. Cyclists will leave the shared footpath and join the carriageway at the existing raised junction of London Road/Hillside Road.

Cyclists heading north will remain on the carriageway on Hillside Road and turn right onto a footpath at the end of Hillside Road leading to Barrack Road. This footpath will be widened to a minimum of 3.0m and converted to shared use. Dropped kerbs will be provided at the southern end of Barrack Road for cyclists to re-join the carriageway.

Southbound journeys towards to the seafront will be a reverse of these movements.

consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/
Apps Costain Favourites Reading list

movements.

Click Here for Drawing 6 – Barrack Road to Chantry Avenue

Cyclists will join the carriageway at the end of Barrack Road and remain on the carriageway, turning into Silvester Road.

At the northern end of Silvester Road, cyclists will turn right on the footpath towards Hollier's Hill. It is proposed to widen the footpath to a minimum of 3.0m for shared use although there will be a localised pinch point around a mature tree.

Cyclists will remain on the footways in Hollier's Hill which will be widened to a minimum of 3.0m before turning right onto Chantry Avenue. A new traffic island will be installed on Hollier's Hill to help pedestrians and cyclists to cross the road. New double yellow line parking restrictions, no waiting 'at any time', are proposed on Hollier's Hill to improve visibility and provide clearance for the new traffic island.

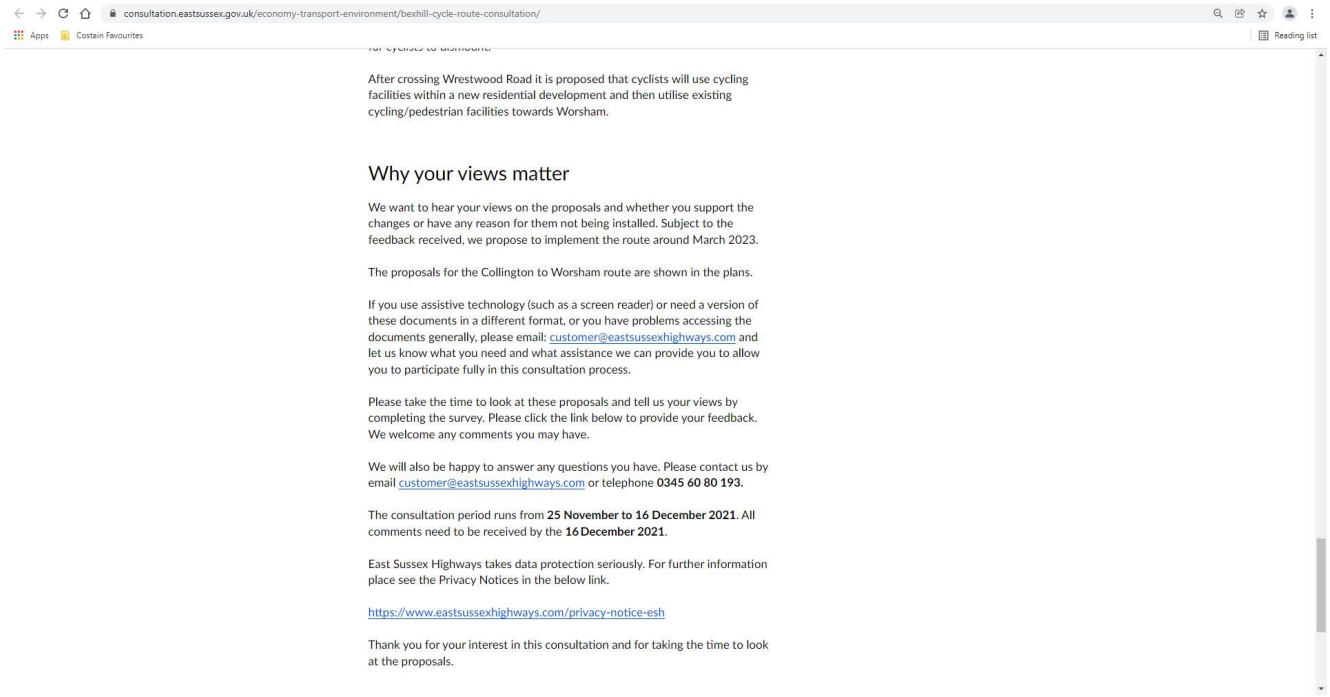
Southbound journeys towards the seafront will be a reverse of these movements.

Click Here for Drawing 7 – Chantry Avenue to Wychurst Gardens

At Chantry Avenue, cyclists heading north will re-join the carriageway. The route will remain on the carriageway along both Chantry Avenue and Wychurst Garden in both directions.

Click Here for Drawing 8 – Chatres and The Glades

The route will continue along Chatres and The Glades and remain on the



After crossing Wrestwood Road it is proposed that cyclists will use cycling facilities within a new residential development and then utilise existing cycling/pedestrian facilities towards Worsham.

Why your views matter

We want to hear your views on the proposals and whether you support the changes or have any reason for them not being installed. Subject to the feedback received, we propose to implement the route around March 2023.

The proposals for the Collington to Worsham route are shown in the plans.

If you use assistive technology (such as a screen reader) or need a version of these documents in a different format, or you have problems accessing the documents generally, please email: customer@eastsussexhighways.com and let us know what you need and what assistance we can provide you to allow you to participate fully in this consultation process.

Please take the time to look at these proposals and tell us your views by completing the survey. Please click the link below to provide your feedback. We welcome any comments you may have.

We will also be happy to answer any questions you have. Please contact us by email customer@eastsussexhighways.com or telephone **0345 60 80 193.**

The consultation period runs from **25 November to 16 December 2021**. All comments need to be received by the **16 December 2021**.

East Sussex Highways takes data protection seriously. For further information place see the Privacy Notices in the below link.

https://www.eastsussexhighways.com/privacy-notice-esh

Thank you for your interest in this consultation and for taking the time to look at the proposals.

Note: The consultation hub website included the same questionnaire. Below is the postal version available upon request for stakeholders who preferred to send their feedback in writing.

Appendix D – Postal Version of Consultation Questionnaire

East Sussex Highways

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

Q5 What would be your main purpose for using this route?

☐ Work
☐ Leisure
☐ School\College\Higher Education
☐ Other
☐ Prefer not to say

Q6 Do you consider yourself to be disabled as set out in the Equality Act 2010?

☐ Yes
☐ No
☐ Prefer not to say

The Equality Act 2010 describes a person 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.

Thank you for taking part in this survey, your views are important to us.

Return by writing Freepost East Sussex Highways in a sealed plain envelope.

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

East Sussex Highways

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

Freepost East Sussex Highways

Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals:www.eastsussexhighways.com/consultations

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see the website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

Please return your completed questionnaire by **(Monday the 16th December 2021)** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You…

☐ An individual
☐ A business
☐ Other

If business or other, please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

East Sussex Highways

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

East Sussex Highways

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

SECTION 2 – Feedback

Q1. To what extent do you support the proposed pedestrian and cycle scheme improvements?

☐ Strongly Support
☐ Support
☐ Oppose
☐ Strongly Oppose
☐ Don't know
☐ No opinion
☐ Prefer not to say

Q2. If you do not support the proposals, please tell us why. (Optional)

Q3. If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to. (Please refer to the main overview route alignment drawing or the drawing in question for the number. Alternatively, you can reference the street\road name.)

Q4 Are there any additional comments that you would like to make about the proposal and how it might affect you?

SECTION 3: Equality Survey – (About You)

We are asking these questions as we want to make sure that we have a representative view of all persons impacted by the proposal either directly or indirectly. Please be advised that you are under no obligation to provide any responses to the below questions. All responses received will be treated in the strictest confidence. ESH & ESCC will use the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal.

Q1 Do you consider yourself?

☐ Male
☐ Female
☐ Other
☐ Prefer not to say

Q2 Which age group do you fall into?

