LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT



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

MONDAY, 16 JANUARY 2023 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1. Decisions made by the Lead Cabinet Member on 19 December 2022 (Pages 3 6)
- 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.
- Urgent items
 Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- Petition: To create a 30mph zone with safe road crossings on the A272 at Piltdown (Pages 7 36)
 Report by the Director of Communities, Economy and Transport
- 5. Petition: Traffic calming or speed reduction scheme in the Northampton Way/Norfolk Drive/Kent Road and Lincoln Close area of St Leonards on Sea (Pages 37 42) Report by the Director of Communities, Economy and Transport
- 6. London Road Corridor Improvements Phase 2 Buckhurst Place (Pages 43 166) Report by the Director of Communities, Economy and Transport
- 7. Any urgent items previously notified under agenda item 3

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

6 January 2023

Contact Sophie Webb, Governance and Democracy Officer, 01273 337495

Email: sophie.webb@eastsussex.gov.uk



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transpo	ort and Environment, Councillor Claire
Dowling, on 19 December 2022 at Committee Room	n, County Hall, Lewes

Councillors Godfrey Daniel, Julia Hilton and Wendy Maples spoke on item 4 (see minute 44) Councillors Godfrey Daniel, Julia Hilton, Ian Hollidge, Wendy Maples and Paul Redstone spoke on item 5 (see minute 45) Councillors Godfrey Daniel, Julia Hilton, Ian Hollidge and Wendy Maples spoke on item 6 (see minute 46) Councillor Wendy Maples spoke on item 7 (see minute 47) 40. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 NOVEMBER 2022 The Lead Member approved as a correct record the minutes of the meeting held on 21 November 2022. 41. **DISCLOSURE OF INTERESTS** 41.1 There were none. 42. **URGENT ITEMS** 42.1 There were none.

43. REPORTS

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

44. HIGHWAY POLICIES REVIEW

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

DECSIONS

- 44.2 The Lead Member RESOLVED to:
- (1) Approve the proposed amendments to the Highway Asset Management Policy as summarised in Appendix 1 and set out in Appendix 2 of the report; and
- (2) Approve the proposed amendments to the Highway Asset Management Strategy, including the review of the Network Hierarchy as summarised in Appendix 1 and set out in Appendix 3 of the report.

REASONS

44.3 The amended Highway Asset Management Policy and Highway Asset Management Strategy ensure that East Sussex County Council has a clear and consistent asset management approach to maintaining and managing the highway network.

45. <u>HIGHWAY NETWORK RESILIENCE PLAN</u>

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

DECISIONS

45.2 The Lead Member RESOLVED to approve the proposed new Highway Network Resilience Plan 2022 as set out in Appendix 1 of the report.

REASONS

45.3 The new Highway Network Resilience Plan 2022 will ensure that East Sussex County Council has a clear and consistent asset management approach to maintaining and managing the highway network.

46. <u>EAST SUSSEX COUNTY COUNCIL'S ALTERNATIVE WEED MAINTENANCE</u> TECHNIQUES TRIALS 2022

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

DECISIONS

- 46.2 The Lead Member RESOLVED to:
- (1) Note the feedback, outcomes and challenges from the trials; and
- (2) Agree to extend the volunteer streets weed control trial and reactive weed removal trial to include additional roads to further understand the impact of not using Glyphosate on the highway infrastructure.

REASONS

- 46.3 The Council noted the concerns of Councillors and residents relating to the use of Glyphosate and are committed to finding an alternative means of controlling weed growth, however the Authority must also meet its statutory duty to maintain a safe and usable highway network. At the present time, there is no proven alternative solution that can be effectively used to weed treat a network of over 1,900 miles of road channels and footways.
- 46.4 Extension of the volunteer streets and reactive streets trials and increasing the number of streets involved, will help to gather more data, monitor the impact and implement lessons learnt to improve the process. This will allow the service to see the full impacts of alternative weed treatment over a number of years and determine how various weed control techniques can best be applied across the network whilst continuing to look for new technologies and methods as they emerge. The Council will continue to use a Glyphosate based herbicide to control weeds across the highway network, alongside the proposed extension of the trial of volunteer streets and reactive streets.
- 46.5 Due to the cost and practical issues in using foam stream on a large highway network this trial will not be extended any further at this stage.

47. RURAL VERGES AS WILDLIFE CORRIDORS - TRIAL OF EARLY SEASON REDUCTION IN RURAL GRASS CUTTING

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

DECISIONS

- 47.2 The Lead Member RESOLVED to:
- (1) Agree to offer reduced rural cuts to all Parish and Town Councils for the grass cutting season of 2023 to determine the total demand and review further feedback.
- (2) Agree that single track lanes will be excluded in any reduced rural grass cutting due to safety concerns along narrow roads.

REASONS

- 47.3 Overall, the trial has been well received, however, neither of the trial years was a typical growing season therefore it will be beneficial to roll the trial out further and evaluate the impact of the trial over more grass cutting seasons.
- 47.4 The offer of reduced rural cuts to all Parish and Town Councils for the grass cutting season of 2023 will allow further feedback and understanding of the impact of reduced rural verge cutting across the County on both operational and biodiversity impact.
- 47.5 Single track lanes will not be included in the reduced rural grass cutting due to concerns raised around safety on these roads for all road users.

Agenda Item 4

Report to: Lead Member for Transport and Environment

Date of meeting: 16 January 2023

By: Director of Communities, Economy and Transport

Title: Petition: To create a 30mph zone with safe road crossings on the

A272 at Piltdown.

Purpose: To consider the petition for a 30mph zone, safer walk and cycle

ways throughout the village and safe crossings at strategic locations between the village gateways on the A272 at Piltdown.

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

- (1) The A272 at Piltdown does not meet the criteria for a 30mph speed limit as set out in speed limit policy PS05/02; and
- (2) A scheme to introduce walk and cycle ways and safe crossing solutions does not meet the benchmark score for consideration within a future Capital Programme; and
- (3) The petitioners may wish to contact Fletching Parish Council to determine their interest in a community funded scheme to improve pedestrian and cycling facilities in Piltdown.

1. Background Information

- 1.1. At the County Council meeting on 11 October 2022, Councillor Galley presented a petition to the Chairman of the Council. The petition states: "We the undersigned petition the council to create a 30mph zone in the roads between the village gateways, install signage to reflect the speed limit, create safe walk and cycle ways throughout the village with safe road crossings at strategic locations. A Location Plan is included in Appendix 1.
- 1.2. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2. Supporting Information

- 2.1. The A272 at Piltdown is subject to a 40mph speed limit between the western access into Old Spot Farm Shop and just east of the Ruston Bridge Road/Lodge Lane crossroads. A 50mph speed limit extends approximately 350-metres to the west and approximately 1.75km to the east. The speed limits in Piltdown are shown in Appendix 2.
- 2.2. Community funded white gateways were installed on the A272 at Piltdown in 2019. A pair of gateways are located at the start of the 40mph speed limit on the western side, with a single gateway on the southern side of the road approximately 70-metres west of the private access to Batts Cottage to the east. The location of the gateways is indicated in Appendix 2 with photographs in Appendix 3.
- 2.3. Two traffic surveys were carried out on the A272 within the extent of the existing 40mph speed limit. A third survey was carried out within the extent of the 50mph speed limit near Golf Club Lane. The location of the surveys is shown in Appendix 2.
- 2.4. Within the extent of the 40mph speed limit the average speed was 37mph eastbound and 42mph westbound near Ashgrove Farm Business Park. The survey near Warren House recorded average speeds of 34mph eastbound and 39mph westbound. The third survey carried out near Golf Club Lane recorded average speeds of 37mph eastbound and 40mph westbound. The locations of the speed surveys are shown in Appendix 2 with full results in Appendix 4.

- 2.5. Local Speed Limit Policy (PS05/02), included as Appendix 5, recommends that villages may be considered for the introduction of a 30mph speed limit providing 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" with an average speed of 33mph or below. This is in line with national guidance issued by the Department for Transport. It is acknowledged that there is some development on the A272 at Piltdown, but it is predominantly set back from the road and screened by vegetation. It does not give drivers the visual message to support a 30mph speed limit.
- 2.6. Reducing a speed limit with traffic signs and road markings alone only reduces average speeds by about 1 or 2mph and only when it is obvious to a driver why the speed limit has been imposed. Where average speeds are significantly above a desired speed limit engineering measures would be required to ensure that the speed limit was largely self-enforcing.
- 2.7. It is important that drivers are provided with a consistent message, so that they understand what is expected of them as they enter different road environments. Drivers may not automatically comply with a speed limit, if they cannot see any obvious reason for it. This can lead to a wide discrepancy (or spread) of speeds, as some drivers will try to drive at the posted speed limit and others, not seeing the need for the speed limit will continue to drive at higher speeds, resulting in inappropriate overtaking and a greater potential for collisions. The existing 40mph and 50mph speed limits on the A272 in Piltdown are therefore the most appropriate for the road environment.
- 2.8. The Road Safety Team use a three-year assessment period to prioritise their work. This helps to ensure that the limited resources are targeted at locations that will produce the greatest impact in terms of casualty reduction. In the latest three-years to 30/09/2022 there have been four crashes involving personal injury reported to the Police within the approximate 800-metre extent of the 40mph speed limit in Piltdown, and two injury crashes within a 500-metre radius of the Golf Club Lane/Down Street junction. Two of these included a speed related causation factor as defined by the Sussex Safer Roads Partnership. With an average daily traffic flow of 10,730 vehicles this equates to over 11 million vehicle movements in a three year period. The location of the crashes is shown in Appendix 6.
- 2.9. As part of this year's Road Safety Programme, East Sussex County Council (ESCC) have identified 52 locations for further investigation. Sites are identified where at least four personal injury crashes have occurred in the latest three-years within a 25-metre radius in urban areas and a 50-metre radius in rural areas. The latest crash record does not identify any location on the A272 at Piltdown that meets these criteria.
- 2.10. Previous assessments of the rural A and B-class road network have not identified the A272 at Piltdown as being a priority for further investigation.
- 2.11. There is a bus layby with a bus stop clearway on the northern side of the A272 opposite the petrol filling station in Piltdown. There is also a bus stop on the southern side of the road just to the west of the petrol filling station near Warren House. The location of the bus stops is indicated in Appendix 7 and some photographs are provided in Appendix 3.
- 2.12. There is a 1-metre wide, footway on the southern side of the A272 starting at the western access to the petrol station that extends 340-metres to the west to a point just east of the access to Ashgrove Farm Business Park. There are no footways on the northern side of the road. The extent of the footway on the southern side of the A272 is also shown in Appendix 7.
- 2.13. ESCC has a limited amount of funding to develop local transport improvements and needs to ensure that resources are targeted to those schemes of greatest benefit to local communities. To help prioritise requests, ESCC has developed a process to determine which schemes should be funded through the Integrated Transport Programme. The request for new walk and cycle ways and safe road crossings in Piltdown has been assessed, but it did not meet the benchmark score to enable it to be considered as part of the Capital Programme.
- 2.14. Although new footways and cycleways with safer crossing solutions in Piltdown is not an identified priority for the County Council, the petitioners may wish to contact Fletching Parish Council to determine their interest in a community funded scheme through the Community Match

initiative. A Feasibility Study (at a cost of £500) would be required prior to a Community Match application.

3. Conclusion and Reasons for Recommendations

- 3.1. It is recommended that the petitioners be advised that the A272 between the white village gateways at Piltdown does not meet the criteria for a 30mph speed limit and the existing 40mph and 50mph speed limits are the most appropriate for the road environment.
- 3.2. It is recommended that the petitioners be advised that walk and cycle ways and safe crossing solutions in Piltdown do not meet the benchmark score required for consideration within the future Capital Programme for transport improvements.
- 3.3. Although pedestrian and cycling improvements and safe crossing solutions at Piltdown are not an identified priority for the County Council, the petitioners may wish to contact Fletching Parish Council to determine their interest in a community funded scheme.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Michael Higgs

Tel.No. 01273 482106

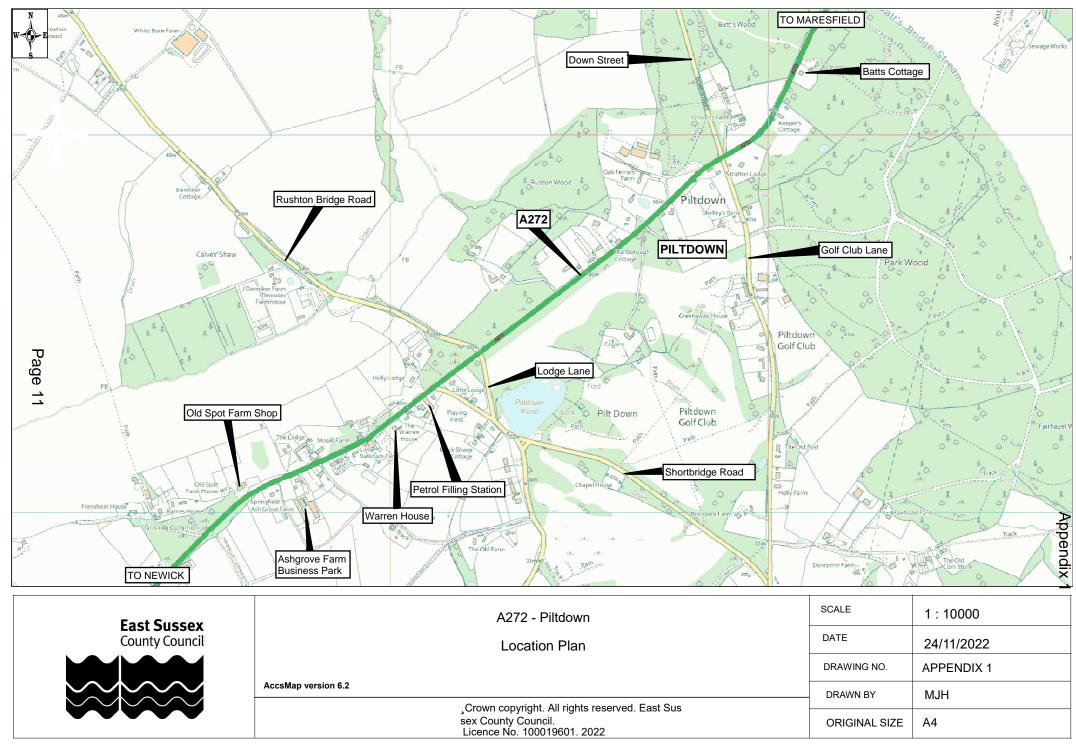
Email: michael.higgs@eastsussex.gov.uk

LOCAL MEMBER: Councillor Roy Galley

BACKGROUND DOCUMENTS:

None





Appendix 1

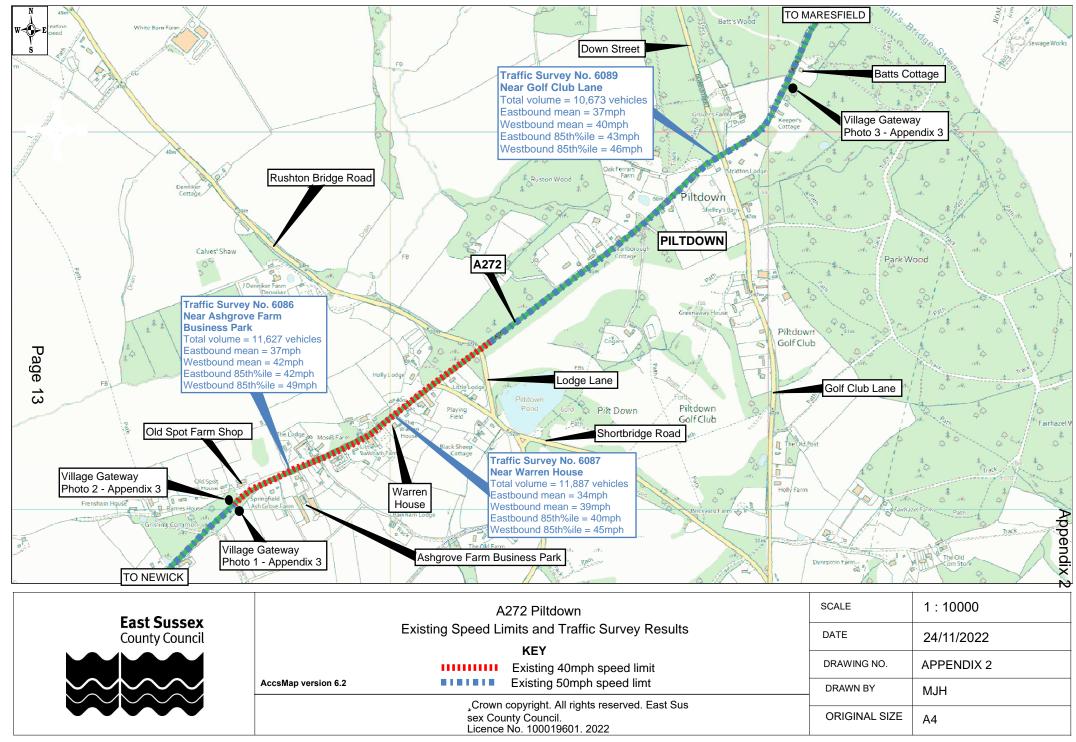




Photo 1 - Village Gateway 25-metres west of Old Spot Farm Shop



Photo 2 - Village Gateway 25-metres west of Old Spot Farm Shop



Photo 3 - Village gateway 70-metres west of the private access to Batts Cottage



Photo 4 - Bus stop on the southern side of the A272



Photo ${\bf 5}$ - Bus layby and clearway on the northern side of the A272



Site Number: 00006086

A272, near Ashgrove Farm Business Park, as per A56

Details Channels

Site Reference: 00006086 Channel 1: Eastbound (East)

Latitude: 50.9804120354758 Channel 2: Westbound (West)

Longitude: 0.0461752243045292

Site Configuration:

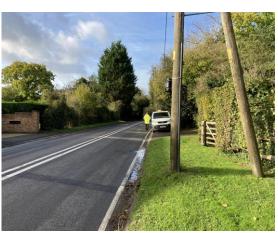
Interval: 60
Telemetry: No



Location







A6086 WB.jpg

A272, near Ashgrove Farm Business Park, as per A56

From 02/11/2022 To 12/11/2022 No Filters Applied

Site Number: 00006086 Speed Summary (All Days) Report

		Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
	00:00	34	45	35	12	6	2	0	1	4	10	8	2	1	0	0	0	0
	01:00	11	45	37	11	1	1	0	0	2	3	2	1	0	0	0	0	0
	02:00	9		37	12	2	0	0	0	1	2	3	1	0	0	0	0	0
	03:00	6		32	12	2	0	0	0	1	1	1	1	0	0	0	0	0
	04:00	9		40	12	1	0	0	0	1	2	2	2	1	0	0	0	0
	05:00	29	48	42	8	2	0	0	0	1	8	11	6	1	0	0	0	0
	06:00	109	45	39	7	3	1	1	3	16	40	34	8	3	0	0	0	0
	07:00	285	44	38	5	1	2	2	10	74	121	57	14	4	1	0	0	0
	08:00	371	43	37	5	2	5	6	16	90	173	69	10	1	0	0	0	0
	09:00	364 338	42 42	37 37	6 5	11 0	2	4	14 22	101 102	166 152	58 48	7 7	1	0	0	0 0	0
	10:00 11:00	363	42	37 37	5 5	2	3	6	22	102	152	48 48	6		0	0	0	0
	12:00	374	41	37	5 5	3	3 1	6	23 17	114	164	4 6 57	9	1	0	0	0	0
	13:00	383	41	36	6	8	6	7	23	134	150	46	8	1	0	0	0	0
	14:00	383	41	36	6	4	4	5	30	117	160	52	8	1	0	0	0	Ô
	15:00	499	41	37	5	2	4	10	30	162	223	59	8	i	0	Ö	0	Õ
<u>م</u>	16:00	562	41	37	5	2	3	5	33	195	244	70	8	1	Ö	Ö	Ö	Ö
Page	17:00	532	40	35	5	2	4	13	68	220	185	36	4	0	0	0	0	0
	18:00	359	41	37	5	1	0	3	29	127	144	47	7	1	0	0	0	0
20	19:00	195	44	38	5	1	0	1	10	58	76	40	8	2	0	0	0	0
	20:00	134	44	39	6	2	0	0	4	33	52	32	8	2	0	0	0	0
	21:00	103	45	40	5	0	0	0	1	19	42	28	8	3	1	0	0	0
	22:00	79	46	39	8	4	1	0	2	13	29	18	8	3	1	0	0	0
	23:00	50	45	39	6	1	0	0	0	10	21	11	4	1	0	0	0	0
	Total																	
	2H(7-19)	4814	41	37	5	38	37	71	315	1550	2040	649	96		3	0	0	0
	6H(6-22)	5354	42	37	5	44	38	73	333	1675	2250	783	129	24	4	1	0	0
	8H(6-24)	5484	42	37	5	48	39	73	335	1699	2299	813	141	29	6	1	0	0
2	4H(0-24)	5582	42	37	6	62	42	74	336	1708	2324	840	153	33	7	1	0	0
	AM Peak	08:00	05:00	05:00	02:00	09:00	08:00	11:00	11:00	11:00	08:00	08:00	07:00	07:00	07:00	02:00	05:00	11:00
		371	48	42	12	11	5	6	23	114	173	69	14	4	1	0	0	0
	PM Peak	16:00	22:00	21:00	22:00	13:00	13:00	17:00	17:00	17:00	16:00	16:00	12:00	22:00	22:00	21:00	19:00	20:00
		562	46	40	8	8	6	13	68	220	244	70	9	3	1	0	0	0