☐ 16-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+
☐Prefer not to say

Q3 On average how often do you commute without the use of private vehicles or public Transport (e.g. by bike/foot)

☐ 5 or more days a week
☐ 3-4 days a week
☐ 2 days a week
☐ Once a week
☐ Once a fortnight
☐ About once a month
☐ Less than once a month
☐ Prefer not to say

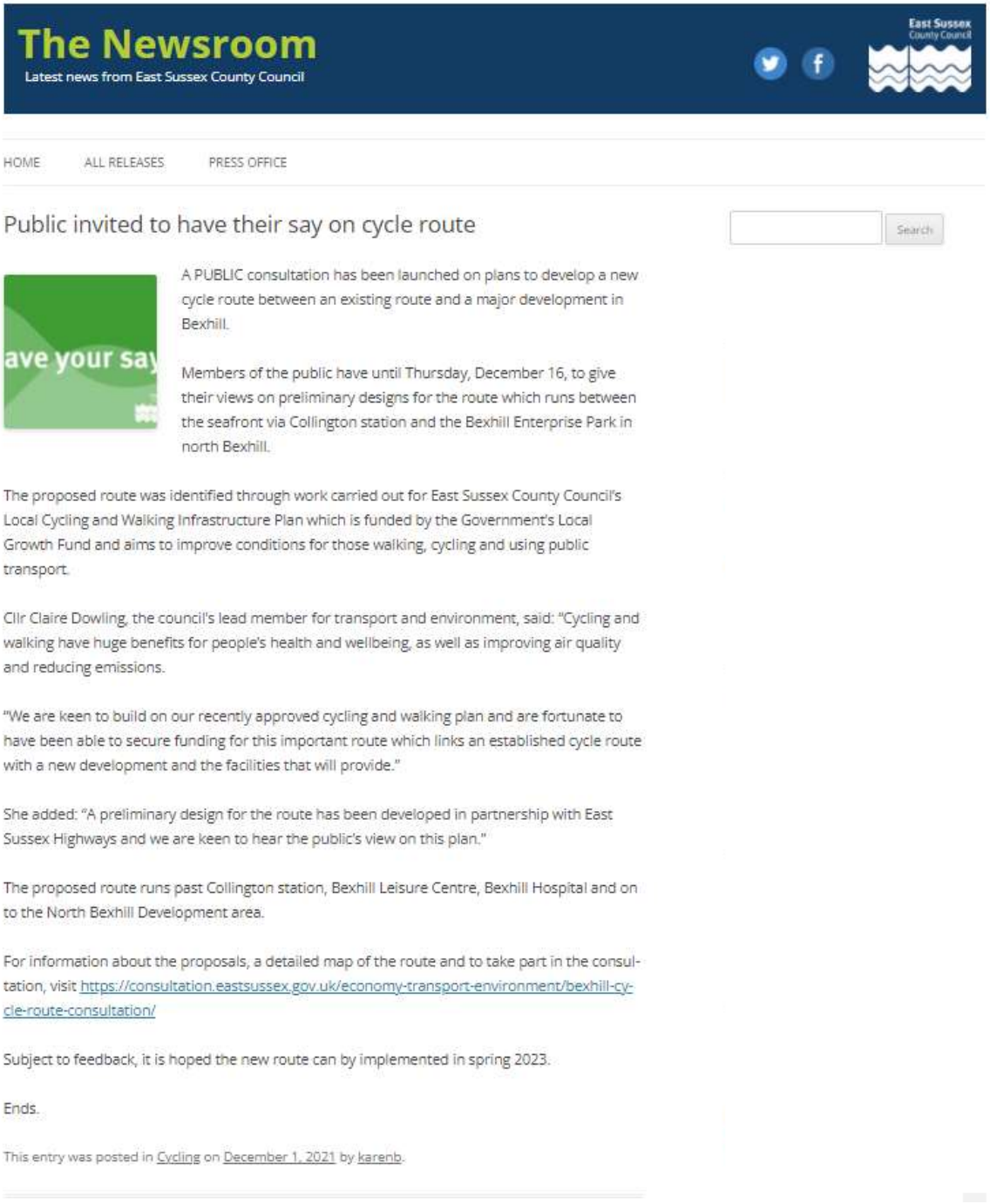
Q4 Do you have reduced mobility?

☐Yes
☐Not applicable. I do not have reduced mobility.
☐ Prefer not to say.

If you answered "Yes" to Q4.....

☐ If yes, is this route suitable?
☐ If yes, is this route accessible?

Appendix E – East Sussex County Council Website. Advertising the consultation.



The Newsroom

Latest news from East Sussex County Council

East Sussex County Council

HOME ALL RELEASES PRESS OFFICE

Search

Public invited to have their say on cycle route

A PUBLIC consultation has been launched on plans to develop a new cycle route between an existing route and a major development in Bexhill.

Members of the public have until Thursday, December 16, to give their views on preliminary designs for the route which runs between the seafront via Collington station and the Bexhill Enterprise Park in north Bexhill.

The proposed route was identified through work carried out for East Sussex County Council's Local Cycling and Walking Infrastructure Plan which is funded by the Government's Local Growth Fund and aims to improve conditions for those walking, cycling and using public transport.

Cllr Claire Dowling, the council's lead member for transport and environment, said: "Cycling and walking have huge benefits for people's health and wellbeing, as well as improving air quality and reducing emissions.

"We are keen to build on our recently approved cycling and walking plan and are fortunate to have been able to secure funding for this important route which links an established cycle route with a new development and the facilities that will provide."

She added: "A preliminary design for the route has been developed in partnership with East Sussex Highways and we are keen to hear the public's view on this plan."

The proposed route runs past Collington station, Bexhill Leisure Centre, Bexhill Hospital and on to the North Bexhill Development area.

For information about the proposals, a detailed map of the route and to take part in the consultation, visit https://consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/

Subject to feedback, it is hoped the new route can by implemented in spring 2023.

Ends.

This entry was posted in Cycling on December 1, 2021 by karenb.

Whole Route Layout Drawing - 3520000-ESH-GEN-SCH0026-(A)-DR-CH-0001-P06

Description - The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School.

NOTE: To make it easier to review the proposed route and design, the route has been divided into 8 drawings running in a linear fashion from south to north (Seafront towards Worsham).

Drawing 1 – Richmond Avenue to Terminus Road - 3520000-ESH-GEN-SCH0026-A-DR-CH-0001-P05

Description – The route starts from the existing National Cycle Network (NCN2), which runs along the coast of Bexhill, at the junction of Richmond Avenue/ South Cliff. The route continues along Richmond Avenue and Westcourt Drive, then turns right into Terminus Avenue. Cyclists will travel on the carriageway in both directions. New double yellow line parking restrictions, no waiting 'at any time', are proposed in Richmond Avenue to improve visibility.

Drawing 2 – Terminus Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0002-P04

Description – The route will run along Terminus Avenue and enter the junction of Terminus Road and Colebrooke Road. Parking restrictions in Terminus Avenue near this junction will be extended westwards to improve safety for cyclists. Cyclists will travel on the carriageway in both directions. On B2098 Collington Avenue and Terminus Road, cyclists will be directed to position themselves in the existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

Drawing 3 – Colebrooke Road and Downlands Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0003-P05

Description – The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Drawing 4 – Arthur Road to Down Road, crossing at A259 Little Common Road – 3520000-ESH-GEN-SCH0026-A-DR-CH-0004-P05

Description – Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner

of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill Leisure Centre area.

The southbound journey towards to the seafront is simply a reverse of these movements.

Drawing 5 – Interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road – 3520000-ESH-GEN-SCH0026-A-DR-CH-0005-P06

Description – The route continues along the access road next to King Offa Primary Academy northwards and turns right to the public footpath. Cyclists will be required to dismount to use the public footpath before reaching the subway under Combe Valley Way. The access road and the public footway, around the Bexhill Leisure Centre is an interim measure, subject to a future mixed-use development being completed. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facilities in this location.

The existing subway under the Combe Valley Way and footway alongside London Road will be converted to shared use for cyclists and pedestrians. The route then leads to Hillside Road. Cyclists will leave the shared footpath and join the carriageway at the existing raised junction of London Road/Hillside Road.

Cyclists heading north will remain on the carriageway on Hillside Road and turn right onto a footpath at the end of Hillside Road leading to Barrack Road. This footpath will be widened to a minimum of 3.0m and converted to shared use. Dropped kerbs will be provided at the southern end of Barrack Road for cyclists to re-join the carriageway.

Southbound journeys towards to the seafront will be a reverse of these movements.

Drawing 6 – Barrack Road to Chantry Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0006-P04

Description – Cyclists will join the carriageway at the end of Barrack Road and remain on the carriageway, turning into Silvester Road.

At the northern end of Silvester Road, cyclists will turn right on the footpath towards Hollier's Hill. It is proposed to widen the footpath to a minimum of 3.0m for shared use although there will be a localised pinch point around a mature tree.

Cyclists will remain on the footways in Hollier's Hill which will be widened to a minimum of 3.0m before turning right onto Chantry Avenue. A new traffic island will be installed on Hollier's Hill to help pedestrians and cyclists to cross the road. New double yellow line parking restrictions, no waiting 'at any time', are proposed on Hollier's Hill to improve visibility and provide clearance for the new traffic island.

Southbound journeys towards the seafront will be a reverse of these movements.

Drawing 7 – Chantry Avenue to Wychurst Gardens – 3520000-ESH-GEN-SCH0026-A-DR-CH-0007-P04

Description – At Chantry Avenue, cyclists heading north will re-join the carriageway. The route will remain on the carriageway along both Chantry Avenue and Wychurst Garden in both directions.

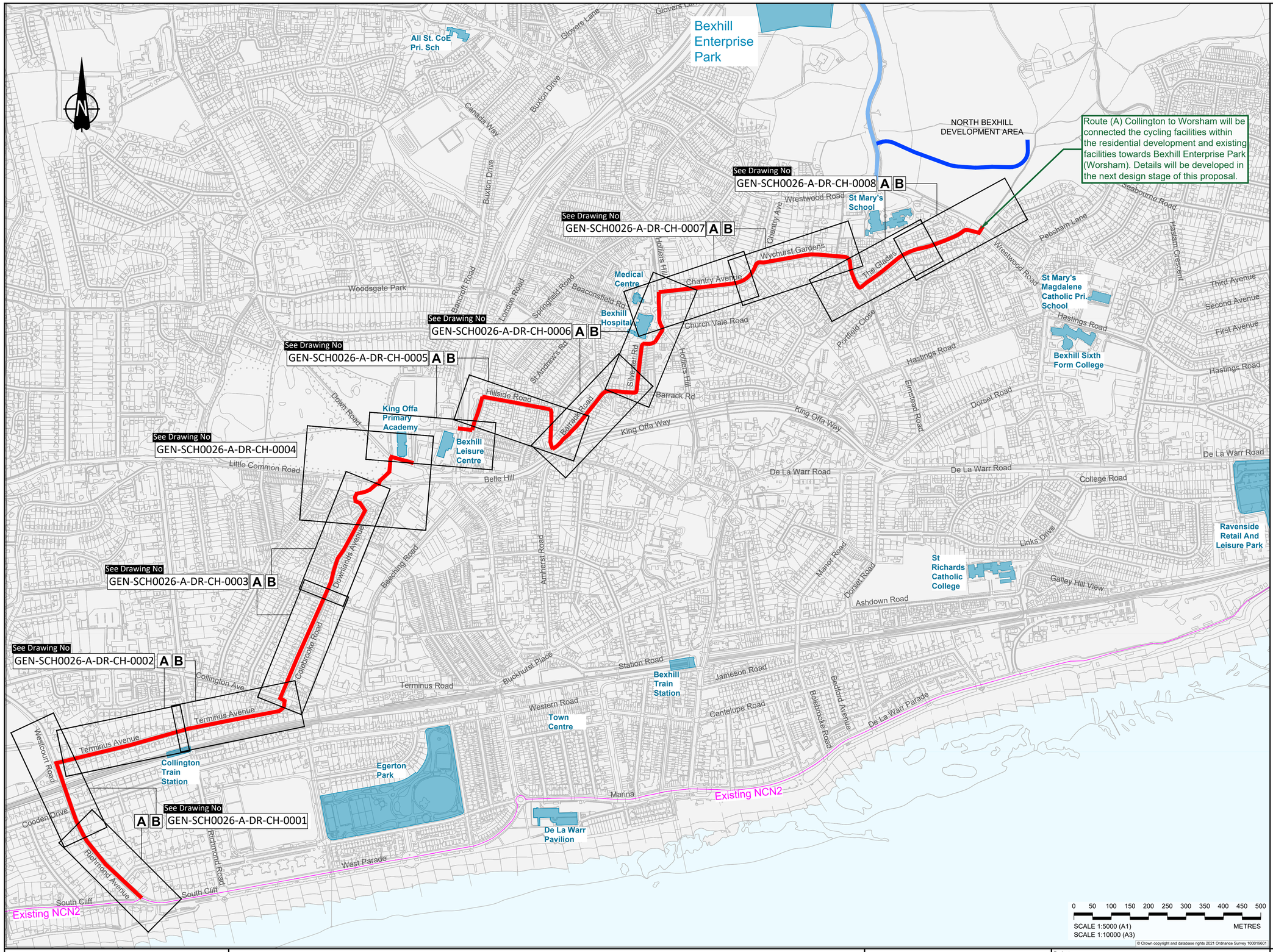
Drawing 8 – The Glades – 3520000-ESH-GEN-SCH0026-A-DR-CH-0008-P04

Description – The route will continue along The Glades and remain on the carriageway. At the eastern end of The Glades, cyclists will leave the carriageway and use a converted and widened shared footway to reach a proposed Toucan crossing at Westwood Road. The existing traffic island at Wrestwood Road will be removed and the new Toucan crossing will be

installed to allow cyclists and pedestrians to cross together, without the need for cyclists to dismount.

After crossing Wrestwood Road it is proposed that cyclists will use cycling facilities within a new residential development and then utilise existing cycling/pedestrian facilities towards Worsham.

Appendix G – Drawings



LEGEND:

Existing Information

- Existing Survey (OS Mapping)
- Place of interest
- National Cycle Route
- Existing shared cycle/pedestrian facility

Proposed Cycle Route:

- Route A: Collington to Worsham
- Cycle facilities developed by 3rd party private developer. (Route shown for connectivity purposes only.)

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P06	S2	26/10/2021	Text changed	CK	IT	CE
P05	S2	18/10/2021	Route B freezed for public consultation	CK	IT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	23/07/2021	Ref changed	CK	IMT	CE
P02	S2	17/06/2021	Blue route added	CK	IMT	CE
P01	S1	27/05/2021	First Issue	IM	IMT	CE