Site Reference: 00006086

Eastbound

A272, near Ashgrove Farm Business Park, as per A56

From 02/11/2022 To 12/11/2022 No Filters Applied

Site Number: 00006086 Speed Summary (All Days) Report

> Total 85th Mean Standard Bin 1 Bin 2 Bin 3 Bin 4 Bin 5 Bin 6 Bin 7 Bin 8 Bin 9 Bin 10 Bin 11 Bin 12 Bin 13 26-<31 56-<61 Percentile Deviation <16Mph 16-<21 21-<26 31-<36 36-<41 41-<46 46-<51 51-<56 61-<66 66-<71 =>71 Volume Average 00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 Page 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24) 00:00 AM Peak 07:00 05:00 05:00 00:00 10:00 08:00 08:00 08:00 08:00 07:00 07:00 07:00 06:00 05:00 05:00 05:00 16:00 PM Peak 16:00 21:00 21:00 23:00 23:00 16:00 14:00 16:00 16:00 16:00 17:00 15:00 20:00 19:00 22:00 21:00

Site Reference: 00006086

Westbound

Site Number: 00006087

A272, near Warren House, Piltdown

Details Channels

Site Reference: 00006087

Latitude: 50.9815533203242

Longitude: 0.0498156472039022

Site Configuration:

Interval: 60
Telemetry: No

Channel 1: Eastbound (East)
Channel 2: Westbound (West)



Location



A6087 EB.jpg



A6087 WB.jpg

A272, near Warren House, Piltdown From 02/11/2022 To 12/11/2022 No Filters Applied

Site Number: 00006087 Speed Summary (All Days) Report

> Total 85th Mean Standard Bin 1 Bin 2 Bin 3 Bin 4 Bin 5 Bin 6 Bin 7 Bin 8 Bin 9 Bin 10 Bin 11 Bin 12 Bin 13 26-<31 31-<36 56-<61 Percentile Deviation <16Mph 16-<21 21-<26 36-<41 41-<46 46-<51 51-<56 61-<66 66-<71 =>71 Volume Average 00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 Page 23 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24) 03:00 AM Peak 08:00 05:00 05:00 07:00 08:00 08:00 08:00 10:00 11:00 11:00 06:00 07:00 06:00 05:00 06:00 00:00 PM Peak 16:00 22:00 23:00 15:00 16:00 17:00 17:00 17:00 16:00 15:00 12:00 22:00 21:00 21:00 23:00 20:00 18:00

Site Reference: 00006087

Eastbound

A272, near Warren House, Piltdown From 02/11/2022 To 12/11/2022

Site Number: 00006087 From 02/11/2022 To 12/11/2022
Speed Summary (All Days) Report No Filters Applied

		Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
	00:00	21	50	39	13	4	0	0	1	3	4	4	3	2	1	1	0	0
	01:00	13	51	42	9	0	0	0	1	2	4	2	2	2	1	0	0	0
	02:00	6		44	10	0	0	0	0	0	1	2	2	0	0	0	0	0
	03:00	7		46	9	0	0	0	0	0	1	1	2	1	1	0	0	0
	04:00	12	52	44	9	0	0	0	0	2	4	3	1	2	1	0	0	0
	05:00	54	55	46	9	0	0	0	2	4	9	12	10	8	4	2	1	0
	06:00	224	49	42	7	0	2	4	6	28	65	66	33	13	4	2	1	0
	07:00	564	45	38	7 6	2	5 7	17	40	124	203	118	39	11 7	2	1	0	0
	08:00 09:00	568 454	44 44	37 38	6	3	5	15 14	48 30	140 98	203 176	116 97	28 28	5	1	1	0	0 0
	10:00	425	44	38	6	1	4	10	26	90	158	101	26 27	5 6	1	0	0	0
	11:00	401	44	38	6	1	4	11	26	84	150	93	25	6	0	0	0	0
	12:00	415	45	39	6	i	4	10	25	75	152	111	30	5	2	1	0	ő
	13:00	378	45	38	7	2	6	10	24	83	132	86	28	6	- 1	0	Ö	Ö
	14:00	387	45	38	7	1	6	14	31	87	127	87	28	5	2	0	0	0
-	15:00	406	45	38	7	1	5	11	29	84	144	92	31	7	1	0	0	0
Page	16:00	461	45	38	7	2	6	13	34	101	155	111	32	6	1	0	0	0
ge	17:00	418	45	38	7	2	3	14	30	82	146	103	30	8	1	0	0	0
24	18:00	295	46	40	7	1	4	7	15	48	96	81	32	10	2	0	0	0
4	19:00	186	49	41	8	0	2	5	8	25	49	56	27	11	3	1	0	0
	20:00 21:00	131	50	42 43	8 8	0 0	0	2	6	17	33	34	23	11	3	1	0	0
	21.00	77 72	51 51	43	9	1	0	0	2	10 8	18 18	20 20	14 10	6 6	ა 3	2	0 1	0 0
	23:00	32	51	42	9	1	0	0	1	5	7	20 7	6	4	1	1	0	0
	20.00	02	01	72	J		U	U		Ū	,	,	J			•	U	· ·
	Total																	
1.	2H(7-19)	5173	45	38	7	17	58	146	358	1096	1841	1196	358	82	14	5	1	0
	6H(6-22)	5791	45	39	7	17	63	156	381	1176	2007	1373	456	122	28		2	1
	8H(6-24)	5896	45	39	7	19	63	156	385	1189	2031	1399	472	132	32		4	1
2	4H(0-24)	6010	45	39	7	23	64	158	389	1199	2054	1423	492	147	39	15	5	2
,	AM Peak	08:00	05:00	03:00	00:00	00:00	08:00	07:00	08:00	08:00	08:00	07:00	07:00	06:00	06:00	05:00	05:00	05:00
		568	55	46	13	4	7	17	48	140	203	118	39	13	4	2	1	0
1	PM Peak	16:00	22:00	21:00	23:00	16:00	13:00	17:00	16:00	16:00	16:00	16:00	18:00	20:00	21:00	22:00	22:00	22:00
		461	51	43	9	2	6	14	34	101	155	111	32	11	3		1	0

Site Reference: 00006087

Westbound

Site Number: 00006089

A272, near Golf Club Lane, Piltdown

Details

Site Reference: 00006089

Latitude: 50.9875309591228 Longitude: 0.0622474966721624

Site Configuration:

Interval: 60
Telemetry: No

Channels

Channel 1: Eastbound (East)
Channel 2: Westbound (West)



Location







A6089 WB.jpg

A272, near Golf Club Lane, Piltdown From 02/11/2022 To 12/11/2022 No Filters Applied

Site Number: 00006089 Speed Summary (All Days) Report

		Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
	00:00	32	44	34	11	6	0	1	2	7	7	5	2	1	0	0	0	0
	01:00	9		39	10	1	0	0	0	1	3	2	1	0	0	0	0	0
	02:00	8		34	11	1	1	0	0	2	2	1	1	0	0	0	0	0
	03:00	6		29	11	2	0	0	0	1	1	1	0	0	0	0	0	0
	04:00	8		39	11	1	0	0	0	1	2	2	1	0	0	0	0	0
	05:00	24	47	41	8 7	1	0	0	0	2	8	8	5	0	0	0	0	0
	06:00 07:00	94 264	45 45	39 38	6	3	1	1 5	4 17	14	32 100	29	8	2	0	0	0 0	0 0
	07:00	264 354	45 44	38	6	3	3	ე 7	20	57 74	155	60 75	20 16	2	0	0	0	0
	09:00	344	43	37	6	8	4	8	20	7 4 77	147	73 72	8	1	0	0	0	0
	10:00	325	43	37	6	2	2	8	21	83	139	58	10	1	0	0	0	0
	11:00	341	43	38	5	1	3	7	18	80	154	65	10	2	0	0	0	ő
	12:00	346	43	38	6	5	2	7	16	74	155	73	12	1	0	0	0	0
	13:00	363	43	36	7	11	6	8	24	92	146	65	10	1	0	0	0	0
	14:00	377	43	36	7	14	3	8	26	91	155	68	10	1	0	0	0	0
П	15:00	459	43	37	6	2	3	13	33	110	199	84	13	2	0	0	0	0
Page	16:00	526	42	37	5	3	5	11	38	153	226	77	13	1	0	0	0	0
ge	17:00	466	41	35	5	2	6	13	61	166	162	49	8	0	0	0	0	0
26	18:00	324	42	37	5	1	1	5	25	100	129	52	9	1	0	0	0	0
တ	19:00	169	44	38	6	1	2	3	9	37	70	36	10	2	0	0	0	0
	20:00 21:00	113 96	45 45	39 40	6 6	0	0	! 4	3	24	44 38	29	8	1	0	0	0	0
	21:00	96 74	45 45	38	8	4	0 0	1	2	15 12	38 26	26 19	9 6	2 2	0	0 0	0 0	0 0
	23:00	47	43	37	8	3	0	0	3	9	18	10	3	1	0	0	0	0
	20.00	77	7-7	07	Ü		U	U	9	J	10	10	J	•	J	Ū	U	J
	Total																	
1	2H(7-19)	4488	43	37	6	52	38	97	320	1158	1869	797	138	15	2	0	0	0
1	6H(6-22)	4960	43	37	6	58	41	104	341	1248	2052	917	173	21	4	0	0	0
	8H(6-24)	5081	43	37	6	65	42	106	346	1270	2096	946	183	24	4	0	0	0
2	4H(0-24)	5168	43	37	6	77	44	106	349	1283	2119	965	192	25	6	1	0	0
	AM Peak	08:00	05:00	05:00	03:00	09:00	09:00	09:00	10:00	10:00	08:00	08:00	07:00	11:00	07:00	00:00	11:00	11:00
		354	47	41	11	8	4	8	21	83	155	75	20	2	1	0	0	0
	PM Peak	16:00	21:00	21:00	22:00	14:00	13:00	17:00	17:00	17:00	16:00	15:00	16:00	21:00	22:00	21:00	23:00	18:00
		526	45	40	8	14	6	13	61	166	226	84	13	2	0	0	0	0

Site Reference: 00006089

Eastbound

A272, near Golf Club Lane, Piltdown From 02/11/2022 To 12/11/2022 No Filters Applied

Site Number: 00006089 Speed Summary (All Days) Report

		Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
	00:00	20	48	36	13	5	0	0	0	2	3	4	4	1	1	0	0	0
	01:00	9		43	8	0	0	0	0	1	2	2	2	1	0	0	0	0
	02:00	6		44	8	0	0	0	0	0	1	2	1	0	0	0	0	0
	03:00	7		44	9	0	0	0	1	0	1	2	2	1	0	0	0	0
	04:00	9		45	8	0	0	0	0	1	2	2	2	2	1	0	0	0
	05:00	46	54	46	8	0	0	0	1	2	6	13	11	6	3	2	0	0
	06:00	181	50	43	6	0	0	1	4	10	44	67	39	12	3	1	0	0
	07:00	485	47	41	6	0	0	3	20	54	135	180	76	14	3	0	0	0
	08:00	528 429	46	41 40	6 6	0	2	10 6	22 23	67 56	158 133	188 144	65 55	13 7	2	0 0	0 0	0 0
	09:00 10:00	429	46 45	40	6	0	ა 1	7	23 20	64	136	125	40	7	1	0	0	0
	11:00	381	46	40	6	0	1	6	19	57	131	119	41	7	1	0	0	0
	12:00	394	46	40	6	0	1	7	22	58	118	133	48	7	1	0	0	0
	13:00	357	46	40	6	2	2	5	15	45	118	118	44	7	· i	0	0	0
	14:00	365	45	39	6	1	2	8	25	55	123	108	38	5	1	0	0	0
T	15:00	376	45	40	6	0	1	9	24	56	125	117	37	6	2	0	0	0
age	16:00	419	45	39	6	0	3	10	26	67	142	127	38	6	0	0	0	0
ge	17:00	385	45	39	6	0	1	5	23	71	135	107	33	8	1	0	0	0
27	18:00	278	46	41	6	0	0	3	13	34	88	97	34	6	2	0	0	0
7	19:00	167	48	42	6	0	0	1	5	16	43	61	29	9	2	0	0	0
	20:00	112	50	43	7	0	0	2	2	8	25	38	25	9	3	0	0	0
	21:00	62	51	44	7	0	0	1	2	4	13	19	14	6	2	1	0	0
	22:00	60	50	42	8	1	0	1	1	6	15	18	11	4	2	0	0	0
	23:00	29	48	41	9	1	0	1	1	3	6	10	5	2	0	0	0	0
	Total																	
	2H(7-19)	4798	46	40	6	6	18	79	251	684	1541	1564	549	91	13	1	0	0
	16H(6-22)	5320	46	40	6	6	19	83	264	722	1666	1749	656	127	23	3	1	0
	18H(6-24)	5409	46	40	6	8	20	85	266	730	1687	1778	671	132	26	4	1	0
2	24H(0-24)	5505	46	40	6	14	21	86	269	735	1703	1803	694	143	30	6	1	1
	AM Peak	08:00	05:00	05:00	00:00	00:00	09:00	08:00	09:00	08:00	08:00	08:00	07:00	07:00	06:00	05:00	06:00	05:00
		528	54	46	13	5	3	10	23	67	158	188	76	14	3	2	0	0
	PM Peak	16:00	21:00	21:00	23:00	13:00	16:00	16:00	16:00	17:00	16:00	12:00	12:00	20:00	20:00	21:00	12:00	23:00
		419	51	44	9	2	3	10	26	71	142	133	48	9	3	1	0	0

Site Reference: 00006089

Westbound

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

- 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.
- 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 & I Committee – Agenda Item 18	19.10.1994	
Cabinet Committee – Agenda Item 5	15.11.2000	
Lead Member for Transport and Environment – Agenda Item 11 Lead Member for Communities & Safety– Agenda Item ??	25.06.2007	
-	16/03/2018	

SPECIFIC POLICIES (CONTINUED)

- 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

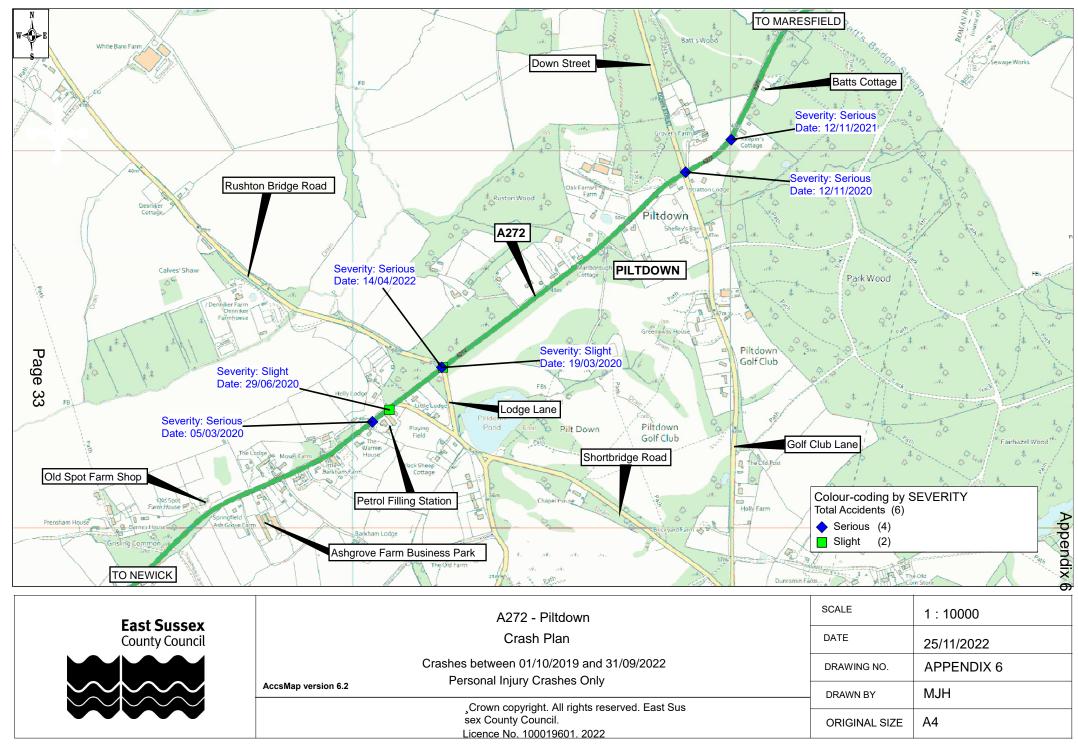
Proposed Speed Limit Criteria – Route Assessment

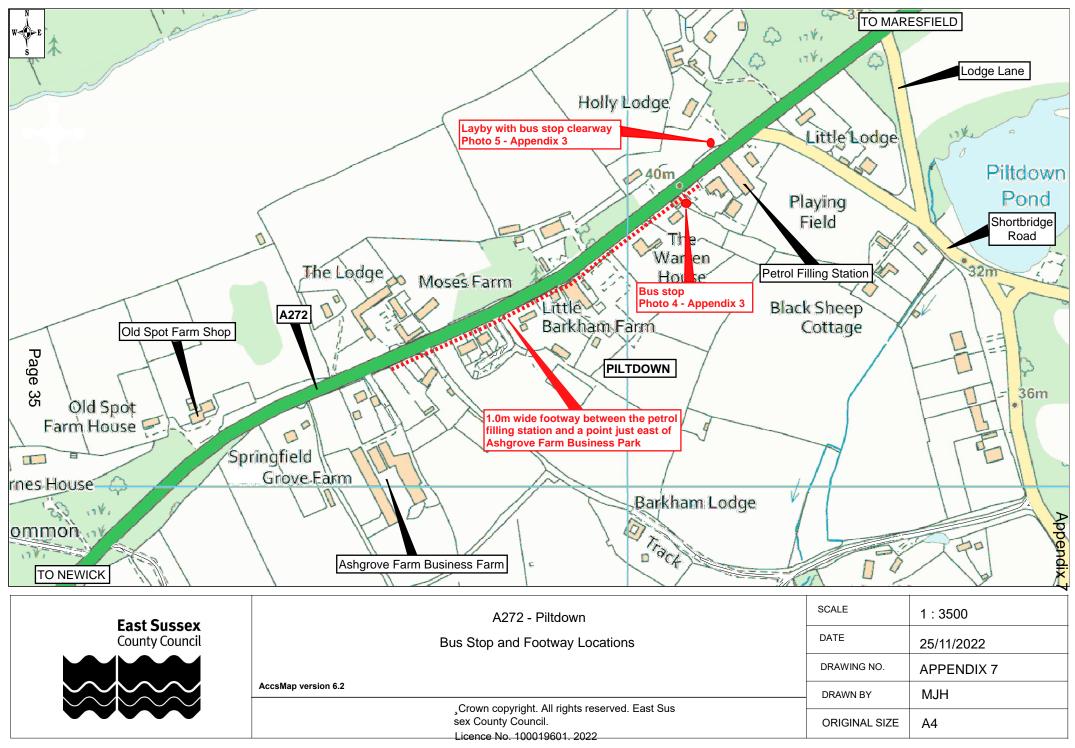
Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
20 mph Speed Limit Town centres, residential	Constrained in terms of	Mean vehicle speed below
areas, in the vicinity of	vehicle movement with	24 mph
schools	existing conditions or	
	engineered features	High proportion of vulnerable
	influencing vehicle speed	road users in direct conflict
	with available alternative	with traffic
	routes for through traffic	
30 mph Speed Limits		
Built up areas, visible	Urban streets	Mean vehicle speed below
properties with frontage		33mph
access, the road giving a	Roads through villages and	Ciavalfia ant averah an af
clear indication to drivers of the need to reduce speed	identified rural settlements with 20+ visible properties	Significant number of vulnerable road users in
the need to reduce speed	within a 600m length	conflict with vehicular traffic
	within a coom longer	Commet with Vernedian traine
40 mph Speed Limits	T	
Less built up areas, set back	Urban	Mean vehicle speed below
properties with frontage	Suburban distributor roads	42mph
access indicating to drivers the need to reduce speed	buildings set back from the road	Urban
the need to reduce speed	Toad	Vulnerable road users
	Rural	segregated from road space
	Roads through villages and	
	identified rural settlements	Rural
	over a minimum length of	A noticeable presence of
	600m	vulnerable road users
50 mph Speed Limits		
Limited frontage	Higher quality urban	Mean vehicle speed below
development	distributors with few points of	52mph
	access	
	Low standard	
	classified roads	
CO much Cused Limite (Decel C		1
60 mph Speed Limits (Dual C	High standard rural classified	Mean vehicle speed below
Limited frontage		
Limited frontage development	roads	62mph

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







Agenda Item 5

Report to: Lead Member for Transport and Environment

Date of meeting: 16 January 2023

By: Director of Communities, Economy and Transport

Title: Petition: Traffic calming or speed reduction scheme in the

Northampton Way/Norfolk Drive/Kent Road and Lincoln Close area of

St Leonards on Sea

Purpose: To consider the need for the provision of a traffic calming or speed

reduction scheme in the Northampton Way/Norfolk Drive/Kent Road

and Lincoln Close area of St Leonards on Sea

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

- (1) A potential scheme to implement a traffic calming or speed reduction scheme in and around Kent 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.