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

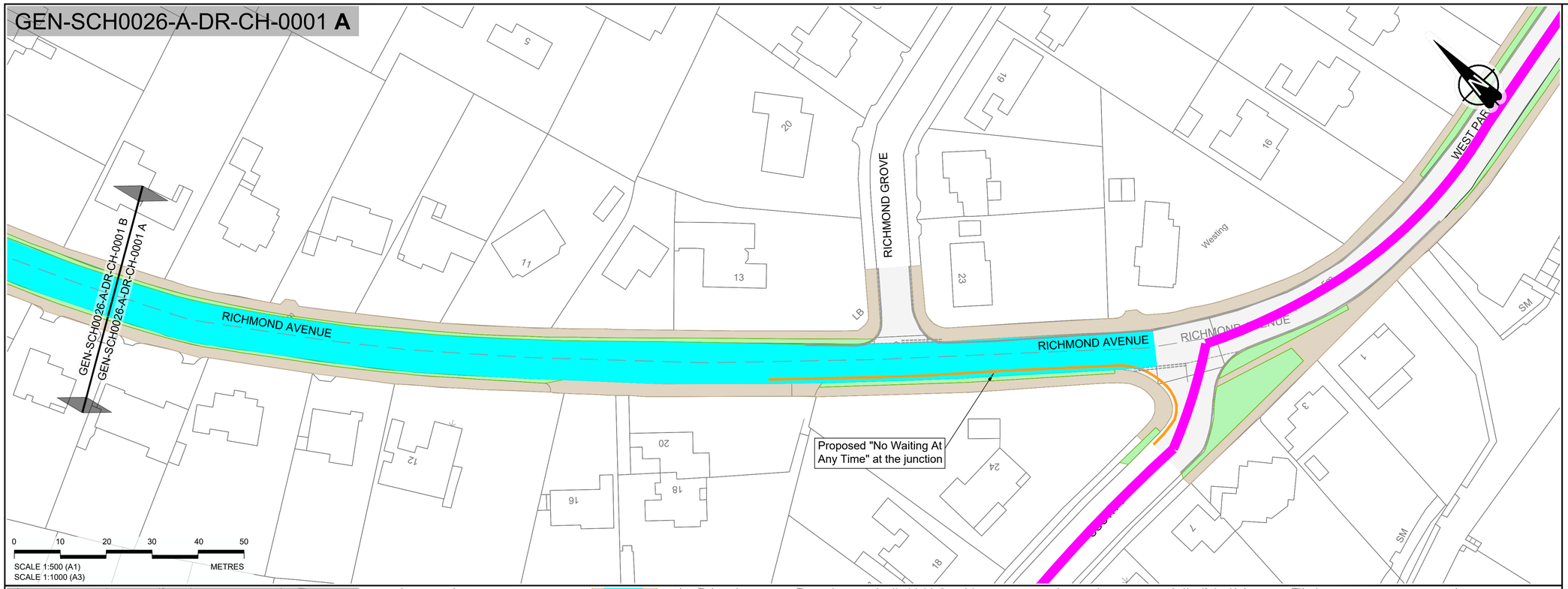
Project: BEXHILL CYCLING STRATEGY

Drawing title: Routes Map Consultation

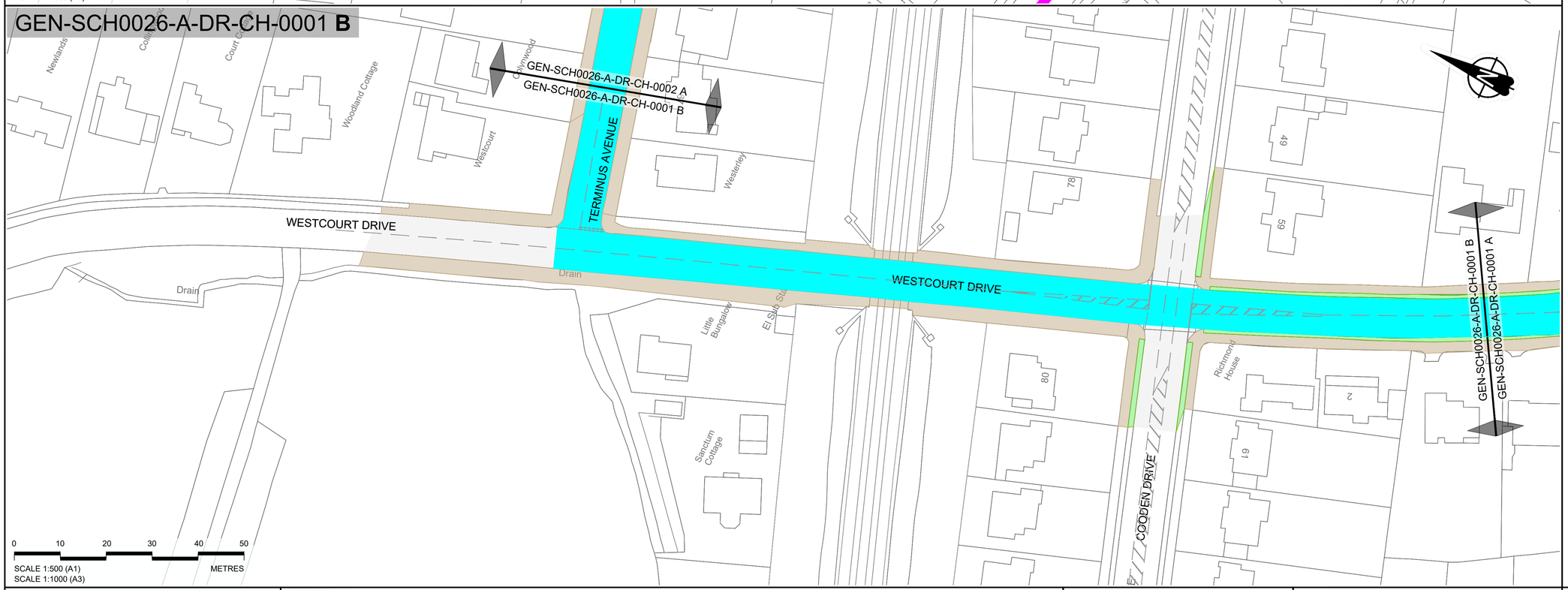
	Status: S2	Revision: P06	
Scale: 1:5000		Date: 27/05/2021	
Drawn By: I Moreno			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: GEN-SCH0026-(A)-DR-CH-0001	Volume | Design Alt. | Type | Role | Number		

3520000-ESH-GEN-SCH0026-(A)-DR-CH-0001.dwg

GEN-SCH0026-A-DR-CH-0001 **A**



GEN-SCH0026-A-DR-CH-0001 **B**



LEGEND:

- On road cycle route
- New parking/stopping restrictions
- Existing verge
- Existing footway
- Existing carriageway
- Existing National Cycle Route No.2

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	15/11/2021	Change in title	CK	IMT	CE
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

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

Project: Bexhill Cycling Strategy

Drawing title: Route A - Collington to Worsham
01 - Richmond Avenue to Terminus Avenue
Public Consultation

	Status: S2	Revision: P05	
Scale: 1:500 in A1	Date: 22/03/2021		
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator: ESH	Original Size: A1	
Drawing number: Volume | Design Alt. | Type | Role | Number			
GEN-SCH0026-A-DR-CH-0001			

3520000-ESH-GEN-SCH0026-A-DR-CH-0001.dwg

GEN-SCH0026-A-DR-CH-0002 **A**



GEN-SCH0026-A-DR-CH-0002 **B**



LEGEND:

- On road cycle route
- Existing verge
- Existing footway
- Existing carriageway
- New parking/stopping restrictions

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	09/07/2021	Additional DYLs	CK	IMT	CE
P02	S2	17/06/2021	Footways colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

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

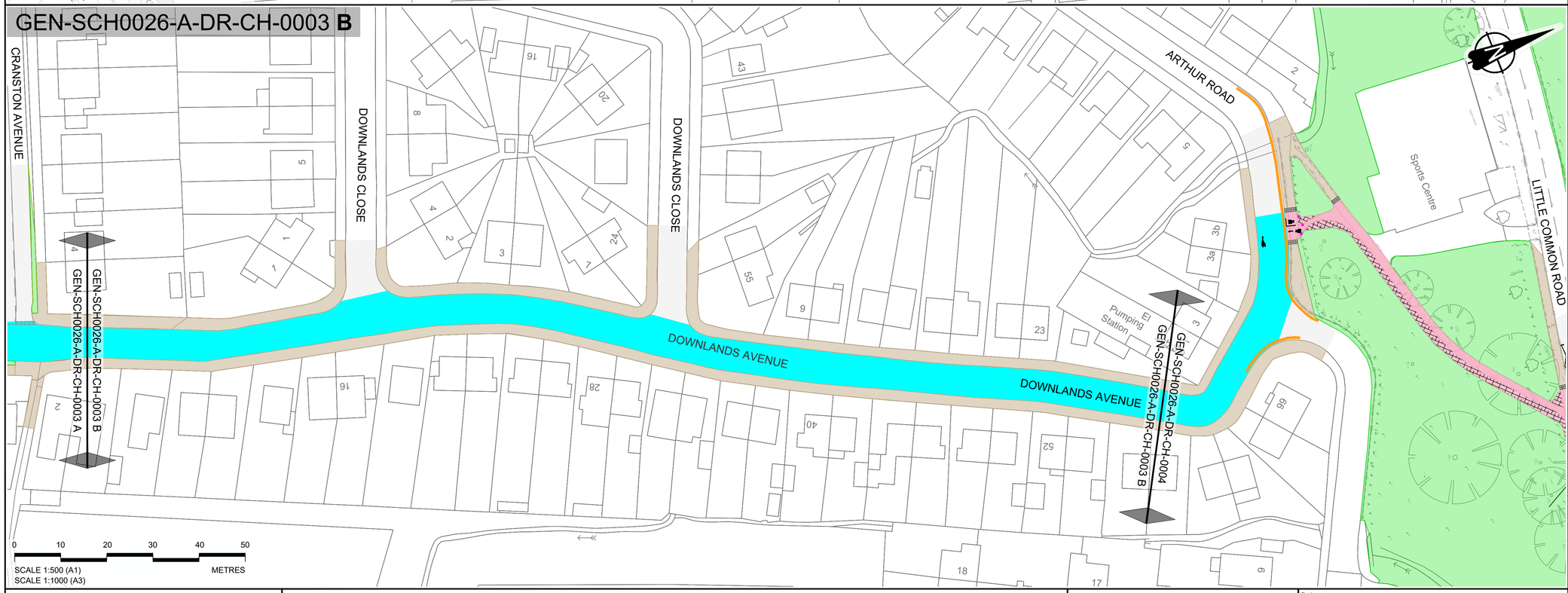
Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 02 - Terminus Avenue Public Consultation
Status	S2
Revision	P04
Scale	1:500
Date	22/03/2021
Drawn By	C Kwok
Checked By	I Tingley
Approved By	C Emeanuwa
Project No.	3520000
Originator	ESH
Original Size	A1
Drawing number	Volume | Design Alt. | Type | Role | Number GEN-SCH0026-A-DR-CH-0002

3520000-ESH-GEN-SCH0026-A-DR-CH-0002.dwg

GEN-SCH0026-A-DR-CH-0003 **A**



GEN-SCH0026-A-DR-CH-0003 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed Corduroy tactile paving
- New parking/stopping restrictions
- Existing verge/grass area/woodland
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P03	S2	09/07/2021	Additional DYLs	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

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

Project: Bexhill Cycling Strategy

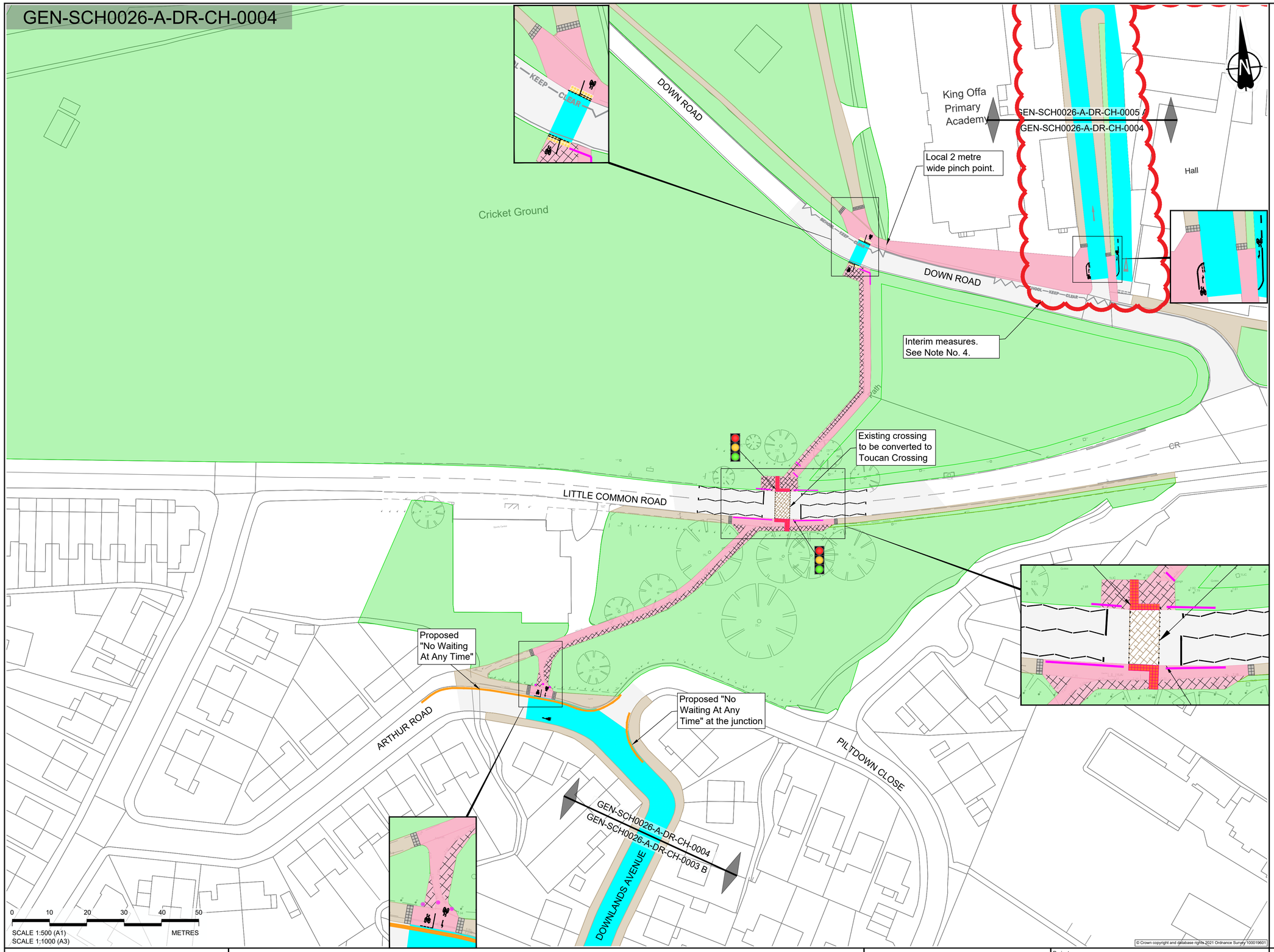
Drawing title: Route A - Collington to Worsham
03 - Colebrooke Road & Downlands Avenue
Public Consultation

Status	S2	Revision	P05
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator: ESH	Original Size: A1
Drawing number	GEN-SCH0026-A-DR-CH-0003		

Volume | Design Alt. | Type | Role | Number

3520000-ESH-GEN-SCH0026-A-DR-CH-0003.dwg

GEN-SCH0026-A-DR-CH-0004



LEGEND:

- On road cycle route
- Existing footpath converted to shared use
- Proposed footpath widening to form part of shared use, minimum 3.0m wide
- Proposed red tactile paving
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restrictions
- Proposed guardrail
- Proposed toucan crossing (existing puffin crossing converted to toucan crossing)
- Existing verge/grass area/woodland
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



4. The section of route near the Bexhill Leisure Centre is subject to a new housing development. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facility in this location.

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE

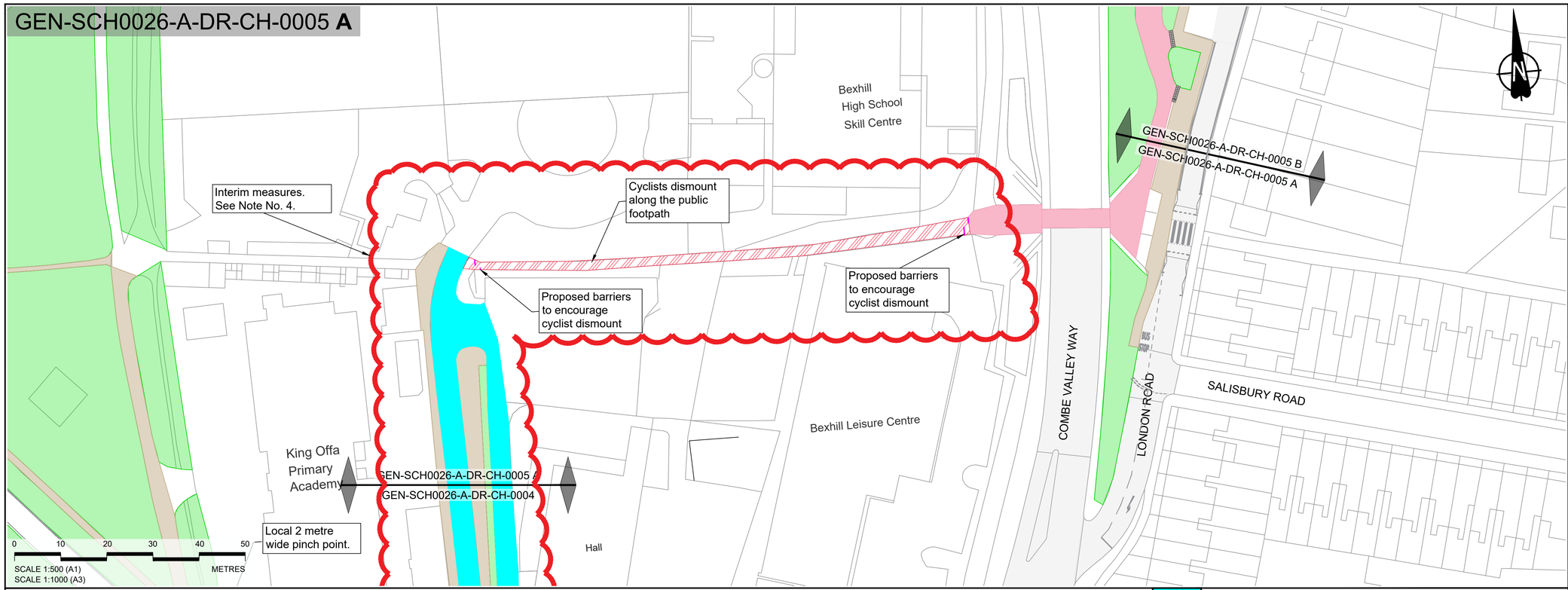
East Sussex Highways
A partnership between: Jacobs, East Sussex
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 04 - A259 Little Common Road Public Consultation

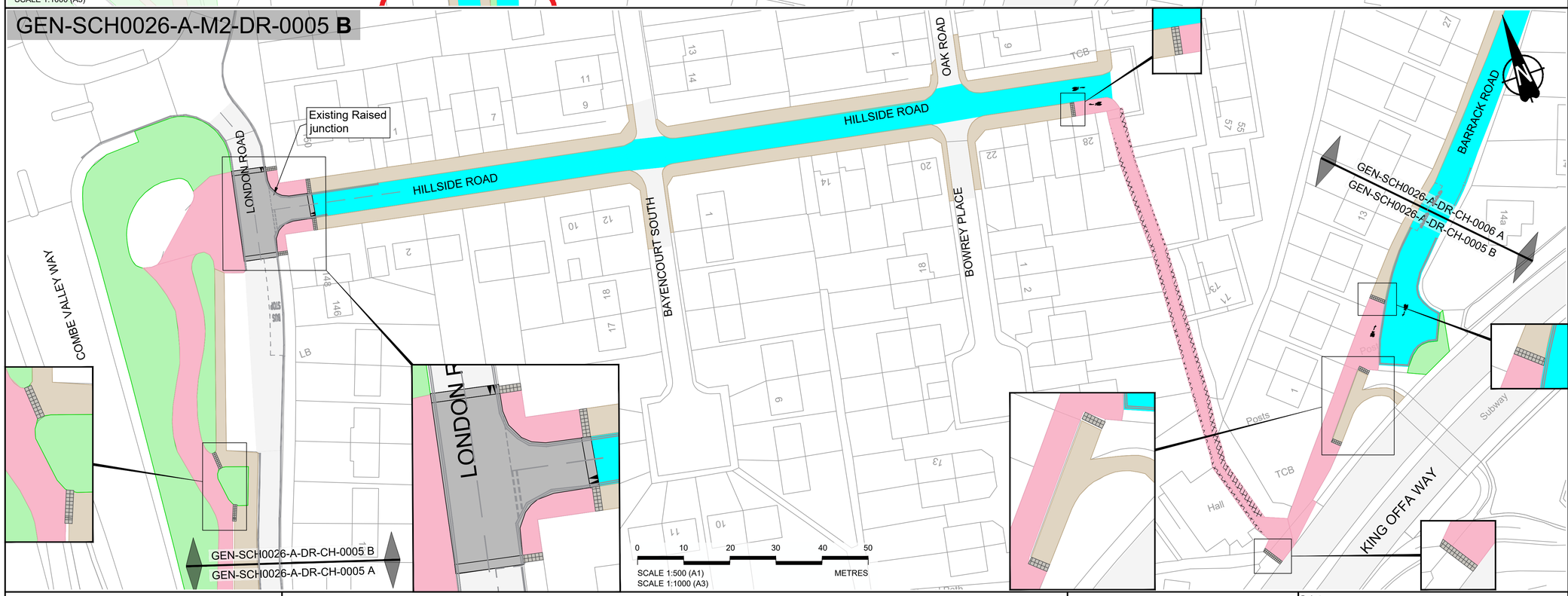
	Status: S2		Revision: P05
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No. 3520000	Originator: ESH	Original Size	A1
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0004		

3520000-ESH-GEN-SCH0026-A-DR-CH-0004.dwg

GEN-SCH0026-A-DR-CH-0005 **A**



GEN-SCH0026-A-M2-DR-0005 **B**



LEGEND:

- On road cycle route
- Existing footpath converted to shared use
- Proposed footpath widening to form part of shared use, minimum 3.0m wide (subject to third party agreement)
- Section of proposed route where cyclists will be required to dismount as an interim measure. See Note 4.
- Proposed corduroy tactile paving
- Proposed pedestrian barrier
- Existing verge/grass area
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



4. The section of route near the Bexhill Leisure Centre is subject to a new housing development. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facility in this location.

© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P06	S2	26/10/2021	Change in text	CK	IMT	CE
P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

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

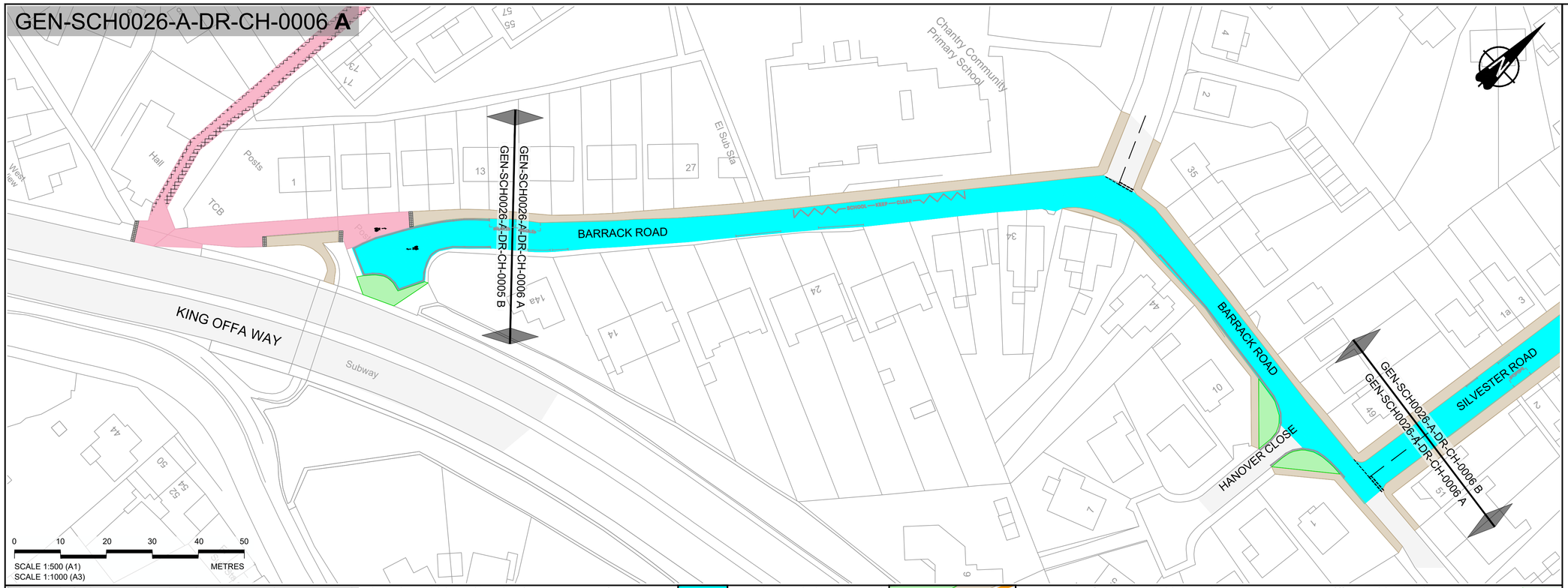
Project: Bexhill Cycling Strategy

Drawing title: Route A - Collington to Worsham
05 - Hillside to Bancroft Rd
Public Consultation

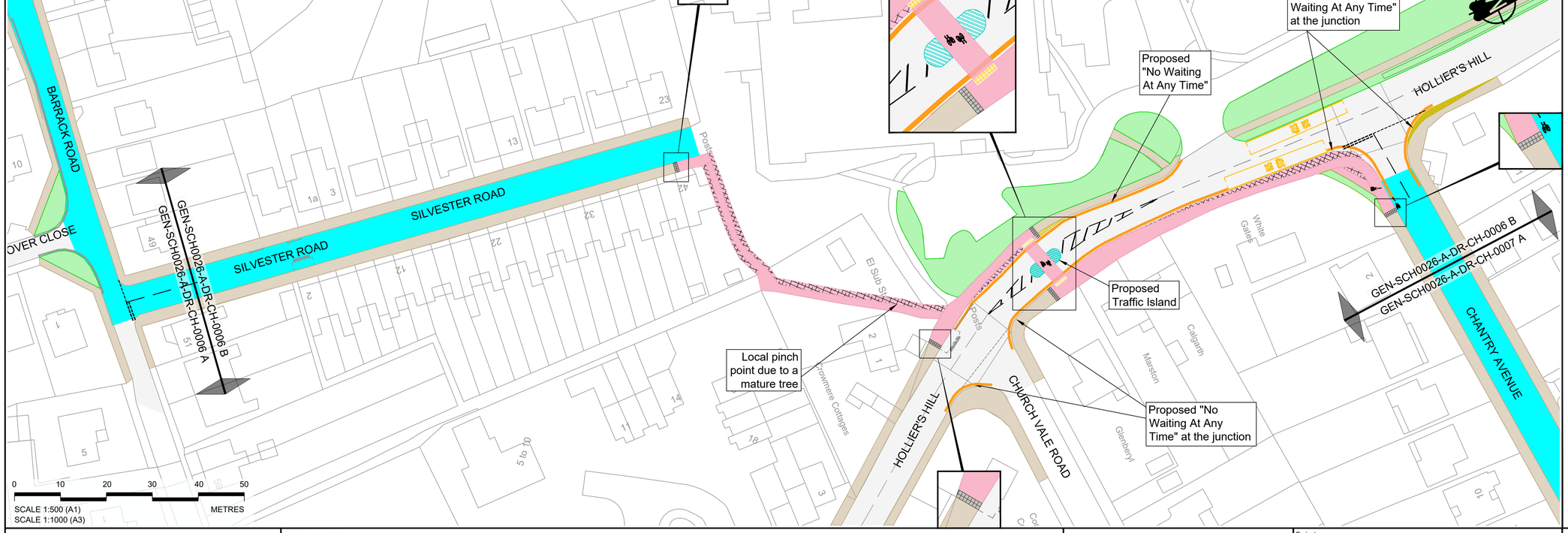
	Status: S2	Revision: P06	
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator: ESH	Original Size: A1
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0005		

3520000-ESH-GEN-SCH0026-A-DR-CH-0005.dwg

GEN-SCH0026-A-DR-CH-0006 **A**



GEN-SCH0026-A-DR-CH-0006 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide (some areas subject to third party agreement)
- Proposed traffic island
- Proposed footway widening
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restriction
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

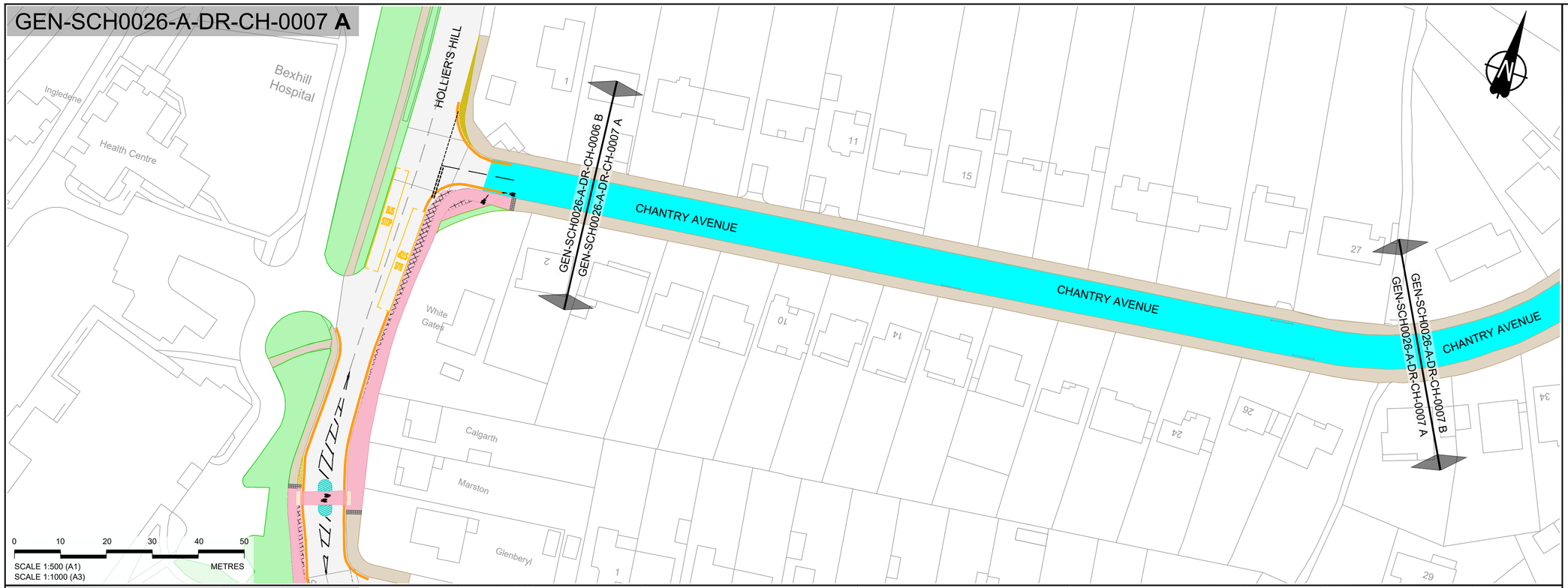
East Sussex Highways
A partnership between: Jacobs Delivering East Sussex
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 06 - Chantry Aveune to Barrack Rd Public Consultation