1. Background Information

1.1. At the County Council meeting on 11 October 2022, a petition was presented to the Chairman by Councillor Scott from a group of residents from the Northampton Way/Norfolk Drive/Kent Road and Lincoln Close area of St Leonards. The group requests that the County Council install some form of traffic calming or speed reduction scheme in the area. A copy of the petition is available in the Members' Room.

2. Supporting Information

- 2.1. Kent Road, Northampton Way, Norfolk Drive and Lincoln Close are covered by a 30mph speed limit, as indicated by the system of street lighting in the roads. It is a residential area with a number of different types of housing present throughout. There is a children's play area located on Kent Road, opposite Northampton Way and Norfolk Drive. A location plan can be found at Appendix 1.
- 2.2. The crash data supplied by Sussex Police for the ten-year period up to 30 September 2022 shows that there have been no crashes resulting in personal injury within Kent Road, Norfolk Drive, Northampton Way and Lincoln Close. This is shown at Appendix 2.
- 2.3. The County Council has a limited amount of funding to develop local transport improvements and need to ensure that the Council targets resources to those schemes which will be of greatest benefit to local communities. To help prioritise the numerous requests received for improvements, East Susses County Council (ESCC) developed a process to determine which schemes should be funded through the Integrated Transport Programme. The request for a traffic calming or speed reduction scheme within the Kent Road area has been assessed through the approved High Level Sift process and did not meet the benchmark score to be taken forward.

3. Conclusion and Reasons for Recommendations

3.1. It is recommended that the Lead Member for Transport and Environment advise petitioners that a scheme to implement traffic calming or speed reduction measures in the Kent

Road area of St Leonards is not presently a priority for funding from the County Council's budget. However, appropriate improvements could be considered should an alternative source of funding become available, or an application through Community Match was successful.

3.2. In order to determine what measures could be suitable in this area, prior to a Community Match application, it is suggested that the petitioners contact Hastings Borough Council to ascertain whether they would be interested in supporting a scheme to try and influence traffic conditions in the area. The support from the Borough Council does not need to be financial – any group interested in taking a scheme forward through Community Match can provide the funding. They would then need to commission a Feasibility Study at a cost of £500 and speed data at a cost of £422 per site. This will help to identify possible improvements for further discussions and provide the group concerned and the Borough Council with an estimate of what they might cost to assist in their budget considerations.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew

Tel. No. 01424 724284

Email: Victoria.Bartholomew@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Phil Scott

BACKGROUND DOCUMENTS

None

Appendix 1 Lancaster Road Nortolk Drive Northampton Way TILEKILN Kent Road Tile Barn Road Lincoln Close © 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. All rights reserved. East Sussex County Council Kent Road St Leonards Appendix 1 Scale: 1:1,500 Page 39 Author: VCB Date: 23/11/2022







Agenda Item 6

Report to: Lead Member for Transport and Environment

Date of meeting: 16 January 2023

By: Director of Communities, Economy and Transport

Title: London Road Corridor Improvements - Phase 2 - Buckhurst Place

Purpose: To consider the proposed way forward in relation to the Town Hall

Square (Buckhurst Place) element of the Bexhill-on-Sea London Road Corridor scheme and seek approval to progress the scheme to detailed

design and construction.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the comments of the local consultation and subsequent discussions with Rother District Council regarding the inter-relationship between the Town Hall Square proposals and the District Council's Town Hall campus redevelopment proposals; and;
- (2) Approve that Option A removal of the Town Hall Square gyratory and creation of a priority junction between London Road and Buckhurst Place to be taken forward to detailed design and construction as part of the 2023/24 Capital Programme for Local Transport Improvements

1. Background

- 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 within the package approved by the South East Local Enterprise Partnership (SELEP) is the London Road Traffic Management and Public Realm scheme in Bexhill with a focus on improving the pedestrian environment, including the public realm, and traffic management in the area.
- 1.2. The extent of the scheme is from its junction with the A259 and running south to and including its junction with Buckhurst Place including the one-way gyratory outside Bexhill Town Hall. The extent of the scheme also goes beyond London Road to include Buckhurst Place and part of Sackville Road to its junction with Western Road. The overall extent of the study area is illustrated in Appendix 1.
- 1.3. Funding for the works identified in the scheme would be funded by the Local Growth Fund monies secured from Government through the SELEP as well as from £300,000 of Community Infrastructure Levy secured from Rother District Council (RDC). The scheme will be added to the county's highway asset register and the ongoing maintenance costs will be included in the County Council's future highway maintenance programme.
- 1.4. The outcomes of the consultation on the overall scheme and recommended next steps were considered by the Lead Member for Transport and Environment at a decision making meeting on 21 February 2022, where the Lead Member resolved to:
 - Agree that all elements of the scheme except the Phase 2 Buckhurst Place/Town Hall Square options are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements; and
 - Agree that a recommended way forward for Phase 2 Buckhurst Place options is presented back to the Lead Member following further discussions with Rother District Council, Bexhill Town Council and other stakeholders.

Since the February 2022 decision making meeting, further discussions have been held with Rother District Council on the interface of the Buckhurst Place options and their proposals for redeveloping the Town Hall campus In Bexhill.

2. Additional Information

Town Hall Square scheme proposals

- 2.1 Two options were presented during the 2021 consultation for improvements to the public realm and traffic management to the current one way gyratory outside Bexhill Town Hall:
 - Option A Remove gyratory and create priority junction between London Road and Buckhurst Place (Appendix 2)
 - creation of a larger and enhanced public space outside the Town Hall
 - relocating bus stops to London Road and Buckhurst Place, a new zebra crossing facility on Buckhurst Place and new cycle parking facilities
 - provision of new loading bays on Station Road and London Road; 3 taxi bays (a reduction of up to 4 spaces) and 17 general parking bays (a loss of around 17 spaces)
 - Option B retain the current gyratory arrangement around Town Hall Square (Appendix 3)
 - upgrade existing bus stops
 - introduce a new raised zebra crossing at the southern end of London Road and new cycle parking facilities
 - kerb works around junctions will help to slow down traffic and reduced crossing distances will allow pedestrians to cross more safely
 - provision for 7 taxi bays and 23 general parking spaces (a loss of 11 spaces)
- 2.2 From the public consultation (Appendix 4), there was no overall preference amongst respondents between the two options put forward.

Scheme	Support	Issues & Concerns	Neutral/Unknown
Option A – remove gyratory and create T-junction	40%	53%	7%
Option B – retain existing gyratory	41%	47%	12%

Bexhill Town Hall redevelopment proposals

- 2.3 Over the last 12 months, Rother District Council have been developing proposals in parallel for the redevelopment of the Town Hall campus in Bexhill. The proposals comprise the creation of a new civic centre providing meeting areas, employment space for businesses and a café, as well as the refurbishment of the Town Hall.
- 2.4 Following the February 2022 Lead Member meeting, officers have been discussing with Rother District Council the inter-relationship between the proposed Town Hall redevelopment and the Town Hall Square proposals. In seeking to provide an improved setting for the Town Hall and its surrounds, Rother have focussed their design around the removal of the gyratory at Bexhill Town Hall Square (Option A) which would then create a public space outside the Town Hall and new Civic Centre.
- 2.5 The Town Hall campus redevelopment proposals were submitted as a planning application in August 2022. Rother District Council's Planning Committee refused the application in October 2022 on design grounds, but it is expected that the District Council will resubmit revised proposals in due course.

2.6 The proposals to remove the Town Hall Square gyratory are designed as such to work whether the Town Hall campus is redeveloped or not. On that basis, it is recommended that the Option A proposal, to remove the existing gyratory and introduce a priority junction between London Road and Buckhurst Place, is taken forward to detailed design and construction. The local County Councillor, Councillor Hollidge, is supportive of the Option A proposal. The proposed scheme will look to be constructed in accordance with the proposed refurbishment of the Town Hall building, with all materials being selected to complement and enhance the overall heritage setting.

Equalities and Carbon emissions

- 2.7 The scheme will help to reduce carbon emissions by providing an improved less car dominated environment in this part of Bexhill town centre which will seek to encourage shorter journeys, which otherwise might have been undertaken by car, to be undertaken by non-motorised modes.
- 2.8 The design of the scheme has considered equalities characteristics and an Equalities Impact Assessment (EqIA) has been carried out for the proposals (Appendix 5). The EqIA is a live document and will continue to be reviewed and updated during the detailed design and construction stages, ensuring any issues that arise are addressed.

3. Conclusion and Reasons for Recommendations

- 3.1. The London Road corridor scheme forms part of the wider Hastings Bexhill Movement and Access Package and seeks to improve the pedestrian environment, including the public realm, and traffic management in this part of Bexhill. The scheme would be delivered using Local Growth Fund monies, as well as £300,000 Community Infrastructure Levy funding from Rother District Council.
- 3.2. Following the Lead Member for Transport and Environment decision making meeting in February 2022 on the consultation outcomes of the wider London Road corridor scheme, further discussions have been held with Rother District Council about the proposals for Town Hall Square and the inter-relationship with the District Council's plans redeveloping the Town Hall campus in Bexhill. Rother District Council's proposals for the Town Hall and its surrounds have been focussed on the creation of a public space and improving the setting of their site which will be achieved by the removal of the existing Town Hall Square gyratory and the creation of a priority junction between London Road and Buckhurst Place. This was option A for the Town Hall Square which was consulted upon as part of the wider London Road proposals in November/December 2021.
- 3.3 Whilst the removal of the gyratory received a mixed response during the public consultation, it will deliver an attractive public realm that will provide a safe space for people to meet, encouraging people to come into the town more often and spend more time there. As an important building and community hub in the town, the function and appearance of the area outside the Town Hall and it surrounds is crucial for the future vibrancy and commercial success of the site's potential redevelopment and the town centre as a whole.
- 3.4 Therefore, it is recommended that Option A, the removal of the Town Hall Square gyratory is approved and that the scheme is taken forward to detailed design and construction through the Capital Programme for Local Transport Improvements.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Andrew Keer Tel. No. 01273 336682

Email: andrew.keer@eastsussex.gov.uk

Project Manager & Report Author: Andy Mileham Tel. No. 0203 980 2558

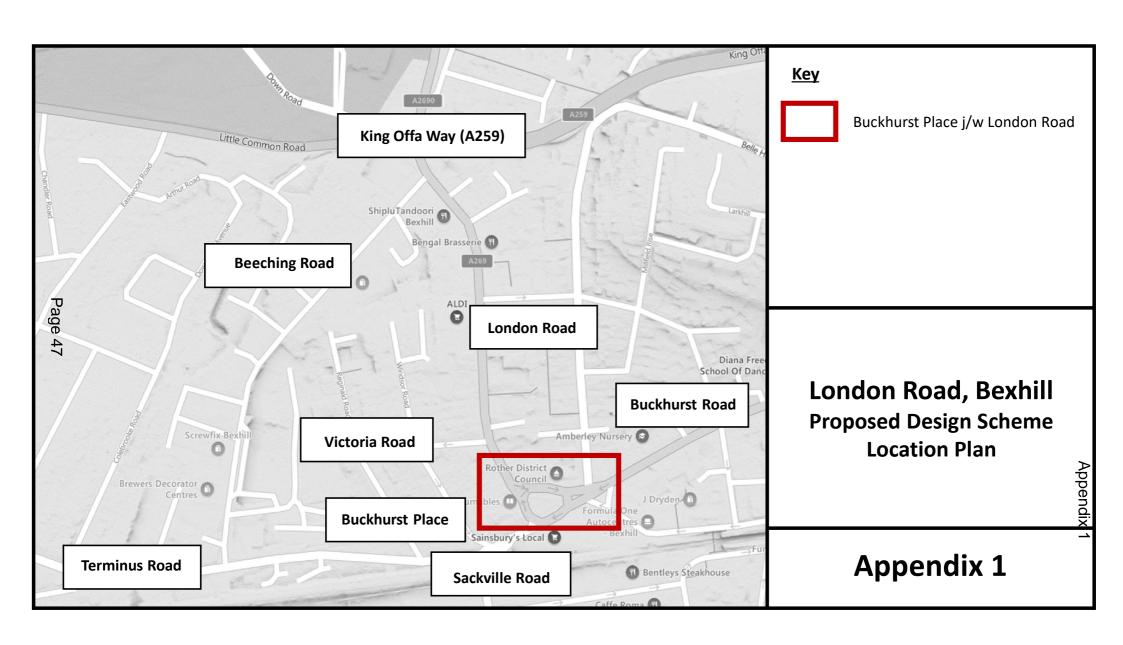
Email: andy.mileham@jacobs.com

LOCAL MEMBERS

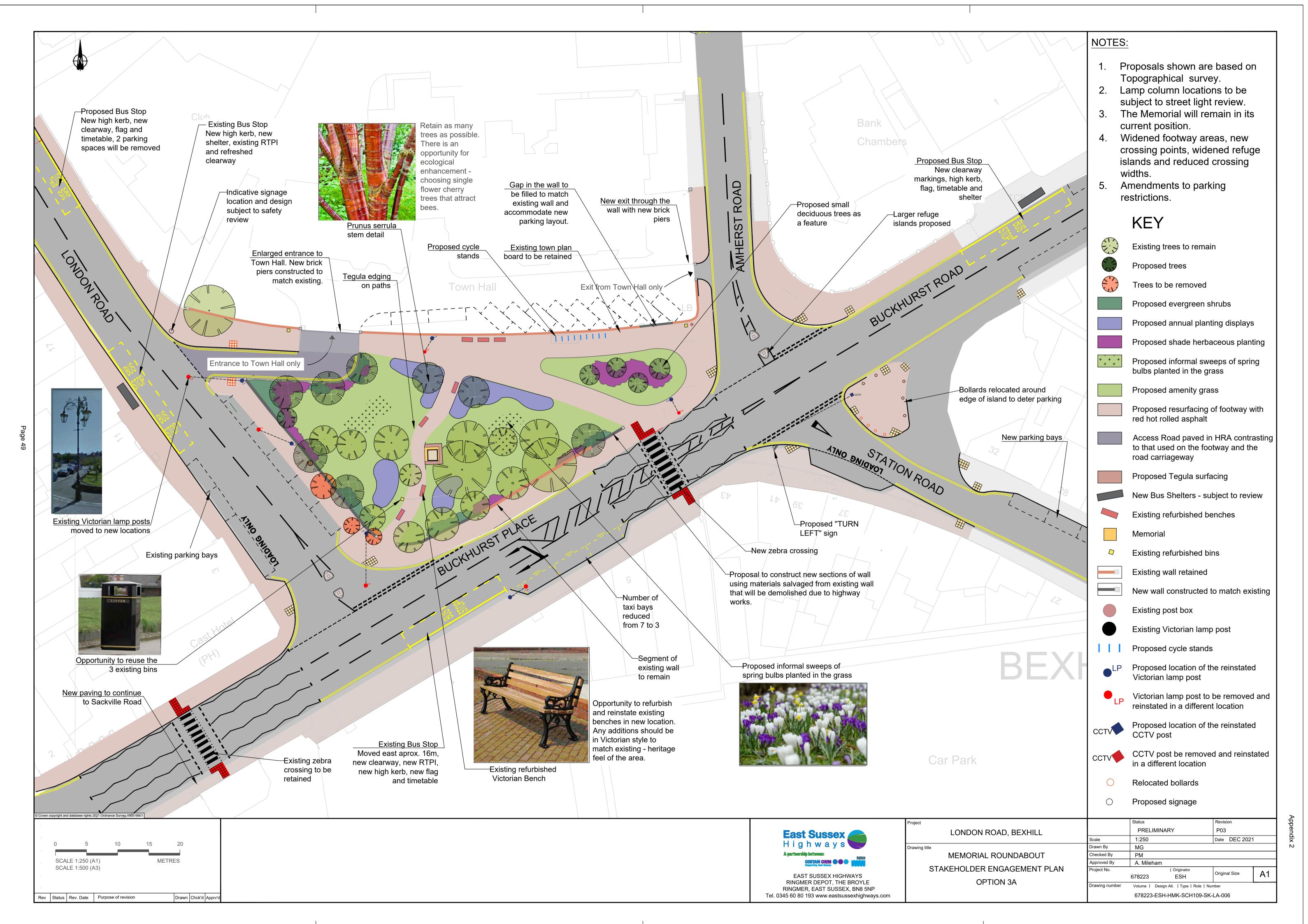
Councillor Hollidge.