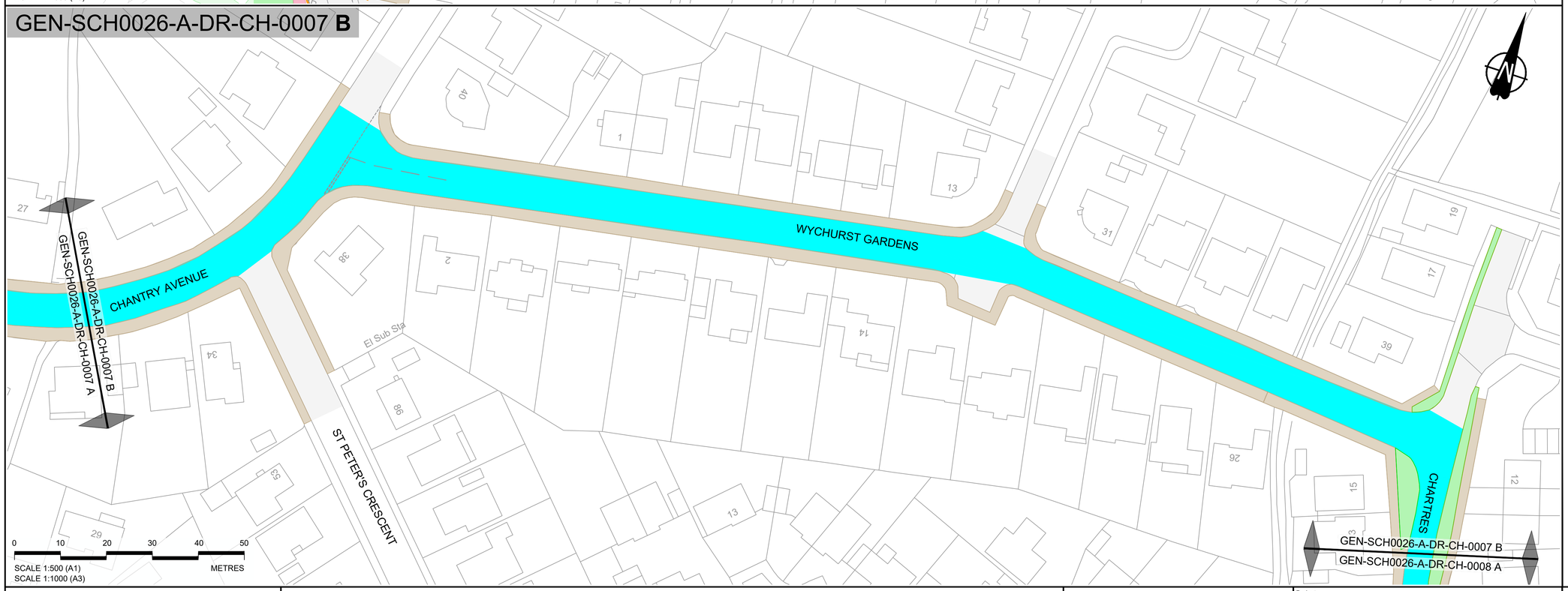
	Status	Revision	
	S2	P04	
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000 | Originator	Original Size	A1
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0006		

3520000-ESH-GEN-SCH0026-A-DR-CH-0006.dwg

GEN-SCH0026-A-DR-CH-0007 **A**



GEN-SCH0026-A-DR-CH-0007 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed traffic island
- Proposed footway widening
- Proposed corduroy tactile paving
- Proposed buff tactile paving
- Proposed new parking/stopping restriction
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

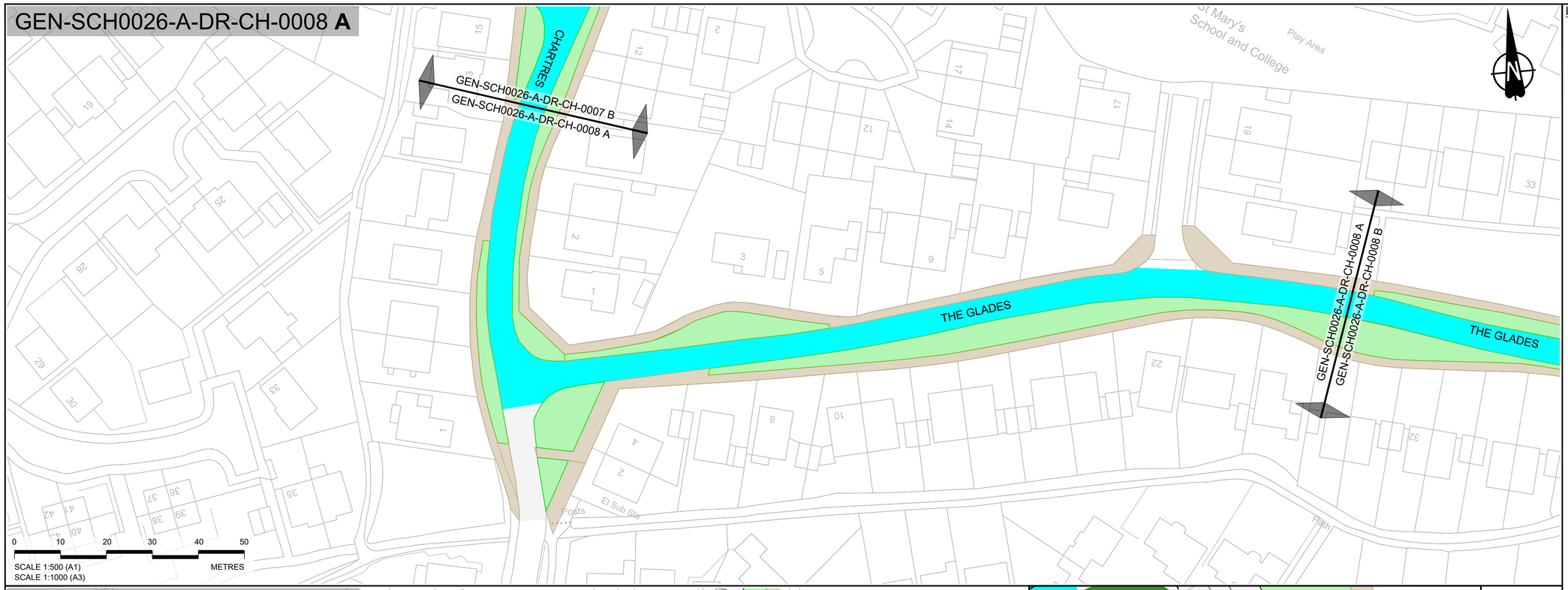
East Sussex Highways
A partnership between: Jacobs
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 07 - Chantry Ave. to Wychurst G. Public Consultation