BACKGROUND DOCUMENTS

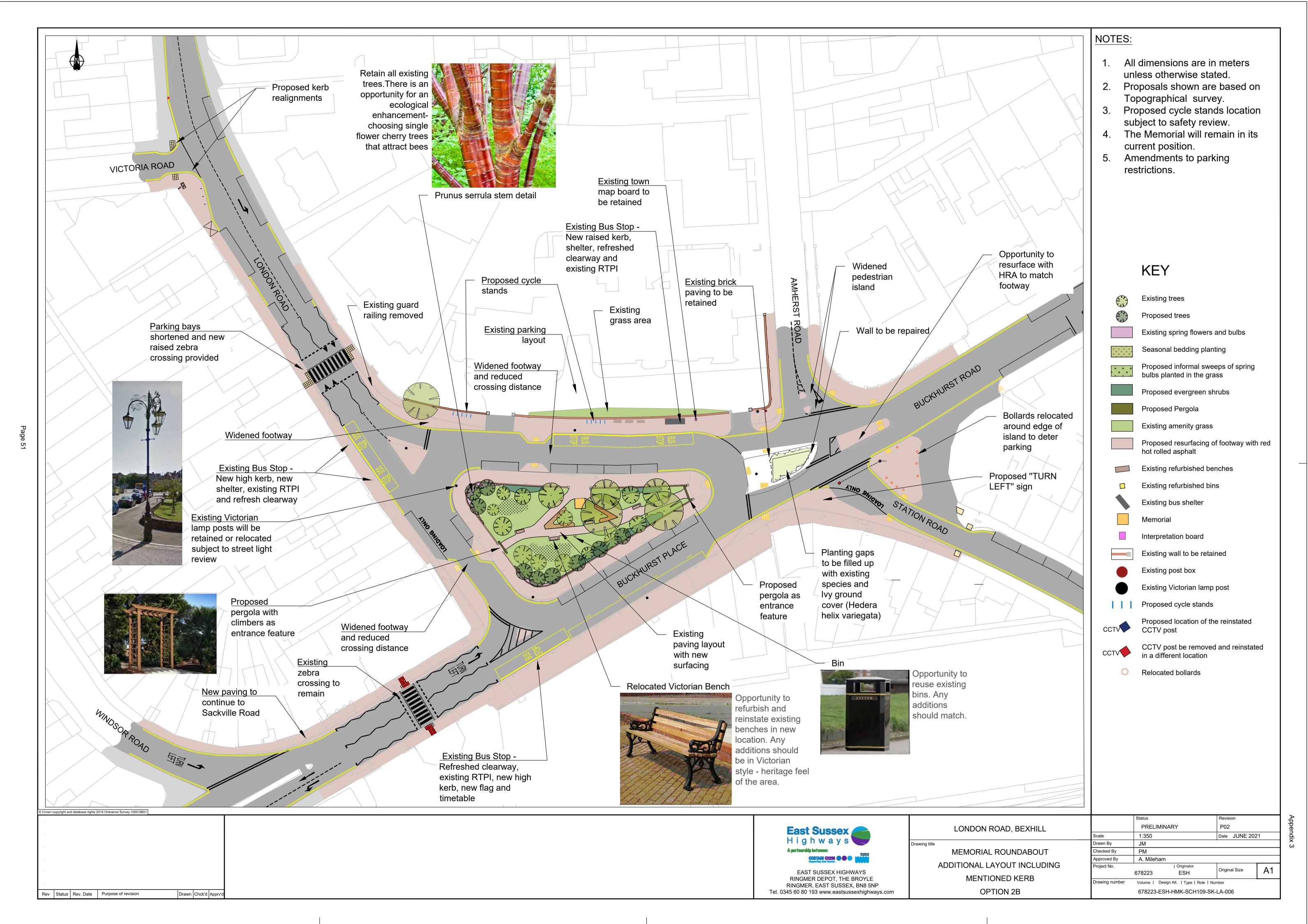
None



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank

PUBLIC CONSULTATION REPORT

SCH-109: London Road, Bexhill

Prepared for

East Sussex County Council (ESCC)

January 2022

East Sussex Highways The Broyle Ringmer East Sussex BN8 5NP



Contents

Section		Page
Acronyms	and Abbreviations	vi
Executive	Summary	1-1
Cons	sultation Process	1-2
Cons	sultation Findings	1-3
Con	clusion & Next Steps	1-4
1. In	troduction	1-5
1.1	Purpose of this Note	1-5
1.2	Report Structure	1-5
	1.2.1 Supporting Information	1-5
1.3	Project Summary	1-5
2. A	bout the Consultation	2-8
2.1	Purpose	2-8
2.2	Potential outcomes	2-8
2.3	Who we consulted and when	2-8
2.4	What we asked	2-9
2.5	Methods of responding	2-9
2.6	Consultation materials and publicity	2-9
	2.6.1 Website	2-9
	2.6.2 Letters	2-10
	2.6.3 Emails to stakeholders	2-10
	2.6.4 Press and media activity	2-10
	2.6.5 Public meetings and events	2-10
2.7	Equalities Assessment	2-10
2.8	Analysis of consultation responses	2-10
	dditional Stakeholder response	
3.1	Introduction	3-11
	bout the respondents	
4.1	Introduction	_
4.2	Number of respondents	
4.3	Respondent gender	
4.4	Respondent age	
4.5	Accessibility and disabilities	
4.6	Respondent postcodes	
4.7	Relationship between respondent and scheme area	
4.8	Summary of consultation responses	4-18
5. Sc	cheme specific consultation responses	. 5-19
5.1	About this chapter	
5.2	Town Hall Square – Option A	5-19
	5.2.1 Scheme specific questions	. 5-20
	5.2.2 Specific Themes and Trends in the Qualitative Responses.	
5.3	Town Hall Square – Option B	
	5.3.1 Scheme specific questions	
	5.3.2 Specific Themes and Trends in the Qualitative Responses.	
5.4	Buckhurst Place j/w Sackville Road	
	5.4.1 Scheme specific questions	. 5-27

5.5		Specific Themes and Trends in the Qualitative Responses hing j/w London Road	
		Scheme specific questions	
		Specific Themes and Trends in the Qualitative Responses	
6. Co	nclusi	on	6-32
6.1		mary	
Appendix(i	vae)		
• • • • • • • • • • • • • • • • • • • •	kes)		
Appendix A		Preliminary cycle route design plans	
Appendix B		Catchment areas for consultation	
Appendix C		Consultation communication ESH Leaflet and Questionnaire	
Appendix D		Consultation communication 'General Public Responses'	
Appendix E		Press and media adverts	
Appendix F		Stakeholder Engagement response report	
Table 4.1 Com	a Cand	ou Doomonooo	4 1 5
	•	er Responsesand disabilities - Responsesand	
		postcodespostcodes	
		between respondent and scheme	
	•	ondent view – Town Hall Square – Option A	
		edback and ESH Response – Town Hall Square – Option A	
		ondent view – Town Hall Square – Option B	
		edback and ESH Response – Town Hall Square – Option B	
		ondent view – Buckhurst Place/Sackville Road junction	
		edback and ESH Response – Buckhurst Place/Sackville Road	
		ondent view – Beeching Road/London Road junction	
		edback and ESH Response –Beeching Road/London Road	
		onse summary	
Figure 1.1 Stud	dy area		1-6
Figure 4.1 Surv	ey Resp	onses – Age Range	4-16
Figure 4.2 Con	sultation	n Responses by Postcode	4-17
		quare – Option A	
		quare – Option B	
-		lace j/w Sackville Road	
Figure 5.4 Buc	khurst Pl	lace j/w Sackville Road	5-29

Document Issue

Revision History

Issue	Author	Date	Description	
1	K. Gida	24 th December 2021	Client Draft	
2	A. Mileham	17 th January 2022	Updated Following Client Comments.	

Technical Check

Role	Name	Signature	Date
Senior Transport Planner	C. Hill	C. Hill	04 th January 2022

Approval

Role	Name	Signature	Date
Associate Director	A. Mileham	A. Mileham	06 th January 2022
Associate Director	A. Mileham	A. Mileham	19 th January 2022

ESH Approval

Role	Name	Signature	Date
Associate Director	A. Thompson	A. Thompson	20 th January 2022

Acronyms and Abbreviations

DfT Department for Transport
ESCC East Sussex County Council
ESH East Sussex Highways



Executive Summary

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

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

In line with the BHMAP objectives, East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) in conjunction with Rother District Council (RDC), to undertake a series of drawings seeking to enhance the existing public realm, as well as improve the current traffic management within the London Road area of Bexhill.

London Road (A269) acts as an important gateway for those visiting, working and living in the town, the function and appearance of this area is considered crucial for the future vibrancy and commercial success of the town centre.

A successful public realm provides safe spaces for people to meet, encouraging people to come into the town more often and spend more time there. The proposals outlined in this consultation aim to create an inviting and safe environment, attracting more visitors to the town centre and facilitating economic growth.

This Technical Note records the results of the public consultation for the following design proposals that consists of two options for Town Hall Square and one design option each for the Buckhurst Place/Sackville Road junction and the London Road/Beeching Road junction. The full description of the works is detailed below.

Town Hall Square

Improvement of the quality of the public realm around the Town Hall, making it more functional, financially maintainable and aesthetically pleasing. Two design options are proposed for this area;

- Option A consists of the removal of the current gyratory system around Memorial Gardens and provides a new priority junction in order to create a larger and enhanced public space. The footways will be resurfaced with a consistent red tarmac material (as used elsewhere in the Bexhill town area), additional pedestrian crossing facilities will be provided on Buckhurst Place and the landscaping of the gardens will be enhanced. Vehicle access to the Town Hall car park will be retained. However, it should be noted that in order to implement this design a reduction in both taxi and general parking facilities will be required.
- Option B consists of the retainment of the current gyratory arrangement with the introduction
 of a new zebra crossing at the southern end of London Road. This is currently proposed as a
 raised zebra crossing to help reduce speeds, however, it could be implemented as a standard

1



zebra crossing. Kerb works around the junctions will help to slow down traffic and reduced crossing distances, helping pedestrians to cross the road more safely.

In addition, the gardens will benefit from enhanced landscaping helping to improve the public realm. The bus stops will remain in their current positions and be upgraded, and cycle parking facilities provided. All seven taxi spaces will remain as part of this design option and 24 general parking spaces will be retained. This is an overall reduction of approximately 10 spaces.

Beeching Road/London Road Junction

This concept design provides a mini-roundabout arrangement at the existing junction in order to improve traffic management and the current issues of queuing traffic along London Road extending onto the junction with A259.

In addition to this main design change, the proposed highway layout includes improving the pedestrian crossing point located across Beeching Road, resurfacing footways in a red tarmac material (as used elsewhere in the Bexhill town area) and including a red 'gateway' surfacing material on the carriageway in London Road.

Buckhurst Place/Sackville Road Junction

The proposed design option incorporates a mini roundabout arrangement at Buckhurst Place/Sackville Road junction in order to improve the traffic management arrangements in this location. The footways on both sides of the road under Sackville Road bridge are proposed to be permanently widened and resurfaced with a red tarmac material (as used elsewhere in the Bexhill town area) and the guard-railing removed.

The junction of Windsor Road is to be squared up by introducing a kerb build-out on the eastern side and an informal crossing point introduced. A new informal crossing is also proposed in Terminus Road. The existing pedestrian guard-railing and pedestrian deterrent paving will also be removed and the whole area will be resurfaced with a consistent red tarmac footway material, improving the public realm. Cycle parking stands are also proposed in this location.

The purpose of this Technical Note is to set out how the public consultation was undertaken and to summarise the responses received. The findings summarised in this note will be used to inform the next stages of the design process.

In addition to the above, it should be noted that ESH and ESCC have previously engaged with local communities, business, voluntary groups and public organisations as part of the Stakeholder Engagement process. The outputs of which are detailed within a previous ESH Technical Note.

Consultation Process

The consultation adopted a "digital first" approach to reach as wide an audience as possible in a sustainable way. This means making details of the scheme available online via the East Sussex Citizen Space consultation hub. The consultation period ran from 17 November to 10 December 2021 and was undertaken virtually (due to Covid-19 restrictions at the time).

The consultation event was hosted on the ESCC Citizen Space webpage, which is a digital platform used by the majority of UK councils to undertake online consultations and record responses received from the public. All information about the proposals was made available online via the webpage, with the design proposals accompanied by a questionnaire, which included open questions in order to encourage qualitative feedback.

Members of the public were invited to give their views by filling in the questionnaire online or via post or email. The questionnaire and factsheets were available on request in alternative



formats such as large print, audio or languages other than English. Paper copies of the questionnaire and the factsheets were also available upon request.

Leaflets were distributed to over 1,500 addresses within approximately 400 meters of each of the proposed design options. The scheme was also promoted through the local media, posters, letters/emails to ward members, Disability and Access groups and to the owners/occupiers.

A separate process was undertaken for the Stakeholder Engagement. Outputs from that process were presented in a previous Technical Note, and changes made to the design in response to the comments made.

Consultation Findings

There were a total of around 179 direct responses, which equates to a 12% response rate. Typical survey response rates can lie anywhere in the region between the 5% to 30% range, this response rate could therefore be considered as 'average' with regard to returns of feedback.

The responses were considered broadly representative of the demographic profile of those within the scheme consultation area, demonstrated below with analysis of gender profiles, ages and responses regarding mobility.

The gender profile of respondents was 47% Male and 46% Female with the other respondents either not answering or preferring not to say. According to the 2018 figures, the area of Rother is 48.5% male and 51.5% female (Equality and Diversity Profile for Hastings and Rother Clinical Commissioning Group, East Sussex Public Health Intelligence January 2018), indicating a slight under-representation of women participating in the consultation.

In terms of the ages of the respondents, the greatest proportion (35%) were from the '65+ years' category. The age distribution of the sample roughly reflects the age distribution of Rother district (Equality and Diversity Profile for Hastings and Rother Clinical Commissioning Group, East Sussex Public Health Intelligence January 2018) with a high proportion of Bexhill population being 65+ years old.

The number of respondents who recorded that they either had reduced mobility or that they considered themselves to be disabled under the Equality Act 2010 were registered as 9% of all respondents.

Overall, responses across the four design options were mixed, with the majority of respondents having overall concerns with both Town Hall Square designs. According to comments received, respondents felt that the scheme would contribute to more traffic congestion and that the loss of parking was also deemed unacceptable given the current demand for spaces. A breakdown of responses received is provided below for each of the proposed four schemes is presented at Table 1.1.

Table 1.1 Survey Responses

Scheme	Supportive	Issues/ Concerns	Neutral/ Unknown
Town Hall Square – Design Option A	40%	53%	7%
Town Hall Square – Design Option B	41%	47%	12%
Beeching Road/London Road Junction	54%	31%	15%
Buckhurst Place/Sackville Road Junction	65%	23%	12%



As identified from the survey results above, both the two-mini roundabout design options received the highest level of support, with 54% and 65% of respondents in favour of the two

Below is a summary of some of the more prominent issues and themes raised during the consultation. A detailed analysis of responses is included within this report.

Parking

 Concerns around the reduction in parking spaces for both Town Hall Square Options and the potential impact on the local economy due to lack of parking spaces for people to use when visiting.

Congestion and Road Safety

- Town Hall Square Option A had responses concerning raised congestion levels and queueing as well as aesthetic impacts on the local area and impacts on local bus service stops.
- Town Hall Square Option B concerned responses included road safety issues, a lack
 of cyclist consideration and potential traffic queuing into Town Hall square as a result
 of the crossing.
- For Buckhurst Place j/w Sackville Road there were responses concerned about the
 potential for the scheme to encourage higher vehicle speeds and capacity
 constraints, as well as whether the scheme is actually needed.
- Beeching j/w London Road negative responses included concerns about potential traffic impacts elsewhere, accessibility issues for the fire brigade and whether a signalled traffic management system would be more beneficial than a roundabout.

Conclusion & Next Steps

The results of the public consultation show that there is overall support for the proposed two mini roundabout schemes at the junctions of Beeching Road/London Road and Buckhurst Place/ Sackville Road.

The options for the Town Hall Square however did not however receive similar support, with issues raised around junction operation and loss of parking for residents and taxis.

In light of the public consultation outcomes, and the time constraints of the funding, it is proposed that the London Road package of works is split into two works phases, allowing those schemes that have support to progress, and separating the Buckhurst Place scheme to undertake further design development.

ESCC and the county's highways team are grateful to all of those who took the time to give their views about the proposals. All feedback received during the public consultation period will be evaluated by both ESCC and ESH and will be considered when the scheme enters its detailed design phase.

ESCC will continue to work with local residents and other key stakeholders in order to support the successful growth of Bexhill.



1. Introduction

1.1 Purpose of this Note

This Technical Note provides a comprehensive record of the public consultation events undertaken for the proposed public realm and traffic management improvements at three key junctions within the London Road area of Bexhill.

The main purpose of this report is to explain how the public consultation was undertaken and summarises the responses received. The findings from this note will be used to inform the next stages of the design process.

1.2 Report Structure

This report is structured as follows;

- Section 1 Introduces the project and its current stage of development;
- Section 2 Describes the public consultation methodology for the proposed schemes and the methodology used for analysing feedback from the public. The section also summarises who was engaged.
- Section 3 Outlines the responses from this consultation based on the questionnaire results.
- Section 4 Presents a summary of the scheme specific responses.
- Section 5 Concludes with a recommendation for the next steps

1.2.1 Supporting Information

- Appendix A Proposed scheme designs
- Appendix B Catchment areas for consultation.
- Appendix C Consultation communication ESSC Leaflet and Questionnaire
- Appendix D Consultation communication 'General Public Responses'.
- Appendix E Press and media adverts.
- Appendix F Stakeholder Engagement Response Report

1.3 Project Summary

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

- Support economic growth by reducing traffic congestion and improving safety
- Support accessibility and enhance social inclusion with access to improved integrated public transport provision and infrastructure
- Improve health and wellbeing by supporting connectivity between key services, enabling an increase in cycling and walking for everyday journeys



- Support greater inward investment, particularly the growing cultural and tourism sectors within the town centres, by improving the physical environment and enhancing permeability
- Ensure integration of the programme with related key infrastructure projects being delivered to support future sustainable growth and smart mobility

In line with the BHMAP objectives, East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) in conjunction with Rother District Council (RDC), to explore options to enhance the existing public realm as well as improve the current traffic management within the London Road area of Bexhill.

London Road (A269) acts as an important gateway for those visiting, working and living in the town, therefore the function and appearance of this area is considered crucial for the future vibrancy and commercial success of the town centre.

A successful public realm provides safe spaces for people to meet, encouraging people to come into the town more often and spend more time there. The proposals outlined in this consultation aim to create an inviting and safe environment, attracting more visitors to the town centre and facilitating economic growth.

Figure 1.1 displays the overall location of the study area and the surrounding highway network.

King Offa Way (A259)

Regulation of the state of the stat

Figure 1.1 Study area

The design proposals are described overleaf with two options for Town Hall Square and one design option each for the Buckhurst Place/Sackville Road junction and the London Road/Beeching Road junction:



Town Hall Square

Improvement of the quality of the public realm around the Town Hall, making it more functional, financially maintainable and aesthetically pleasing. Two design options are proposed for this area;

- Option A consists of the removal of the current gyratory system around Memorial Gardens
 and provides a new priority junction in order to create a larger and enhanced public space.
 The footways will be resurfaced with a consistent red tarmac material (as used elsewhere in
 the town), additional pedestrian crossing facilities will be provided on Buckhurst Place and the
 landscaping of the gardens will be enhanced. Vehicle access to the Town Hall car park will be
 retained. However, it should be noted that in order to implement this design a reduction in
 both taxi and general parking facilities will be required.
- **Option B** consists of the retainment of the current gyratory arrangement with the introduction of a new zebra crossing at the southern end of London Road. This is currently proposed as a raised zebra crossing to help reduce speeds, however, it could be implemented as a standard zebra crossing. Kerb works around the junctions will help to slow down traffic and reduced crossing distances will allow pedestrians to cross more safely.

In addition, the gardens will benefit from enhanced landscaping helping to improve the public realm. The bus stops will remain in their current positions and be upgraded, and cycle parking facilities will be provided. All seven taxi spaces will remain as part of this design option, and 24 general parking spaces will be provided. This is an overall reduction of approximately ten spaces.

Beeching Road/London Road Junction

This concept design looks to provide a mini-roundabout arrangement at the existing junction in order to improve traffic management and the current issues of queuing traffic that has established itself along London Road onto the junction with A259.

In addition to this main design change, the proposed highway layout includes improving the pedestrian crossing point located across Beeching Road, resurfacing footways in a red tarmac material (as used elsewhere in the town) and including a red 'gateway' surfacing material on the carriageway in London Road.

Buckhurst Place/Sackville Road Junction

The proposed design option incorporates a mini roundabout arrangement at Buckhurst Place/Sackville Road junction in order to improve the traffic management arrangements in this location. The footways on both sides of the road under Sackville Road bridge are proposed to be permanently widened and resurfaced with a red tarmac material (as used elsewhere in the town) and the guard-railing removed.

The junction of Windsor Road is to be squared up by introducing a kerb build-out on the eastern side and an informal crossing point introduced. A new informal crossing is also proposed in Terminus Road. The existing pedestrian guard-railing and pedestrian deterrent paving will also be removed and the whole area will be resurfaced with a consistent red tarmac footway material, improving the public realm. Cycle parking stands are also proposed in this location.



2. About the Consultation

2.1 Purpose

The objectives of the consultation were as follows:

- To give the public easily understandable information about the proposals and allow them to respond
- To understand the level of support for or in opposition to the proposals
- To understand any issues that might affect the proposal which we were not previously aware of
- To understand concerns and objections and
- To allow respondents to make suggestions

2.2 Potential outcomes

The potential outcomes of this consultation are:

- Following careful consideration of the consultation responses, we decide to proceed with the schemes as set out in the consultation
- Following careful consideration of the consultation responses, we modify the scheme in response to issues raised during the consultation and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

2.3 Who we consulted and when

As is standard practice, ESH ensured that people living and working in areas affected by an individual cycle route were aware of the proposals. Leaflets were distributed to over 1,500 properties within approximately 400 meters of each of the individual proposed design options.

A Quick Response Code (QR) code and link to an online survey was located upon the leaflet (a QR code allows smart phone users to scan an image to automatically be routed to the online survey website).

The consultation adopted a "digital first" approach to reach as wide an audience as possible in a sustainable way. This means making details of the scheme available online via the East Sussex Citizen Space consultation hub. The consultation period ran from 17th November to 10th December 2021 and was undertaken virtually (due to Covid-19 restrictions).

As mentioned previously within Stakeholder Engagement Response Report (TN01, provided at **Appendix F** for reference), ESH sent emails to stakeholders who had been identified as interested in these proposals. The contact list included disability groups, organisations representing the elderly, transport user groups, businesses and major employers, trade organisations, statutory organisations, charities, local government, and politicians.

Both ESH and ESCC also provided information about the proposals and consultation to local media.



2.4 What we asked

The proposed design options put forward were relativity complex, thus the reason for the consultation to be conducted online, hence making it easier for people to digest the information and give feedback on a design option that had particular interest to them. It was also possible to provide comments on the scheme as a whole.

The questionnaire comprised of several closed questions asking people to select an answer that matched their level of support for or against for that particular design option. The complete list of questions that were asked regarding the proposals have been analysed within **Section 4** of this technical note with a PDF copy of the original questioning format provided within **Appendix C**.

2.5 Methods of responding

People were able to respond to the consultation through the following channels:

- By answering the questions in the questionnaire on our consultation website a https://consultation.eastsussex.gov.uk/economy-transport-environment/london-road-bexhill/
- By emailing customer@eastsussexhighways.com. The Consultation Team also answered questions from members of the public and stakeholders via email.
- By phoning our Customer Services Team (0345 60 80 193) which had been briefed
 on the scheme and were available to answer questions and take responses from
 members of the public. When our telephone operatives were unable to answer
 questions immediately, these were forwarded to the Consultation Team, and were
 answered subsequently by email or telephone.
- By leaving comments and posting the questionnaire to County Hall in Lewes.

Through our Customer Services Team, it was possible to request foreign language translations, large print, Braille or audio versions of our consultation materials.

2.6 Consultation materials and publicity

ESH and ESCC used a range of channels to raise awareness of the consultation and to ensure that members of the public and stakeholders were aware of the consultation and its purposes.

Below and overleaf, identifies the different channels and materials used to encourage interested parties to visit the specific webpage or contact ESCC to find out more about the scheme and how to respond.

2.6.1 Website

ESCC and ESH produced a website https://consultation.eastsussex.gov.uk/economy-transport-environment/london-road-bexhill/ that provided detailed information about the consultation, including text explanations of the design proposals, maps and computer images helping to explain the proposals. The website was divided into pages showing an overview of the scheme, pages explaining the separate design proposals and pages containing in-depth information and the overall design process.

The website provided people with the opportunity to respond to the consultation by answering our questionnaire.



2.6.2 Letters

ESCC and ESH jointly sent a leaflet to over 1,500 addresses within approximately 400 meters of each of the proposed design options. The letter contained a summary of the proposals along with an overview map identifying where each design option was located.

The letter directed people to the consultation website and invited them to respond. They were also informed about our consultation events. The consultation letter, overview map and map of the distribution area are included within each of the individual appendices attached to this technical note.

2.6.3 Emails to stakeholders

In additional to the above, ESH and ESCC also reissued an email outlining the scheme and explaining where to find more information and respond to. A total of around 44 organisations as well as a handful of Rother Councillors that operate within the Bexhill ward were contacted. Further information regarding the Stakeholder Engagement process is located within TN01.

2.6.4 Press and media activity

ESCC and ESH issued a press release and publicised the consultation on social media platforms such, as Twitter and ESSC press office 'Newsroom' as well as a further acknowledgement being published in the Bexhill and Battle Observer newspaper. A copy of all the press release and advert can be seen in **Appendix E** of this technical note.

2.6.5 Public meetings and events

Given the recent pandemic outbreak 'COVID-19' and certain 'lockdown' restrictions, no formal face-to-face consultation was undertaken. Therefore, highlighting the fact that this consultation process has been undertaken exclusively virtually.

2.7 Equalities Assessment

ESCC and ESH took steps ensure that all groups in the community, such as the elderly and disabled organisations were made aware of the proposals, their potential impacts and how to respond to the consultation. Measures taken included:

- Identifying and emailing relevant stakeholders, including but not limited to the district access groups as well as cycling and walking societies, inviting them to respond to the consultation.
- Ensuring that the materials were written in plain English and available on request in different formats (for example Braille, large print, other languages.
- Considering how best to reach our target audiences and tailoring the way of communicating with them. For example, by preparing hard copies of our online material for those not able to access our website where available at County Hall in Lewes.

2.8 Analysis of consultation responses

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 read and analysed in detail. Each individual comment was attributed with one or more codes according to the issues raised. This information was also analysed.

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.



3. Additional Stakeholder response

3.1 Introduction

As mentioned previously, TN01 has already provided a summary regarding the responses that were received by key stakeholders during the stakeholder engagement process (July-August 2021).

However, in response to the public consultation process, additional stakeholders have now provided further written response. The key stakeholders and their scheme related comments that were received are detailed below with an ESH response provided in **blue** underneath.

- Environmental Agency "The Environment Agency have assessed this application as having a low environmental risk. We therefore have no comments to make".
- ESH Response No comment required.
- **Historic England** "Historic England does not wish to make substantial comments on the scheme which affects the setting of the Grade II Listed Lane Memorial in Town Hall".
- ESH Response No comment required.
- South Downs National Park Authority "The National Park's comments on the development are as follows: No comment."
- ESH Response No comment required.
- **Bexhill Heritage** "We wholeheartedly endorse option "A", it presents a wonderful opportunity to create a greatly improved townscape and setting for the Town Hall an important listed building; to enhance pedestrian safety and add to the appeal of the public realm; and will form a significant gateway announcement on the northern approach to our town. We believe it will help improve the economic prospects for the area. We think option "B" is a very much an indifferent "also ran".
 - The Lane Memorial is still striking and robust and should be cleaned and refurbished where necessary. We ask the fountain elements to be reinstated, they are part of the original design. If we can help with this, we will.
 - ESH Response No comment required.
 - The respective responsibilities of RDC and ESCC for construction and subsequent maintenance should be defined and should not be apparent "on the ground" – the construction should be unified and subsequent upkeep coordinated.

Currently

- ESH Response Agreed and this will be investigated at the later stages of the design process.
- The plan key refers to Tegula Paving but none is apparent on the drawing in this area. We note that it is to be used as a path edging which is fine but wonder if we have misunderstood, please clarify.
- **ESH Response** This is correct, Tegula Paving will form part of the design.
- The proposed mini roundabout at the Sackville/Buckhurst Place junction might cause a hazard if it is simply a painted surface. Motorists approaching from the west and intending to go straight ahead may proceed without proper regard for



others approaching from Sackville Road. For this reason, we recommend the mini roundabout should take the form of a raised cushion.

- The arrangement for pedestrian safety for those wishing to cross London Road north of the Town Hall entrance needs review. Perhaps a new pedestrian crossing north of the new bus stop (eastern side) would be beneficial.
- **ESH Response** All design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.
 - In addition, the above, a series of further RSA audits will also be undertaken as part of the Detailed Design process.
- We think the consultation period has been is too short, the scheme has only just been described in the local paper (Dec 3rd) leaving only five clear days for response. We suggest it be extended at least by a further week.
- **ESH Response** This is not correct, the consultation period began on the 17th November 2021 and finished on the 10th December 2021. Which is the recommended standard consultation period.
- Paul Courtel, Rother District Councillor for Bexhill Central "I am commenting as one of two Rother District Councillors for Bexhill Central. This is the ward in which all these proposals are located.
 - The Gyratory System: I have concerns about traffic management should the gyratory system around Memorial Gardens be terminated. There can be a considerable tailback to exit Sainsbury car park at peak times. Whilst not having access to the multi-model traffic flow simulation, I believe that terminating the gyratory system might worsen traffic flow. This would waste the time of both residents and businesses. The increase in static traffic would increase Rother Council's carbon footprint in direct conflict with Rother Council's Climate Change objective of achieving carbon neutrality by 2030.
 - **ESH Response** A detailed series of traffic models and microsimulations using the software PTV Vissim (which is a multi-modal traffic flow simulation programme) has identified that network operates within capacity in all identified peak hours.

Both congestion and static traffic will be kept to a minimum. The PTV Vissim output files show that the design option put forward will operate sufficiently within all network peaks. In addition, as part of the design stage an Environmental Impact Assessment (EIA) will be produced. This assessment will look at the likely significant environmental effects arising from a proposed development in a systematic way.

It ensures that the environmental implications of decisions on development proposals are taken into account before the decisions are made. Additional traffic modelling will be undertaken post the pandemic (COVID-19) in order to see how traffic patterns have changed and if traffic and active travel flows have been reduced as result.

In addition, as part of the design stage an Environmental Impact Assessment (EIA) will be produced. This assessment will look at the likely significant environmental effects arising from a proposed development in a systematic way. It ensures that the environmental implications of decisions on development proposals are taken into account before the decisions are made.



- Loss of Parking Spaces: The loss of 17 parking bays (in plan A) in an area in which they are needed (loss of 11 parking spaces in plan B) is likely to result in more traffic circulating to find a space, thereby resulting in greater inconvenience to residents and businesses. Vehicles are likely to be circulating for longer to find a space, increasing business costs as well as releasing more CO2, thereby further undermining the carbon neutrality objectives of both Rother District Council and East Sussex County Council.
- **ESH Response** This design option looks at proposing a total of around 17 general parking bays, therefore, there will be a loss of around 17 parking spaces (50%). In addition, signage will be provided in order to promote the Wainwright Road Car Park which is located roughly 370 meters away.

A distance that is in accordance with DfT guidance as a 400-meter distance is defined as 'walkable', thus being about a five-minute walk for most people. The guidance also states that "more important destinations, such as train stations or major centres, may serve a wider walkable catchment".

In addition to the above the recent introduction of civil parking enforcement (CPE) within the area has enhanced the level of parking enforcement, which in turn will help improve 'turnover' of short-term parking spaces.

This proposal is opposed by three shop owners on the part of London Road that forms part of Town Hall Square as they perceive a resulting loss of business. One of them has told me that he is likely to have to shut his business because of the loss of parking spaces preventing his customers from reaching him.

I am also concerned about the loss of parking spaces creating stress for the residents of flats above the shops for whom we are supposed to be providing a service.

- **ESH Response** – As mentioned above, ESCC and ESH are hopeful that with the introduction of civil parking enforcement (CPE) within the area this will indeed help improve 'turnover' of short-term parking spaces. With regard to long-term parking i.e., parking for residents. As is standard practise, an additional on-street parking assessment will be carried out overnight, using the 'Lambeth methodology'.

Overnight parking surveys are designed to capture peak resident demand for on street parking in a given area, as it is expected that the majority of local residents would be at home and parked for the night. It is envisaged that this study will be undertaken as part of the overall design process.

Loss of taxi spaces: The proposed reduction from 7 to 3 parking spaces at the taxi rank (if Option A is implemented) is opposed by the Chair of the Bexhill Taxi Drivers' Association. He perceives this as being bad for business and has written separately to you about this. Option B would retain all seven parking bays at the taxi rank.

- ESH Response - The proposed arrangement includes provision for 3 taxi bays, therefore, a reduction of up to 4 spaces will occur as result of this proposed design option. Taxis by law are allowed to pick up or drop off on single and double yellow lines, in places where loading is not allowed (shown by the markings on the kerb) in parking bays and in bus lanes, therefore this reduction is not considered significant given the overall improvements to the area as part due to this scheme.

In view of the above explanation, **I support option B** as the option resulting in more advantages and fewer disadvantages.



- ESH Response No further comment required.
- Buckhurst Road/Sackville Road junction: The mini roundabout seems a sensible proposal to improve traffic flow at that point. I also support permanently widening the footways on both sides of the road under Sackville Road bridge.
- ESH Response No comment required.
- Beeching Road junction with London Road: The right turn into Beeching Road from the northern end of London Road is currently difficult to achieve, at times delaying the traffic flow from Combe Valley Way. If the proposed mini roundabout assists this, thereby improving the flow of traffic down London Road in a southerly direction, that is to be welcomed.
- However, sensors to establish relative traffic flows at each of the traffic lights on the A259 would be welcome as it might enhance traffic flow by enabling each green light to last a variable time. The incorporation of a right turn from London Road on to the A259 King Offa Way would also be welcome. I appreciate that these proposals would require an active dialogue with Highways England.
- ESH Response The proposed design option has been modelled using a number of specific junction testing programmes. The results of which have demonstrated that the proposed layout will provide less congestion and improve vehicle movability at the London Road junction with Beeching Road.

In addition, dialogue with Highways England (now known as National Highways) has been ongoing as part of the design/modelling process. In March 2021 National Highways approved the modelling work which confirmed that the A259 King Offa Way would not see additional congestion/traffic flow as result of the proposed mini-roundabout option.



4. About the respondents

4.1 Introduction

This section on TN02 provides more information on respondents to this consultation, based on the information they provided to us in our questionnaire. For a full list of the consultation questions, see **Appendix C**.

4.2 Number of respondents

ESH and ESCC received 179 direct responses, which calculates at a 12% response rate. As is standard practice, a typical survey response rates can lie anywhere in the region between the 5% to 30% range. Therefore, this response could be classed as 'average' with regard to returns of feedback.

Section 4 report the results from the 179 direct responses received through the consultation website, paper questionnaire or by unique email address.

4.3 Respondent gender

The majority of individuals who responded was split between 47% being Male with that of 46% being that Female. According to the 2018 figures, the area of Rother is 48.5% male and 51.5% female (Equality and Diversity Profile for Hastings and Rother Clinical Commissioning Group, East Sussex Public Health Intelligence January 2018), indicating a slight underrepresentation of women participating in the consultation. A breakdown of the survey gender responses is illustrated within Table 4.1 below.

Table 4.1 Survey Gender Responses

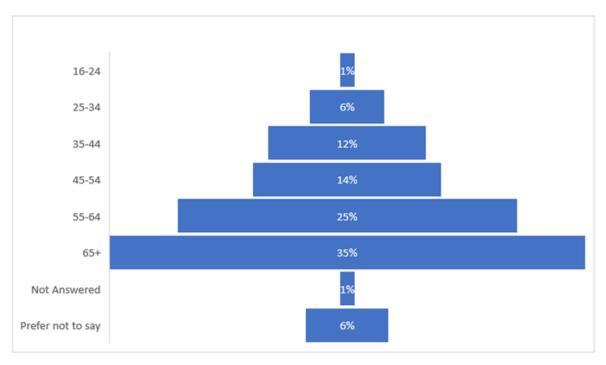
What gender do you identify as?	Number	Percentage (%)
Male	84	47
Female	82	46
Prefer not to say / Not answer	13	7
Total	179	100

4.4 Respondent age

The ages of the respondents are shown in Figure 4.1 below. The age distribution of the sample roughly reflects the age distribution of Rother district (Equality and Diversity Profile for Hastings and Rother Clinical Commissioning Group, East Sussex Public Health Intelligence January 2018) with a high proportion of Bexhill population being 65+ years old.







4.5 Accessibility and disabilities

The numbers of respondents who recorded that they either had reduced mobility or that they considered themselves to be disabled under the Equality Act 2010 are recorded within Table 4.2 below. The majority (82%) said that they did not have reduced mobility and similarly did not consider themselves to be disabled (83%).

Table 4.2 Accessibility and disabilities - Responses

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	20	11	16	9
No	146	82	148	83
Prefer not to say/No answer	13	7	15	8
Total	179	100	179	100

4.6 Respondent postcodes

Of the 179 questionnaire respondents to the consultation, 176 (98%) submitted their postcode. Table 4.3 presents the full list of postcodes of all the respondents. As detailed below within Table 4.3 and Figure 4.2, the majority of respondents were situated within the district of Bexhill (Postcodes TN39 and TN40).

A number of smaller clusters of respondents can be seen around Battle, Hastings, Pevensey, Polegate and London areas.



Table 4.3 Respondent postcodes

Postcode	Total	Percentage (%)
TN39	97	54
TN40	73	41
TN33	1	1
TN34	1	1
EC4R	1	1
BN24	2	1
BN26	1	1
Prefer not to say/No answer	3	2
Total	179	100

Figure 4.2 Consultation Responses by Postcode



4.7 Relationship between respondent and scheme area

In addition to the above, respondents were also asked to describe their relationship to the scheme area i.e., if they were an individual or business. The results of which are detailed overleaf within Table 4.4. The majority of respondents are categorized as 'Individuals'.

Table 4.4 Relationship between respondent and scheme

Category of respondent	Total	Percentage (%)
Individual	164	92
Business	6	3
Other	8	4
Prefer not to say/No answer	1	1
Total	179	100



4.8 Summary of consultation responses

The following summarises the overview responses:

- Overall, there was a balanced gender response;
- The respondents were a wide spread of age ranges, but the majority of responses were older:
- Based on postcode data, the majority of respondents reside within the district of Bexhill, with a few beyond the district boundary; and
- The majority of respondents are categorised as 'Individuals' rather than 'businesses.



Scheme specific consultation responses

5.1 About this chapter

To gain feedback on the scheme, ESH asked respondents answering the online questionnaire three closed questions, allowing them to show their level of support for each of the individual four design schemes. The results of which are presented within this chapter.

5.2 Town Hall Square – Option A

The proposed design for Town Hall Square Option A removes the current gyratory system around Memorial Gardens and provides a new priority junction in order to create a larger and enhanced public space. The footways will be resurfaced with a consistent red tarmac material (as used elsewhere in the town), additional pedestrian crossing facilities will be provided on Buckhurst Place and the landscaping of the gardens will be enhanced. Vehicle access to the Town Hall car park will be retained. The proposed scheme layout is shown below upon Figure 5.1.

Figure 5.1 Town Hall Square - Option A



As shown in Figure 5.1 the proposed works also include the introduction of:

- A new (southern) bus stop located on London Road;
- A new (eastern) bus stop located on Buckhurst Place.

This design option has been tested using a multi-modal traffic flow simulation software package known as PTV Vissim and the model forecasts that the proposed design allows the road network to operate within capacity in all peak hours. However, it should be noted that in



order to implement this design a reduction in both taxi and general parking facilities will be necessary as highlighted below:

- The proposed arrangement includes provision for 3 taxi bays, thus a reduction of up to 4 spaces;
- This design option also proposes a total of 17 general parking bays, therefore there will be a loss of around 17 parking spaces. These bays will operate as per existing (Pay and Display Mon Sat 8am 6pm. max stay 2 hours).

It is recognised that this proposal will also impact on local and community bus services with relocated stops and reduced route flexibility.

5.2.1 Scheme specific questions

The following summarises the responses to the remainder of the questions contained in the public consultation questionnaire.

Responses to Q2: 'To what extent do you support the Town Hall Square – Option A proposed design?'

Respondent support to the proposed design scheme is noted in Table 5.1.

Table 5.1 Survey Respondent view – Town Hall Square – Option A

View	Number	Percentage (%)
Strongly support	51	28
Support	21	12
Oppose	30	17
Strongly Oppose	65	36
No opinion/ Don't know	12	7
Total	179	100

Generally, the respondents are against the proposed design scheme with 53% either strongly opposing (36%) or opposing (17%) it. Conversely, 40% of the respondents were in favour the proposed design scheme, with 12% supporting and 28% strongly supporting.

5.2.2 Specific Themes and Trends in the Qualitative Responses

5.2.2.1 Issues and concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed design schemes. A brief outline of all the received feedback involving issues/concerns have been detailed below within Table 5.4 with an ESH design response also provided for clarification.