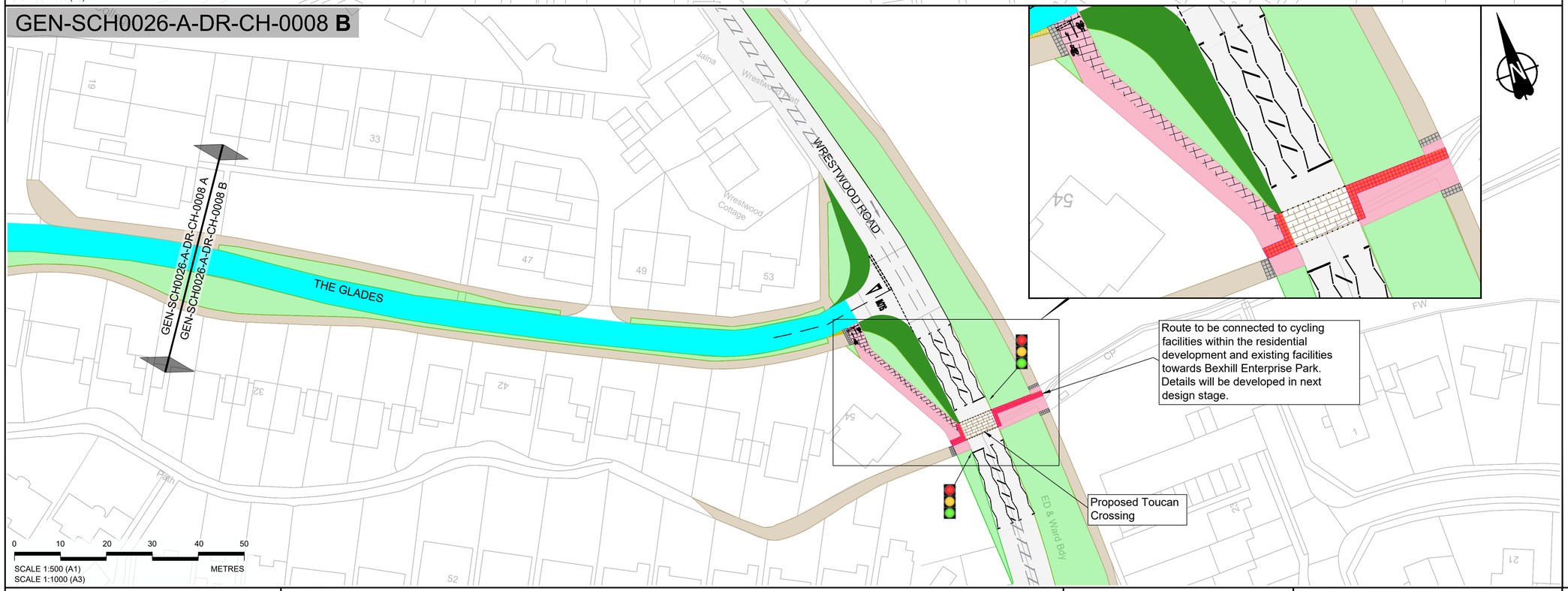
	Status: S2	Revision: P04	
Scale: 1:500 in A1	Date: 22/03/2021		
Drawn By: C Kwok			
Checked By: I Tingley			
Approved By: C Emeanuwa			
Project No.: 3520000	Originator:	Original Size: A1	
Drawing number: GEN-SCH0026-A-DR-CH-0007	Volume | Design Alt. | Type | Role | Number		

3520000-ESH-GEN-SCH0026-A-DR-CH-0007.dwg

GEN-SCH0026-A-DR-CH-0008 **A**



GEN-SCH0026-A-DR-CH-0008 **B**



LEGEND:

- On road cycle route
- Existing footway converted to shared use
- Proposed footway widening to form part of shared use, minimum 3.0m wide
- Proposed Toucan Crossing
- Proposed red tactile paving
- Proposed corduroy tactile paving
- Proposed new verge
- Existing verge
- Existing footway
- Existing carriageway

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
   Typical signage associated with the new cycle route will include:



© Crown copyright and database rights 2021 Ordnance Survey 100019601

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and cutline	CK	IMT	CE
P02	S2	17/06/2021	Colour changed and note added	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE

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	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 08 - The Glades Public Consultation

	Status	Revision	
	S2	P04	
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	
Original Size	A1		
Drawing number	Volume | Design Alt. | Type | Role | Number		
	GEN-SCH0026-A-DR-CH-0008		

3520000-ESH-GEN-SCH0026-A-DR-CH-0008.dwg

Report to:	**Lead Member for Transport and Environment**
Date of meeting:	**21 November 2022**
By:	**Director of Communities, Economy and Transport**
Title:	**Notice of Motion: No to Fracking**
Purpose:	**To consider the Notice of Motion requesting that the County Council opposes, as a matter of Council policy, any initiatives to develop fracking, or other methods, for the extraction of shale oil or gas in East Sussex.**

RECOMMENDATIONS: The Lead Member is recommended to recommend that the County Council agree the amendments to the Motion set out in paragraph 3.2 of the report.

1 The Notice of Motion

1.1 The following Motion has been submitted by Councillors Georgia Taylor and Chris Collier:

"*As part of our climate emergency response, this council is committed to a just energy transition and to investments in the green infrastructure and industries that will create jobs and rapidly decarbonise our economy.*

The construction of new fossil fuel infrastructure and expanded reliance on fossil fuels is at odds with these commitments and exposes our communities to untenable risks to public health and safety at the local and global levels. Fracking relies on high levels of water use at a time of increasing drought risk; dangerous contamination of water aquifers and creation of toxic 'waste water'; increase of heavy vehicle traffic using the local roads, which will deteriorate our roads further; and earthquakes.

In East Sussex, areas identified as having potential oil and gas reserves include the very areas of outstanding natural beauty and national park areas we value so highly and that contribute so significantly to our local biodiversity.

The economic opportunities presented by a clean energy transition far outweigh the opportunities presented by an economy supported by expanding fossil fuel use and extraction. Fracking for shale oil or gas will also fail to provide relief to those struggling with fuel bills, as the tiny contribution such activity would make to the world market would not affect prices.

We therefore resolve to oppose, as a matter of council policy, any initiatives to develop fracking, or other methods, for the extraction of shale oil or gas in East Sussex."

2 Background

2.1 In November 2019, the Government placed a moratorium on fracking following a report by the Oil and Gas Authority (now known as the North Sea Transition Authority) found that it was not possible, at the time, to accurately predict the probability or magnitude of earthquakes linked to fracking operations. In September 2022 the Government removed this moratorium. Subsequent to the submission of this Notice of Motion, on 26 October 2022 the Government announced that they had reimposed the moratorium on fracking. Should the moratorium be removed again, for fracking to take place a number of permissions, permits and licenses are required. This includes a Petroleum Exploration and Development License (PEDL), which is granted by the North Sea Transition Authority, an Environmental Permit issued by the Environment Agency, and planning permission.

2.2 East Sussex County Council has made a clear commitment through its Climate Emergency Action Plan to achieve net zero carbon emissions from its own operations, as well as helping to

facilitate the county in general to move towards this target. The further use of fossil fuels is clearly at odds with this target, particularly at a time when there should be a greater move towards renewable and low carbon energy supplies in order to ensure that local, national and international climate change targets and obligations can be met. In light of this, and also recognising that significant concerns remain over the impacts arising from fracking, not least from the general public, the reimposition of the moratorium on fracking is something to be welcomed.

2.3 East Sussex County Council is a Minerals Planning Authority and therefore deals with oil and gas matters. If the moratorium on fracking were to be removed again, the Council as the Planning Authority would deal with any planning application for the exploration, appraisal and production of unconventional hydrocarbons (shale oil and gas) within East Sussex, though any proposals within the National Park would be dealt with by the South Downs National Park Authority. The current situation in East Sussex is that there are no active sites and no current planning permissions or applications for oil and gas exploration. In addition, to date the County Council has not been approached by any prospective applicant with any pre-application enquiry for the extraction of shale oil or gas.

2.4 Should a planning application be received in the future, the County Council has a legal obligation to consider it on its own merits taking into account national and local planning policy, as well as material planning considerations relevant to that proposal. Members of the planning committee must consider each application with an open mind, and must not predetermine the outcome.

2.5 Section 25(2) of the Localism Act 2011 provides that a decision maker is not to be taken to have had, or to have appeared to have had, a closed mind when making a decision just because the decision maker has previously done something that, directly or indirectly, indicates what view the decision maker might take, or would or might take in relation to a matter, and the matter was relevant to the decision. This provision makes it clear that just because a member has given a view on an issue, this, considered in isolation, does not show that the member has a closed mind on that issue. Predisposition is where a member may have a pre-existing opinion or attitude about the matter under discussion but remains open to listening to all the arguments and changing their mind in light of the information presented at the meeting.

2.6 It is therefore open to members to support the motion, or to oppose it. If the motion is approved, and the Council adopts a position of opposing, as a matter of council policy, initiatives to develop fracking, or other methods, for the extraction of shale oil or gas in East Sussex this will not, of itself, predetermine any planning applications or fetter the Council's discretion in respect of those matters. The Council policy will be one relevant consideration, amongst others, that the members of the planning committee must have regard to when considering the application on its own merits. The key will be to ensure that the members of the planning committee keep an open mind when considering the application.

3 Conclusion and Reasons for Recommendations

3.1 It is acknowledged that many people are concerned and object to the principle of fracking. The extraction and use of shale oil and gas is also at odds with local, national and international climate change targets and obligations. Should a planning application be received in future, the County Council has a legal obligation to consider it on its own merits taking into account national and local planning policy, and any other material planning considerations relevant to the proposal. Members of the planning committee would need to consider any application with an open mind, and must not predetermine the outcome.

3.2 However, for the reasons set out in paragraph 2.2 of this report, it would not be unreasonable for the County Council to state that it is generally unsupportive of fracking and therefore welcomes the reimposition of the moratorium on fracking, which was announced on the 26 October 2022. It is therefore recommended that an amended Motion is put to the County Council, as follows:

"The County Council recognises the significant public concerns over any initiatives to develop fracking, or other methods, for the extraction of shale oil or gas in East Sussex. The County Council, therefore, supports the Government's recent announcement that reinstates the moratorium on fracking."

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officers: Edward Sheath
Tel. 01273 481632
Email: edward.sheath@eastsussex.gov.uk

LOCAL MEMBERS:
All

BACKGROUND DOCUMENTS:
none