Table 5.2 Received Feedback and ESH Response – Town Hall Square – Option A

Theme	Issue	ESH Response
Parking	 "I am against both proposals for the Town Hall Square. Both Option A and Option B include reductions in parking bays, although the latter less so. Firstly, in doing so, I do not see how this will 'encourage people to come to the town more often, spend more time there and help facilitate economic growth' as is one of your primary aims. Secondly, the newly introduced parking arrangements (for which us residents now have to pay parking permits) will be compromised when the benefits of this scheme are already not greatly apparent (I still have difficulty in finding a parking space on regular occasions). ""I have some concerns about removing so much parking Town Hall Square Option A and the knock-on effect this could have on parking in surrounding roads. Hoping that any changes see a reduction in traffic using Victoria Road & Reginald Road as a cut-through to by-pass Town Hall Square traffic. Some concerns that Option A may encourage more traffic to use side roads if queuing times at the junction are increase." "The main problem is the reduction of parking spaces on option A. The car park where I live in Parva Court has enough people who are not residents parking there. Also, there are no streetlights to enter the side of Magna Court, London Road and I can't see by late afternoon. "You must not lose 17 parking spaces. Parking at Town Hall Square is awful, but usually after 5 minutes you can eventually find somewhere. To reduce our current parking is madness! Since buying this flat, you have charged me residents parking". 	ESC and ESH are hopeful that with the introduction of civil parking enforcement (CPE) within the area this will indeed help improve 'turnover' of short-term parking spaces. With regard to long-term parking i.e., parking for residents. As is standard practise, an additional on-street parking assessment will be carried out overnight, using the 'Lambeth methodology'. Overnight parking surveys are designed to capture peak resident demand for on street parking in a given area, as it is expected that the majority of local residents would be at home and parked for the night. It is envisaged that this study will be undertaken as part of the overall design process. As highlighted within a previous response, this design option looks at proposing a total of around 17 general parking bays, therefore there will be a loss of around 17 parking spaces (50%). In addition, signage will be provided in order to promote the Wainwright Road Car Park (80 spaces) which is located roughly 370 meters away. A distance that is in accordance with DfT guidance as a 400-meter distance is defined as 'walkable', thus being about a five-minute walk for most people. In addition to the above the recent introduction of civil parking enforcement (CPE) within the area has enhanced the level of parking enforcement, which in turn will help improve 'turnover' of short-term parking spaces.
Disabled Parking	"Would there be any parking for disabled motorists? There are residents that live around the square and businesses that work hard to get trade, seems that the parking will be extremely limited for these people. The businesses have had it hard enough without people stopping using them because there is no parking. We use the cafe almost every day and need to park near as my husband is disabled."	Currently the parking provision has not be determined as of yet. The allocation of disabled bays will be investigated further during the later design stages.
Traffic Impact	 "Option A seems like a large waste; I think it would cause more traffic congestion." "I feel Option A at the bottom of London Road will lead to queuing traffic back up London Road, whereas the current gyratory system works well to maintain traffic flow." Surely the money could be spent actually getting lights in to see than changing what already works. It's the London Road traffic lights at the A259 that's the issue. Also there needs to be some sort of pedestrian crossing at the bottom of London Road. My aged mother and I struggle constantly to cross." 	As part of the feasibility design process a number of specific checks/tests are required. Once, such check involves traffic modelling/simulation. This was undertaken using the design software PTV Vissim. Output files show that this design option put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum. With regard to the London Road traffic lights at the A259 a high-profile traffic model has been developed and has tested a number of specific scenarios involving proposed layouts and how they would function. The layout put forward



- You should make the London Rd North junction with Beeching Road and London Road ONE Way gyratory road; Cars would enter onto London Rd towards Bexhill Centre turning onto Buckhurst Rd and continuing onto Terminus Rd before turning onto Beeching Rd and back to the junction at the northern end of London Rd. Obviously amendments would need to be made at Sackville Rd and Buckhurst Rd Reginald Rd Victoria Rd junctions. This would bring into play Wainwright Rd car park and extra parking along one side of London Rd and would mean traffic flow was better.
- "I feel that Option A for Town Hall Square would interfere with through traffic to the primary school and access to Sainsbury's from that end of town. A possible bottle neck on school day drop off and pick up times".

address all current congestion and static traffic during both normal and peak hours.

It should also be noted that illustrated upon the drawing above there are pedestrian crossing facilities provided on Buckhurst Place, with additional dropped kerb crossing facilities also provided on London Road in order to help navigate people safety within the area.

A number of design options have been investigated, including that of making London Road one-way. Sadly, the one-way arrangement wasn't taken forward with regard to a number of specific concerns. This involved access to current bus stops and the rerouting of a number of services all of which would not deem viable. In addition to this, traffic simulations using modelling software also confirmed that traffic would unfortunately cause local traffic congestion of neighbouring streets, i.e., Beeching Road as well cause long delay and delay times when trying to navigate onto the A259 King Offa Way.

Discussions have already taken place with National Highways with regard to the proposed traffic modelling with the current layouts put forward as part of this consultation offering the best solution in terms of network operation.

Additional traffic modelling will be undertaken post the pandemic (COVID-19) in order to see how traffic patterns have changed and if traffic and active travel flows have been reduced as result

Public Realm

- "Option A will destroy a beautiful area that many use. Whilst road traffic is higher and needs to be better organised, I don't agree with ruining this beautiful, historical, widely pictured area of Bexhill Town. We must keep our history and beauty alive in the town."
- "Whilst I welcome Option A, I personally do not think the larger public space will be utilised to full potential people will amble to the seafront. I don't feel it would encourage more people into the town, but the traffic definitely wins out."

ESH envisage that these design proposals will indeed highlight the attractiveness of the area. Discussions have taken place between ESH and Rother District Council (RDC) Parks Development Officer, RDC Conservation Officer and ESCC Landscape Architect with regard to the landscaping options that have been implemented on the proposed plans.

Bus Infrastructure

- "Re-existing bus stop outside Town Hall, this is often used as a coach or minibus pick up & drop off point for holiday companies. Space for a coach to stop for a short period (10 minutes maximum) needs to be retained or built into new priority junction design. Make sure new road surfacing is robust and very long lasting."
- I think it's imperative that the bus stop outside the Town Hall is moved -due to it being very stressful and potentially dangerous when crossing from Amherst Road to Sainsbury etc.
- When buses are parked there, it is impossible to see the oncoming traffic without walking into the road -and as you are probably aware the traffic is very fast there - some buses stay in situ for a considerable time - and so it's not just a matter of waiting patiently for the buses to move.

Discussions have already taken place with John Stockdale (Planning Manager for National Express) with regard to the above design. From these discussions it was confirmed that should the gyratory be removed, then Service 023 could alternatively approach via Beeching Road and Terminus Road, serve the bus stop on the west side of Memorial Gardens and then depart via London Road. National Express have also confirmed that an alternative location would be that of the Marina outside the De La Warr Pavilion.

As mentioned previously, all design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.



	This doesn't just affect people living in Amherst Road and London Road - it also affects people who walk down from the other side of the A259. I would add that there are also people who have to use motorised disability scooters or walking frames who currently have a challenging time crossing when there is a bus parked outside the town hall and with the oncoming traffic moving too quickly".	
Electric Vehicle Charging Points	"While changing the infrastructure please consider electric vehicle charging points".	The provision regarding electric vehicle charging points will be undertaken during the later stages of the design process.
Highway Maintenance	 "I would prefer to see the money spent on repair of the potholes and poor road and pavement surfaces, before any money is spent on enhancement". "Instead of causing mayhem, the money should be used to upgrade pavements in and around the town and our roads are an appalling mess with so many pothole". 	All maintenance concerns regarding Bexhill or East Sussex that you may cycle, walk, or drive and believe require repair can be raised via the East Sussex Highways website: www.eastsussexhighways.com. Once your comments are logged, a steward will be tasked with inspecting the site and will provide feedback to you via a customer service team. Alternatively, you can contact East Sussex Highways via phone on 0845 608 0193.
Cycling Infrastructure	"No cycle facilities, contrary to LTN 1/20?"	It should be noted that 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. One of which involves looking to take forward a new cycling and walking route within 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. Therefore, further comments regarding cycling within Bexhill should be reviewed in accordance with the information provided as part of the Bexhill Cycle Route consultation.
20-mph Zone	"OPTION 'A' has a great deal of merit in overall traffic flow and speed calming. However, without seeing the results of your traffic volume modelling it is difficult to believe that the flow on London Road in a southerly direction will not overwhelm its junction with Buckhurst Place without some form of additional traffic light control at this point. The addition of a raised platform Zebra Crossing on London Road to the North of Buckhurst Place, as is proposed in Option 'B' may help with such congestion. The whole of the Town Centre requires implementation of a 20-mph speed zone".	With regard to a 20-mph speed zone, further investigation can be undertaken if warranted, however it should be noted that London Road and the surrounding highway network does operate well within the current speed limits and that if further confirmed by the number of accidents that have occurred as a result of vehicles travelling at high speeds.



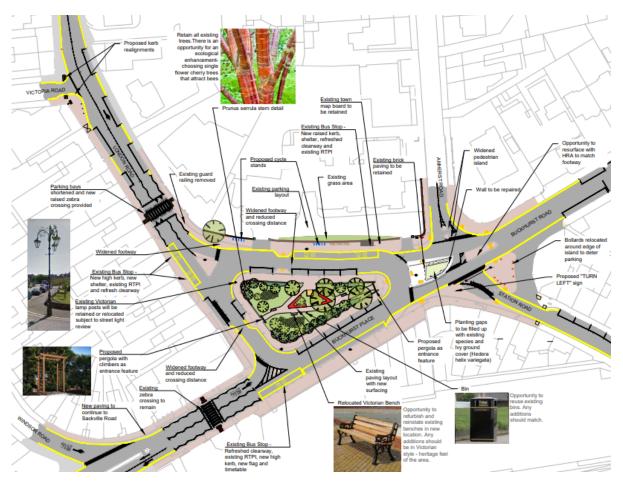
5.3 Town Hall Square – Option B

This is a simpler proposal which will retain the current gyratory arrangement and introduce a new zebra crossing at the southern end of London Road. This is currently proposed as a raised zebra crossing to help reduce speeds, however, it could be implemented as a standard zebra crossing.

Kerb works around the junctions will help to slow down traffic and reduced crossing distances will allow pedestrians to cross more safely. The footways will be resurfaced with a consistent red tarmac material (as used elsewhere in the town) and the gardens will benefit from enhanced landscaping helping to improve the public realm. The bus stops will remain in their current positions and be upgraded, and cycle parking facilities will be provided.

All 7 taxi spaces will remain as part of this design option, and 23 general parking spaces will be provided. This is an overall reduction of approximately 11 spaces. These bays will operate as per existing (Pay and Display Mon – Sat 8am – 6pm, max stay 2 hours). The proposed scheme layout is shown below upon Figure 5.2.

Figure 5.2 Town Hall Square - Option B





5.3.1 Scheme specific questions

The following summarises the responses to the remainder of the questions contained in the public consultation questionnaire.

Responses to Q2: 'To what extent do you support the Town Hall Square – Option B proposed design?'

Respondent support to the proposed design scheme is noted in Table 5.3

Table 5.3 Survey Respondent view - Town Hall Square - Option B

View	Number	Percentage (%)
Strongly support	41	23
Support	33	18
Oppose	43	24
Strongly Oppose	41	23
No opinion/ Don't know	21	12
Total	179	100

The majority of respondents are again against the proposed design option with 47% either strongly opposing (23%) or opposing (24%) it. The remaining 41% were in favour the proposed design scheme, with 18% supporting and 23% strongly supporting.

5.3.2 Specific Themes and Trends in the Qualitative Responses

5.3.2.1 Issues & concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed cycle routes. A brief outline of all the received feedback involving issues/concerns have been detailed below within Table 5.4 with an ESH design response also provided for clarification.

Table 5.4 Received Feedback and ESH Response – Town Hall Square – Option B

Theme	Issue	ESH Response
Theme Public Realm	 "Option B would not be of benefit. Having Zebra crossings so close to junctions is dangerous." The gyratory is a person unfriendly and old-fashioned traffic dominated system. Option B seems like a waste of money, with little benefit". "Option B Town Hall Square is preferable, in my opinion, to Option A which seems to be considerably reducing the number of parking spaces, thus creating more difficulties for local residents, as well as a number of the taxi spaces. Option B just seems to be a better and nicer plan 	The proposed design option put forward, introduces a new zebra crossing at the southern end of London Road. This is currently proposed as a raised zebra crossing to help reduce speeds. Kerb works around the junctions will help to slow down traffic and reduced crossing distances will allow pedestrians to cross more safely. The bus stops will be upgraded, and cycle parking facilities will be provided, therefore providing an overall benefit to the area. The above-mentioned crossing has been designed using that of DfT Local Transport Note 1/95 "The Assessment of Pedestrian Crossing'. In addition to the design guidance used, the design
	Option B is the only option I would support but mainly for another crossing point. The addition of pergolas in the Town Hall Square garden is cosmetic and not required in my view."	has also been audited by an independent Road Safety Team to which all design matters were addressed before going to both stakeholder and general public consultation.



Cycle Infrastructure	"Cyclists have clearly not been considered in the road layout of either scheme. Both schemes require dedicated cycle lanes which have physical separation from motor traffic".	It should be noted that 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. One of which involves looking to take forward a new cycling and walking route within 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. Therefore, further comments regarding cycling
		within Bexhill should be reviewed in accordance with the information provided as part of the Bexhill Cycle Route consultation.
Traffic Impact	"The problem with Option B is the possibility of blocking traffic in Town Hall Square when the zebra crossing is being used".	As part of the feasibility design process a number of specific checks/tests are required. Once, such check involves traffic modelling/simulation. This was undertaken using the design software PTV Vissim. Output files show that this design option put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.

5.4 Buckhurst Place j/w Sackville Road

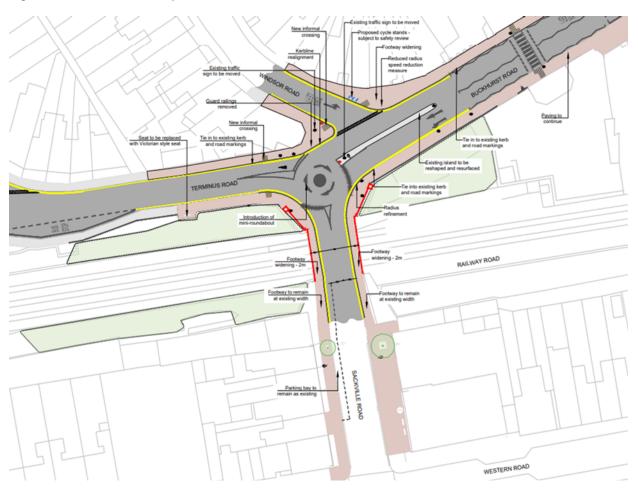
The proposed design incorporates a mini roundabout at this junction to improve the traffic management arrangements in this location.

The footways on both sides of the road under Sackville Road bridge are proposed to be permanently widened and resurfaced with a red tarmac material (as used elsewhere in the town). The junction of Windsor Road is to be squared up by introducing a kerb build-out on the eastern side and an informal pedestrian crossing point introduced. A new informal pedestrian crossing is also proposed in Terminus Road.

The pedestrian deterrent paving will be removed, guard railing rationalised and the whole area will be resurfaced with a consistent red tarmac footway material, improving the public realm. Cycle parking stands are also proposed in this location. The proposed scheme layout is shown overleaf upon Figure 5.3 overleaf.



Figure 5.3 Buckhurst Place j/w Sackville Road



5.4.1 Scheme specific questions

The following summarises the responses to the remainder of the questions contained in the public consultation questionnaire.

Responses to Q2: 'To what extent do you support the Buckhurst Place/Sackville Road proposed junction?'

Respondent support to the proposed design junction is noted in Table 5.5.

Table 5.5 Survey Respondent view – Buckhurst Place/Sackville Road junction

View	Number	Percentage (%)
Strongly support	68	38
Support	48	27
Oppose	20	11
Strongly Oppose	22	12
No opinion/ Don't know	21	12
Total	179	100



A considerable number of respondents are in favour the proposed design junction with 65% either strongly supporting (38%) or supporting (27%) it. On the contrary, 23% of respondents were against the proposed design junction, with 11% opposing and 12% strongly opposing.

5.4.2 Specific Themes and Trends in the Qualitative Responses

5.4.2.1 Issues & concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed cycle routes. A brief outline of all the received feedback involving issues/concerns have been detailed below within Table 5.6 with an ESH design response also provided for clarification.

Table 5.6 Received Feedback and ESH Response – Buckhurst Place/Sackville Road

Theme	Issue	ESH Response
Vehicle Speeds	• "I would be concerned that the direct route through from Buckhurst Road towards Terminus Road would encourage higher speeds and a new 20mph zone in this area might be a further enhancement."	As part of the overall study process, Personal Injury Collision data and vehicle speed data was collected during feasibility stage of the project. To determine if there is an existing problem of vehicles exceeding the speed limit, a traffic speed survey was commissioned and undertaken by ESCC between Wednesday 13th June till Saturday 23rd June 2018. The survey was conducted using technical guidance of DMRB TA 22/81 'Vehicle Speed Measurement on All Purpose Roads'. From the datasets collected, the mean vehicle speed was found to be in accordance with that of the 'Mean Speed'. It should be noted that term "mean speed' is a statistical reference and to avoid being over technical, the term "average speed" is used instead. Hence, it is safe to say that the study area does not suffer from high vehicle speeds and as a result the current configuration put forward is therefore sufficient.
Dublia Daalee	"Data and Discount of the Control of	However, should further funding become available then a study could be commissioned in the future if warranted.
Public Realm	"Buckhurst Place area for mini roundabout is too small regardless of changes to footpaths and will promote more assertive attempts by drivers to get priority to turn. Just change signs to remind give way to right. Pavement alterations, no views apart from it looks like concrete city in Buckhurst Place, so if you widen the footpaths concentrate on wheelchair users/those that have buggies and partially sighted then think green i.e., flower planters or grass in middle reservation."	The scheme itself comprised of a brief from ESCC and RDC that looked at improving the current public realm, refining traffic circulation and improving pedestrian safety along Sackville Road, especially underneath the railway bridge given the very narrow footway widths. The proposed scheme achieves all of the above. In addition to the roundabout size, all design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.
Traffic Impact	"The existing traffic flow round Town Hall Square has worked and will continue to EFFICIENTLY control the movement of traffic for years to come without the need to spend millions of pounds for the sake of change's sake. There is as such an imaginary roundabout already at the Sackville Road junction, so why spend so much revenue on a roundabout. The existing system works perfectly well when the highway code is implemented".	Unfortunately, this is not the case, the proposed design incorporates a mini roundabout at this junction in order to improve the traffic management arrangements in this location given the current poor road marking and infrastructure that is located here presently. This proposed roundabout arrangement will help navigate visitors and local residents' safety within this junction.



5.5 Beeching j/w London Road

The proposed design is to provide a mini roundabout at this junction to improve traffic management and issues of queuing traffic backing up along London Road onto the junction with the A259. In addition to this main design change, the proposed highway layout includes improving the pedestrian crossing point located across Beeching Road, resurfacing footways in a red tarmac material (as used elsewhere in the town) and including a red 'gateway' surfacing material on the carriageway in London Road. The proposed scheme layout is shown below in Figure 5.4.

Figure 5.4 Buckhurst Place j/w Sackville Road



5.5.1 Scheme specific questions

The following summarises the responses to the remainder of the questions contained in the public consultation questionnaire.

Responses to Q2: 'To what extent do you support the Beeching Road/London Road proposed junction?'

Respondent support to the proposed cycle route is noted in Table 5.7 overleaf.



Table 5.7 Survey Respondent view – Beeching Road/London Road junction

View	Number	Percentage (%)
Strongly support	48	27
Support	49	27
Oppose	25	14
Strongly Oppose	31	17
No opinion/ Don't know	26	15
Total	179	100

Around 54% of respondents are in favour the proposed design junction with 27% both strongly supporting and supporting it. On the contrary, 31% of respondents were against the proposed design scheme, with 14% opposing and 17% strongly opposing.

5.5.2 Specific Themes and Trends in the Qualitative Responses

5.5.2.1 Issues & concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed cycle routes. A brief outline of all the received feedback involving issues/concerns have been detailed below within Table 5.8 with an ESH design response also provided for clarification.

Table 5.8 Received Feedback and ESH Response –Beeching Road/London Road

Theme	Issue	ESH Response
Traffic Impact	 "Using the roundabout system at London Road/Beeching Road will reduce the cars on the A259 junction but increase the queue of traffic travelling past Aldi towards the A259" "A roundabout at Beeching Road/London Road would be a waste of taxpayers' funds, it would not improve any traffic coming down London Road during peak times as those waiting on Beeching Road would still have to give away to them as they would be coming from their right, would make no difference" "Removal of the existing yellow box would mean that northbound traffic could enter the roundabout blocking right turn traffic from Beeching Road without penalty. Entering the box junction carries a penalty which deters blocking the junction." 	The proposed design option has been modelled using a number of specific junction testing programmes. The results of which have demonstrated that the proposed layout will provide less congestion and improve vehicle movability at the London Road junction with Beeching Road In addition, dialogue with Highways England (now known as National Highways) has been ongoing as part of the design/modelling process. In March 2021 National Highways approved the modelling work which confirmed that the proposed mini roundabout option would not contribute to additional congestion/traffic flow as result. But will indeed show a reduction in both journey times and delay when compared to the current priority junction configuration.
	 "This could impact the fire brigade access to right turns" "London Road/Beeching Road certainly needs improvement, especially for vehicles coming out of Beeching Road onto London Road. Is a roundabout the best idea? Has the current traffic light system been looked at? Perhaps incorporating a second sets of lights by the blue anchor fish and chip shop to stop London Road traffic a bit sooner and allowing Beeching Road traffic out?" "Beeching Road junction needs improvement so people who want to turn right and left can both 	As part of the feasibility design process a number of specific checks/tests are required. One such method, includes that of a Road Safety Audit (RSA Stage 1). This has been undertaken by an independent road safety engineer that has reviewed the proposed design option and has confirmed that this has been designed in accordance with the relevant design specifications as per Department for Transport (DfT) as is indeed acceptable.



	turning left to join traffic lights hold those wanting to turn right! Don't think your solution will fix it" • "Mini roundabouts at sections where the road junctions are far too small currently make no sense, unless wholesale major changes involving removal of properties to facilitate proper roundabout. That said the existing junctions are no issues at all. they merely become busy at peak travelling times that soon dissipates" • "I agree that there is a need for some improvement at the Beeching Road/London Road junction but not convinced that a roundabout would be the answer due to the inability of a lot of drivers to fully observe the rules regarding right of way. Perhaps additional traffic lights controlling northbound traffic up London Road"	
Urban Realm	• "A mini roundabout at the Beeching road junction really isn't enough. The amount of Lorry traffic that will have to navigate that would surely hold up traffic. The parking on London road (from Beeching road to Aldi) needs looking at. The road is tight, and cars are always double parked. That part of the road and some of the parade of shops is an eyesore. The scrap metal place looks awful. Visitors to the town will use this route into Bexhill and London road is the first thing they see; and the impression it gives, is not a good one."	The scheme is limited to the improvement of Beeching Road junction only. The comments regarding the urban realm in this location are noted. The introduction of civil parking enforcement (CPE) along London Road should provide the opportunity to reduce the incidences of double parking. This issue has been noted and passed onto the CPE team for monitoring



6. Conclusion

6.1 Summary

This Technical Note (TN02) sets out a comprehensive record, along with the approach and process, of East Sussex Highways (ESH) combined general public consultation for a series of public realm and traffic management improvements at three key junctions within the London Road area of Bexhill.

ESH and ESCC received 179 direct responses, which calculates at a 12% response rate. As is standard practise, a typical survey response rates can lie anywhere in the region between the 5% to 30% range. Therefore, this response could be classed as 'average' with regard to returns of feedback.

Overall, the main concerns raised throughout the public consultation were related to the implementation of further congestion and increased journey times. There are concerns that the existing issues around congestion in the area will not be resolved, if not exacerbated, with a knock-on impact on pollution.

Across the four design options, responses were mixed, with the majority of respondents having overall concerns with both Town Hall Square designs. Both the two-mini roundabout design options received the highest level of support, with 54% and 65% of respondents in favour of the two. Table 6.1 provides a summary of responses received is provided below for each of the proposed four schemes.

Table 6.1	Scheme	response	summary
I abic C. i	OGITOTIC	100001100	Sullillaiv

Scheme	Issues and Concerns	Neutral / Unknown	Supportive
Town Hall Square- Option A	53%	7%	40%
Town Hall Square- Option B	47%	12%	41%
Beeching Road/ London Road Junction	31%	15%	54%
Buckhurst Place/Sackville Road Junction	23%	12%	65%

The options for the Town Hall Square however did not however receive similar support, with issues raised around junction operation and loss of parking for residents and taxis.

In light of the public consultation outcomes, and the time constraints of the funding, it is proposed that the London Road package of works is split into two works phases, allowing those schemes that have support to progress, and separating the Buckhurst Place scheme to undertake further design development.

ESCC and the county's highways team are grateful to all of those who took the time to give their views about the proposals. All feedback received during the public consultation period will be evaluated by both ESCC and ESH and will be considered when the scheme enters its detailed design phase.



SCH-109: London Road, Bexhill Stakeholder Engagement Process

PREPARED FOR: Deborah Parker (ESCC)

PREPARED BY: Katerina Gida (ESH)

DATE: 25th October 2021

PROJECT NUMBER: B23738PG

TECHNICAL NOTE: 01-Rev C

APPROVED BY: Andy Mileham (ESH)

Introduction

1.1 Purpose of this Note

This Technical Note (TN01) sets out a comprehensive record of our stakeholder engagement for SCH-109 which consists of a series of public realm and traffic management improvements at three key junctions within the London Road area of Bexhill.

TN01 will cover such topics as our engagement approach and process. It should be noted however that any design proposals will be shared more widely and be subject to a public consultation later in the year.

1.2 Report Structure

TN01 is based upon the following sections.

- Section 1 Introduces the project and its current stage of development
- <u>Section 2</u> Describes the stakeholder engagement methodology for the proposed scheme and the methodology used for analysing feedback from stakeholders. This engagement process identifies the different groups engaged and what their functions are, as well as requesting technical input and suggestions.
- Section 3 Outlines engagement to date to explain with whom we have engaged so far on the Project and how we have listened to their feedback, analysed it and communicated it back to them.

Supporting Information:

- Appendix A Proposed Scheme Designs
- Appendix B Stakeholder Consultation List
- Appendix C Engagement Communications 'ESCC Email Template'
- Appendix D Engagement Communications 'Stakeholder Responses'
- Appendix E Amended Scheme Designs, following Stakeholder Feedback

1



1.3 Project Summary

East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) in conjunction with Rother District Council (RDC), to undertake a series of drawings which in turn would enhance the existing public realm as well as improve the current traffic management within the London Road area of Bexhill.

London Road (A269) acts as an important gateway for those visiting, running businesses and living in the town, the function and appearance of this area is considered crucial for the future vibrancy and commercial success of the town centre.

A successful public realm provides safe spaces for people to meet, encouraging people to come into the town more often and spend more time there. The proposals outlined in this consultation aim to create an inviting and safe environment, attracting more visitors to the town centre and facilitating economic growth.

Figure 1.1 displays the overall location of the study area and the surrounding highway network.

Figure 1.1 Study Area



The design proposals are described below with two options for Town Hall Square and one design option each for the Buckhurst Place/Sackville Road junction and the London Road/Beeching Road junction:

Town Hall Square

Improvement of the quality of the public realm around the Town Hall, making it more functional, financially maintainable and aesthetically pleasing. Two design options are proposed for this area;

- Option A consists of the removal of the current gyratory system around Memorial Gardens and provides a new priority junction in order to create a larger and enhanced public space. The footways will be resurfaced with a consistent red tarmac material (as used elsewhere in the town), additional pedestrian crossing facilities will be provided on Buckhurst Place and the landscaping of the gardens will be enhanced. Vehicle access to the Town Hall car park will be retained. However, it should be noted that in order to implement this design a reduction in both taxi and general parking facilities will be required.
- Option B consists of the retainment of the current gyratory arrangement with the
 introduction of a new zebra crossing at the southern end of London Road. This is
 currently proposed as a raised zebra crossing to help reduce speeds, however, it
 could be implemented as a standard zebra crossing. Kerb works around the
 junctions will help to slow down traffic and reduced crossing distances will allow
 pedestrians to cross more safely.

In addition, the gardens will benefit from enhanced landscaping helping to improve the public realm. The bus stops will remain in their current positions and be upgraded, and cycle parking facilities will be provided. All 7 taxi spaces will remain as part of this design option, and 24 general parking spaces will be provided. This is an overall reduction of approximately 10 spaces.

Beeching Road/London Road Junction

This concept design looks to provide a mini-roundabout arrangement at the existing junction in order to improve traffic management and the current issues of queuing traffic that has established itself along London Road onto the junction with A259.

In addition to this main design change, the proposed highway layout includes improving the pedestrian crossing point located across Beeching Road, resurfacing footways in a red tarmac material (as used elsewhere in the town) and including a red 'gateway' surfacing material on the carriageway in London Road.

Buckhurst Place/Sackville Road Junction

The proposed design option incorporates a mini roundabout arrangement at Buckhurst Place/Sackville Road junction in order to improve the traffic management arrangements in this location. The footways on both sides of the road under Sackville Road bridge are proposed to be permanently widened and resurfaced with a red tarmac material (as used elsewhere in the town) and the guard-railing removed.

The junction of Windsor Road is to be squared up by introducing a kerb build-out on the eastern side and an informal crossing point introduced. A new informal crossing is also proposed in Terminus Road. The existing pedestrian guard-railing and pedestrian deterrent paving will also be removed and the whole area will be resurfaced with a consistent red tarmac footway material, improving the public realm. Cycle parking stands are also proposed in this location.



Stakeholder Engagement Process

2.0 Methodology

The main focus of stakeholder engagement for this Project was to

- Give stakeholders an understanding of how the feasibility study for each design option has been developed (a stakeholder contact list is included within Appendix B of this TN.
- Give stakeholders the chance to provide feedback on the design option
- Review all feedback received and explain how this was taken into consideration for the final design.

2.1 Feedback Analysis

On 28th July 2021, an invitation was issued to key stakeholders, asking them to provide feedback in the form of written representations on the four proposed design schemes. Organisations were asked to respond to an identified project mailbox by Friday 27th August 2021.

A copy of this written communication is included for reference within **Appendix C** with the responses received also being provided within **Appendix D**. All of the responses were documented and allocated a reference number.

The project team then sorted through all representations to highlight the key themes and provided these to the subjectmatter experts who would be responsible for analysing the issues in more detail. It should be noted that due to a lack of responses from the initial email correspondence, a secondary email was issued to some of the outstanding recipient's again asking for stakeholder feedback by the above mention deadline.

Stakeholder Feedback Responses

3.0 Feedback Received

The Project Team sent requests for written representations to 44 organisations as well as a handful of Rother Councillors that operate within the Bexhill ward. The invitations were sent to organisations within the Stakeholder Reference Group, a list that was provided by ESCC.

It should be noted however that from the 44 organisations contacted only 20 sent submissions back to the project team, thus calculating a response rate of only 45%. As mentioned previously, a copy of the written responses has also been included for further reference and is attached within **Appendix D** of this Technical Note. The below **Table 1.1** has illustrated if that individual stakeholder was either in support of the proposed scheme or was opposed.

Table 1.1.

Expression of Interest – Town Hall Square – Removal of the Gyratory System (Scheme A)

Support/Oppose	Frequency	% of total responses
Strongly support or support	8	40%
Neither support nor oppose	8	40%
Strongly oppose or oppose	4	20%
Total	20	100%

Table 1.1 above depicts the number of responses who expressed a preference for the proposed Town Hall Square design (Scheme A). As **Table 1.1** above has identified, eight out of the nineteen respondents were in support of the scheme, while seven respondents neither supporting nor opposing the scheme at the same time. This was due to the comments received from the respondents that suggested that there were a number of both risks and merits for both design options, as discussed in subsection 3.2 of this TN.

However, it should be noted that four respondents opposed Scheme A by strongly supporting Scheme B (the mini roundabout arrangement). These responses were received by such organisations as, Surrey and Sussex Police, Paul Courtel (Rother District Councillor for Bexhill Central), Neil Maguire (Senior Passenger Technical Officer), Stuart Hardie (Managing Director of the Bexhill Community Bus Service), Dimitri Bridgland (Network Planning Manager of Stagecoach South East) and ESCC Road Safety Team.

In order to receive further feedback from Stakeholders an extension to for responses this TN was undertaken on the 16th September 2021, thus giving a further 20 days to receive any late replies from Stakeholders, however only one further corresponding email was received.

The project team received a wealth of detailed comments within the feedback which has been helpful in identifying the overall attitude from stakeholders as well as issues of importance. A brief outline of all the received feedback involving issues/concerns have been provided for each of the scheme designs below, with an ESH design response underneath in blue.

Town Hall Square

Option A - Removal of gyratory system around Memorial Gardens

Issues/Concerns

- Traffic management during peak times the proposal will cause congestion.
- ESH Response A detailed series of traffic models and microsimulations using the software PTV Vissim (which is a multi-modal traffic flow simulation programme) has identified that network operates within capacity in all identified peak hours.
- The increase in static traffic would increase Rother Council's carbon footprint.
- ESH Response As mentioned above, both congestion and static traffic will be kept to a minimum. The PTV Vissim output files show that the design option put forward will operate sufficiently within all network peaks. In addition, as part of the design stage an Environmental Impact Assessment (EIA) will be produced. This assessment will look at the likely significant environmental effects arising from a proposed development in a systematic way. It ensures that the environmental implications of decisions on development proposals are taken into account before the decisions are made. Additional traffic modelling will be undertaken post the pandemic (COVID-19) in order to see how traffic patterns have changed and if traffic and active travel flows have been reduced as result.
- The loss of parking spaces in the area would result in more traffic circulating to find a space.
- ESH Response This design option looks at proposing a total of around 17 general parking bays, therefore there will be a loss of around 17 parking spaces (50%). In addition, signage will be provided in order to promote the Wainwright Road Car Park which is located roughly 370 meters away. A distance that is in accordance with DfT guidance as a 400-meter distance is defined as 'walkable', thus being about a five-minute walk for most people. The guidance also states that "more important destinations, such as train stations or major centres, may serve a wider walkable catchment". In addition to the above the recent introduction of civil parking enforcement (CPE) within the area has enhanced the level of parking enforcement, which in turn will help improve 'turnover' of short-term parking spaces.



- A reduction in taxi spaces is not acceptable.
- ESH Response The proposed arrangement includes provision for 3 taxi bays, therefore a reduction of up to 4 spaces will occur as result of this proposed design option. Taxis by law are allowed to pick up or drop off on single and double yellow lines, in places where loading is not allowed (shown by the markings on the kerb) in parking bays and in bus lanes, therefore this reduction is not considered significant given the overall improvements to the area as part due to this scheme.
- How will 'Loading & Unloading' be achieved at the western side of Town Hall Square
- ESH Response At present London Road doesn't have any designated 'loading bays' hence loading is currently undertaken via the double yellow line adjacent to the Town House Pub. Following comments from Stakeholders, this drawing has now been updated and includes a designated loading bay adjacent to the Town Hall Public House.
- How will construction be implemented, i.e., traffic diversions
- ESH Response Currently the scheme is within the feasibility/preliminarily stage.
 The logistics regarding construction will be undertaken towards that of later stages of the design process. However, a Construction Traffic Management Plan (CTMP) will be prepared in advance to identify any potential risks regarding construction traffic generated by the site and construction operations that may impact upon the public highway.
- The current landscaping is dated, will there be engagement with the public regarding the type of planting, tress, etc. Will the water features be restored?
- ESH Response As mentioned previously, East Sussex Highways are currently still
 within the earlier stages of the overall development process. However, a number of
 discussions have already taken place with Rother District Council (RDC) Parks
 Development Officer, RDC Conservation Officer and ESCC Landscape Architect with
 regard to the type of landscaping that should be implemented. The plan illustrates the
 proposed planting and its specific location, and this planting scheme will also be
 provided as part of the public consultation.
- Who will be responsible for the maintenance of the future gardens/landscaping?
 ESH Response All future gardens/landscaping will be undertaken by Rother District Council.
- Widening the pavement opposite the Town Hall entrance will force the bus stop outwards towards the centre of the road. Overtaking vehicles will therefore be forced into the path of opposing traffic.
- ESH Response As part of the feasibility design process a number of specific checks/tests are required. One such method, involves using a software programme called AutoTrack, this is a vehicle 'swept path' analysis program used for analysing the movements of wheeled vehicles including cars, buses and large vehicles (HGV's) within the redesign layout. A revised series of 'swept paths' for the layout have now been undertaken with a range of different vehicles all of which have demonstrated that vehicles the minimum distance between an HGV and a car is 0.630m. Therefore, the provided 'gap' is sufficient to allow vehicles to passing each other safely within the revised layout.

 Locating the Town Hall exit near to the j/w London road means that vehicles exiting the Town Hall, may be in conflict and unsighted with vehicles turning left into Amhurst Road.

ESH Response – As mentioned previously, all design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.

Rule 243 of the Highway Code states you must not park opposite or within 10 metres (32 feet) of a junction, this is also enforced by a series of double yellow lines on Amhurst Road which in turn gives adequate sightlines and visibility to all users.

 Why is the bus stop outside the Town Hall now been moved? This will now result in longer distance to / from the local shops, including Sainsbury's.

ESH Response – In order to incorporate this level of public realm improvements to an area with limited/fix space a number of existing features will have to be relocated accordingly. Firstly, the revised westbound bus stop which has been relocated onto London Road is now positioned an additional 112 meters from its current location which is the equivalent walking time of around 1.41 minutes. The revised bus stop situated on Buckhurst Road is located 144 meters to that of the Sainsburys entrance which is in accordance with the DfT Inclusive Mobility guidelines which states "In residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres from their home". However, research that shows that for disabled people, bus use falls off sharply if the distance is more than 200 metres (250 metres for able-bodied people). Therefore, in terms of required distance the revised bus stops are deemed acceptable.

- Consideration should be given to a bus lane across the north of the extended green space, close to the current line of the Town Hall Square bus route.
- ESH Response A bus only route being located to the north of the gyratory would not be practical for a number of specific reasons, such as the negative impact this would cause to the proposed public realm space as well the highway safety implications of certain drivers using it as a potential cut through.
- The existing bus stop, located directly outside the town hall, is used by coaches for the London pick up and drop off. These coaches tend to be waiting for longer than is permitted by a standard clearway restriction. Is there adequate forward visibility at the proposed location (to the east of Amherst Road) to facilitate safe overtakes of these stationary vehicles and would they in any way impede on the sight lines exiting Amherst Road?
- ESH Response A response from John Stockdale (Planning Manager for National Express) has confirmed that Service 023 does indeed use the existing gyratory outside the Rother District offices to manoeuvre. But went onto to state that should the gyratory be removed, then Service 023 could alternatively approach via Beeching Road and Terminus Road, serve the bus stop on the west side of Memorial Gardens and then depart via London Road.

National Express have also confirmed that an alternative location would be that of the Marina outside the De La Warr Pavilion. It was also confirmed by National Express that "Bexhill has a good network of roads and I'm sure a suitable coach stop can be found if the previous stop was no longer available".

 The drawing annotation indicates a zebra crossing south west of Station Road, however there appears to be spacing to the east of the crossing which would suggest there is an intention to provide a parallel crossing here? If that is the case, is the intention to make the footways shared?



- ESH Response No parallel crossing will be provided. Unfortunately, a 'layer' issue has occurred on the drawing, thus the appearance of the spacing to the east of the crossing. This has now been rectified and the drawing updated accordingly.
- Is the entrance to the town hall intentionally designed to restrict right turns in? Will this be signed/ a formal TRO to support? If any large vehicles attempt this turn, the likelihood is that they will overrun the pedestrian areas.
- ESH Response No, the entrance to the town hall will not be restricted from right turners from London Road. A formal TRO will be required in addition to this a sign will also be positioned stating that stating that 'access only' will be for the town hall. The carpark itself will operate via a one-way approach with vehicles exiting onto Amherst Road. It should also be noted that a swept path assessment using that of an FTA 7.5t Rigid Vehicle (7.1m) has been tested that demonstrates that large vehicles can make the desired turning manoeuvre safety into the town hall carpark.
- Drivers may have difficulty in turning right out of London Road, as they will now need to be mindful of two approach lanes and the potential for buses (when present) pulling away from the stop located opposite. Vehicles in the nearside lane moving into the offside lane to pass a stationary bus ahead may not be mindful of also looking to the right for vehicles turning right out of London Road. There is a potential for conflict between taxis exiting the marked bays and drivers pulling away from the crossing. A driver is presented with an overload of potential hazards (between the two crossings) within a short length of road space. This may lead to mistakes being made.
- ESH Response All design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.

In addition, the above, a series of further RSA audits will also be undertaken as part of the Detailed Design process.

Support/Agreement

- The proposed zebra crossing between Sainsbury and the extended gardens
- Real Time Passenger Information being made to the wider public
- The scheme will enhance Rother District Councils plans for a new Town Hall and new office space
- Wainwright Road Car Park can be promoted to absorb the loss of car parking spaces in Town Hall Square

Option B - Retainment of the current gyratory arrangement with the introduction of a new zebra crossing at the southern end of London Road

Issues/Concerns

- Traffic management during peak times the proposal will cause congestion.
- ESH Response As mentioned previously a series of traffic models have been built and tested, the results of which have demonstrated that traffic congestion would not

occur within peak travelling times and further modelling can be undertaken if required for the post pandemic environment.

- You can't have a bus stop on London Road immediately adjacent to the new zebra crossing. Bus stops should ideally be located on the trailing side of crossings; not the leading side.
- ESH Response A number of areas with the country provide bus stops immediately
 adjacent to a zebra crossing, therefore this proposed scheme is not something
 bespoke, many areas within London broughs have such a layout. In addition, the
 design itself has been audited by an independent road safety officer and will be
 subject to a number of further safety/design audits as part of the overall design
 process before being constructed.
- The road widths look very wide, can there be scope to increase the landscaping within the middle of Memorial Gardens.
- ESH Response Unfortunately space has been dictated by highway design guidance and analysis, which has also included significant widening to the footway areas. Therefore, further improvement to land intake as part of the Memorial Garden will not be investigated further.
- Opportunity missed to provide improvements for pedestrians on the south side of memorial roundabout. Pedestrians, exiting the gardens, still have to complete their crossing movement (towards Sainsburys) in two movements. The first crossing manoeuvre from the gardens to the central island being particularly difficult, as drivers round the memorial relatively quickly and do not necessarily signal their intentions (as it is a continuation of the road). Pedestrians have to look over their shoulder 180 degrees to make a judgement and react quickly during busy times. The width of the carriageway here is also over 6.5 metres. Given the demographics of this area (high percentage of elderly residents) there is an increased risk for conflict.
- ESH Response The above-mentioned crossing has been designed using that of DfT Local Transport Note 1/95 "The Assessment of Pedestrian Crossing'. In addition to the design guidance used, the design has also been audited by an independent Road Safety Team to which all design matters were addressed before going to Stakeholder Engagement.

In addition to the above, there is already an existing crossing present, though informal. As part of this Option B design, ESH have implemented tactile paving at this location thus helping those pedestrians who are vision impaired have a better place to navigate across.

Subject to the results and feedback received as part of the consultation with the general public, a pedestrian crossing can indeed be investigated. However, it should be noted that any form of introduction involving a pedestrian crossing arrangement would unfortunately have a further reduction in both general parking spaces and taxi bay provision.

Support/Agreement

- The approach from Station road into Buckhurst Place retains the give way lines which will moderate speeds on the approach to the gyratory system
- The taxi ranks are maintained to the potential benefit of those without access to vehicles, including those using the local facilities with mobility issues
- Retaining the bus stops outside the town hall, is a far safer option than relocating it onto London Road, consequently reducing the parking outside the nursery and potentially causing congestion on London Road.
- Retaining the exit from the town hall on London Road is far safer than that proposed in Option A.



- Option B will minimise the reduction in parking spaces and consequently the potential increase in inappropriate parking elsewhere.
- Additional pavement space would be a preference, as to reduce conflict with other passengers. We would prefer this instead of widening the footpath on the opposite east side of London Road.

Beeching Road/London Road Junction - Mini-roundabout Design Option

Issues/Concerns

- Will the mini-roundabout proposal improve traffic flow? The northern end of London Road is currently difficult to achieve, especially during the peak hours which results in delaying the traffic flow from Combe Valley Way.
- ESH Response The proposed design option has been modelled using a number of specific junction testing programmes. The results of which have demonstrated that the proposed layout will provide less congestion and improve vehicle movability at the London Road junction with Beeching Road.
- The incorporation of a right turn from London Road on to the A259 King Offa Way is a sensible proposal, however has a dialogue been open with Highways England?
- ESH Response Dialogue with Highways England (now known as National Highways) has been ongoing as part of the design/modelling process. In March 2021 National Highways approved the modelling work which confirmed that the A259 King Offa Way would not see additional congestion/traffic flow as result of the proposed mini-roundabout option.
- Can any landscaping be incorporated i.e.; some tree planting would help to soften the hard landscape of the area and mitigate pollution.
- ESH Response As part of the overall design process, ESH liaised with National Highways (formerly known as Highways England) regarding a number of parcels of land that fall outside of ESH road network/boundary, these landscaping options are currently ongoing.

It should also be noted that RDC are currently embarking on the Bexhill i-Tree study and a tree planting strategy. This is where a number of local volunteers surveying 200 plots generated randomly across the Bexhill urban area (150) and Combe valley Countryside Park (50), with a further 100 plots being located around the urban fringe of Bexhill. The project is supported internally by Environmental Health leading on air quality mitigation, Neighbourhood Services who look after trees in the Council's parks and open spaces, and Planning that will used the results of the study to inform the Local Plan review, allowing to set tree canopy targets for new developments.

In addition to the above, RDC is one of several partners working with Trees for Cities on the Forgotten Places project. This is where 55,000 trees will be planted across 83 locations in 7 coastal towns and cities, with Bexhill on Sea forming part of that planting programme. This is to celebrate the Queen's Green Canopy and will be delivered through community tree planting events designed to green and revitalise forgotten coastal urban areas, engage local communities with nature and inspire a new generation to plant and protect urban trees

 Why hasn't the scheme been extended to include the public realm bus stop arrangements nearby?

- ESH Response The inclusion of upgrading the current footway surface near both bus stops on London Road, could form part of the study area if budget allows.
- The northbound bus shelter should be replaced with a design consistent with the new shelters in the Town Hall scheme area.
- ESH Response This can be investigated during the detailed design stage if budget allows.
- Seating and raised kerbs need to be provided, along with real time information signs, new bus stop poles and refreshing of the bus stop clearway markings.
- ESH Response All proposed bus stops associated with the design works will be 'upgraded' to comply with that of the Accessible Travel Policy (ATP) and East Sussex Design Guidance.
- Drivers turning right into Beeching Road will be positioned about two car lengths back from where they currently sit while waiting to turn. This may lead to blocking back at the signals on the main road. It is appreciated that (unlike now) northbound drivers on London Road will be required to give way to these right turning vehicles, which resolve this concern (it is noted that the predominant manoeuvre out of Beeching Road is a left turn, therefore vehicles turning right into Beeching Road are likely to have rare cause to give way to their right). We trust that National Highways (formally Highways England) are included in this consultation and that the relevant modelling has been undertaken on the proposed arrangement?
- ESH Response As mentioned previously all design options have been modelled with their results proving favourable in all scenarios tested. In addition to this in March 2021 National Highways approved all the design options and modelling work.

<u>Buckhurst Place/Sackville Road Junction - Mini-roundabout Design Option</u>

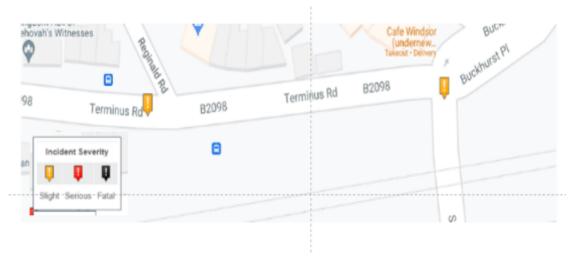
Issues/Concerns

- Can the scheme not include a pedestrian crossing on Terminus Road to enable pedestrians who want to access Wainwright Road Car Park a safer crossing route?
- ESH Highways The scheme itself comprised of a brief from ESCC and RDC that looked at improving the current public realm, refining traffic circulation and improving pedestrian safety along Sackville Road, especially underneath the railway bridge given the very narrow footway widths. The proposed scheme does incorporate a set of dropped kerbs at both Terminus Road and Windsor Road therefore improving the main pedestrian desire line to the town centre and the railway station.
 - Nevertheless, should further funding become available and if a crossing route is deemed warranted in terms of number of people crossing or pedestrian safety then a study could be commissioned.

It should be noted that the Personal Injury Collision (PIC) record shows one slight accident being recorded within the last five years (2015-2020) which did not involve a pedestrian as Figure 1 overleaf illustrates.



Figure 1 – Accident Location Plan (2020-2015)



- Can a reduction in signage be investigated?
- ESH Highways This can be investigated during the detailed design stage.
- Can the mini roundabout have a raised profile to deter approaching vehicle speeds?
- ESH Highways As part of the overall study process, Personal Injury Collision data and vehicle speed data was collected during feasibility stage of the project.

To determine if there is an existing problem of vehicles exceeding the speed limit, a traffic speed survey was commissioned and undertaken by ESCC between Wednesday 13th June till Saturday 23rd June 2018. The survey was conducted using technical guidance of DMRB TA 22/81 'Vehicle Speed Measurement on All Purpose Roads'. Table 1 below indicates the results that were collected opposite No. 43 on Terminus road.

Table 1 - Recorded Speed (Mph)

Network	Network Link (Direction)	Recorded Speed (Mph)		
	(Direction)	Designated Speed Limit	85th Percentile Speed (Mph)	Mean Speed (Mph)
Terminus Road (By No.43)	Westbound	30mph	33	28
	Eastbound	30mph	35	30

From the datasets collected, the mean vehicle speed was found to be in accordance with that of the 'Mean Speed'. It should be noted that term "mean speed' is a statistical reference and to avoid being over technical, the term "average speed" is used instead. Hence, it is safe to say that the study area does not suffer from high vehicle speeds and as a result the current configuration put forward is therefore sufficient.

- Why have these improvements not been extended to include the public realm of the bus stop stops to the west of the junction in Terminus Road?
- ESH Highways Terminus Road was not part of the commissioned study area. However, should further funding become available then a study could be commissioned in the future if warranted.
- A new bus shelter and seating should be incorporated south side of Terminus Road, therefore replace the current brick one.

- ESH Highways Terminus Road was not part of the commissioned study area.
 However, should further funding become available then a study could be commissioned in the future if warranted.
- Why hasn't the provision of a new bus shelter and seating been incorporated on the north side of Terminus Road, which is likely to be used by far more waiting passengers.
- ESH Highways Terminus Road was not part of the commissioned study area.
 However, should further funding become available then a study could be commissioned in the future if warranted.
- Removal of the existing guard rail to the south eastern and northern corners of the
 junction will likely encourage inappropriate crossing movements across the mini
 roundabout. Pedestrians will likely utilise the central island on Buckhurst Place arm to
 cross north to south- currently intentionally restricted (using anti-pedestrian paving
 and guard rail).
- ESH Highways The existing guard railing has been reinstated, however only on that of the south-eastern site. This is required in order to support and deter pedestrians from crossing at this location. A further review can also be undertaken after the public consultation stage.
- The guard rail on the east side of Sackville Road is intentional to restrict crossing movements under the bridge where inter-visibility is restricted. Risk to pedestrians would be increased with the mini-roundabout facilitating improved free-flow of traffic.
- ESH Highways The guard railing north of Sackville Road has now been retained.

4.0 Next Steps

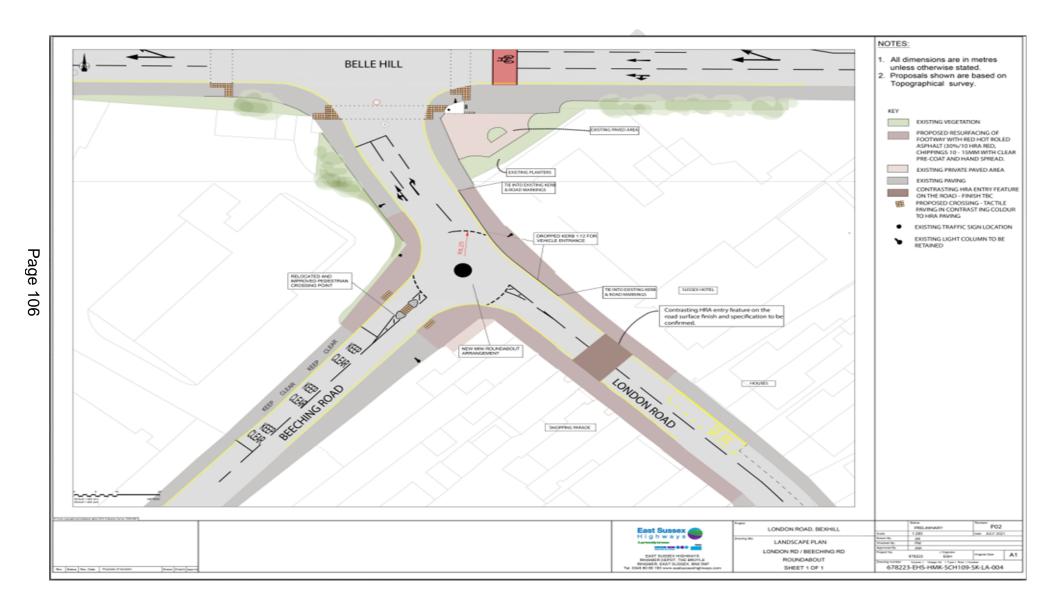
This report provides a detailed analysis of the feedback received during the stakeholder engagement. The next step will be sharing the design proposal to the general public via consultation later during the year. This report however will be circulated to the project and design teams in order to inform the detailed design and further planning stages of the scheme

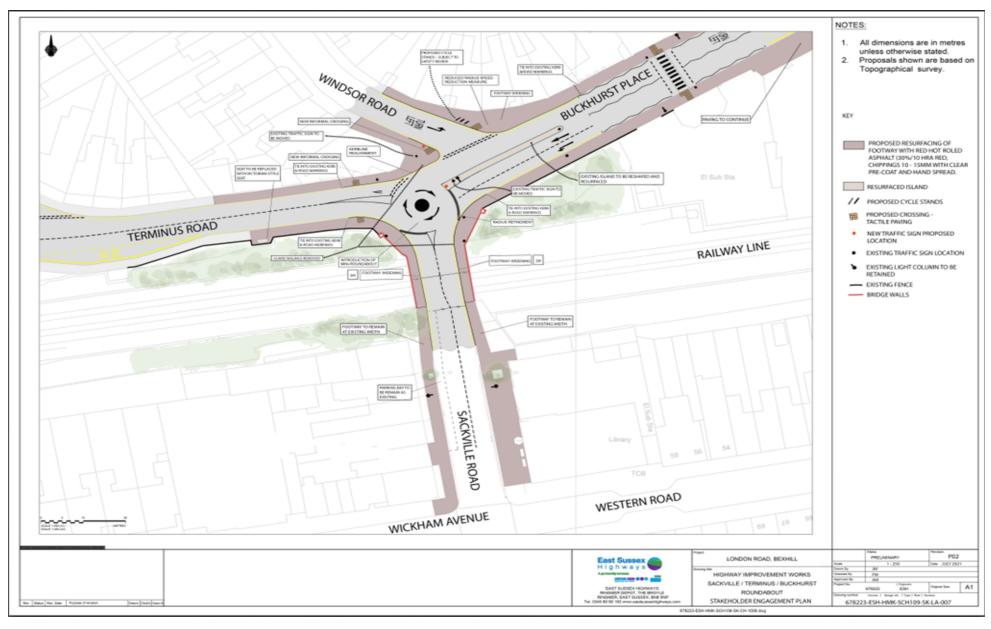
Appendices

Appendix A

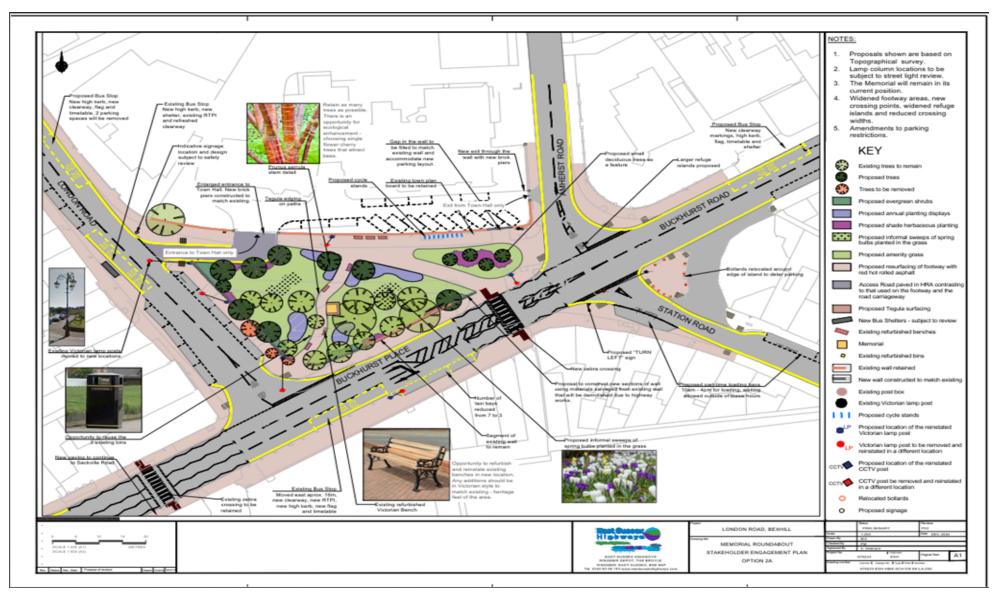
Proposed Design Schemes

MEMORANDUM



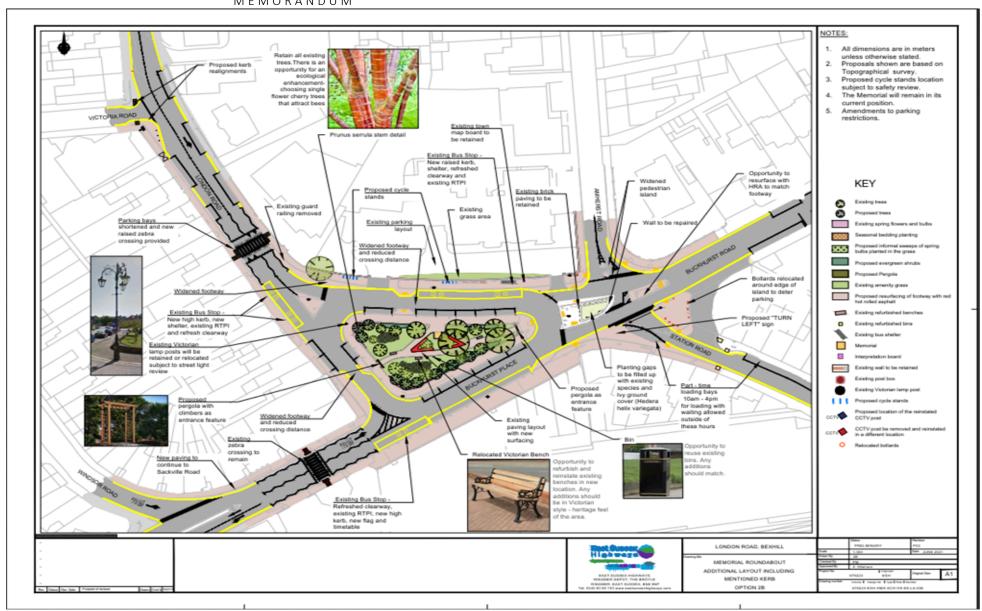








MEMORANDUM



Appendix B

Stakeholder Consultation List

Stakeholder	Contact Details	To include as part of Statutory Consultation Process
ESCC Departments		
Road Safety Team	<u>Traffic.Safety@eastsussex.gov.uk</u>	Yes
Passenger transport group	publictransport.pts@eastsussex.gov.uk	Yes
Parking Team	Parking.escc@eastsussex.gov.uk	Yes
Transport Development Control Asset Management	DevelopmentControl.Transport@eastsussex.gov.uk Contracts.ManagementGroup@eastsussex.gov.uk	Yes Yes
County Ecologist	kate.cole@eastsussex.gov.uk	Yes
County Archaeologist	County.Archaeology@eastsussex.gov.uk	Yes
County Arboriculturist	james.newmarch@eastsussex.gov.uk	Yes
Landscape Group	virginia.pullan@eastsussex.gov.uk	Yes
Planning Team	Development.Control@eastsussex.gov.uk	Yes
County Councilors	Used link: https://democracy.eastsussex.gov.uk/mgMemberIndex.aspx?bcr=1	Yes
District and Boroughs		
Bexhill & Rother District Council	cllr.charles.clark@eastsussex.gov.uk	Yes, to all
	cllr.keith.glazier@eastsussex.gov.uk	
	cllr.eleanor.kirby-green@rother.gov.uk	
	irhollidge@icloud.com	
	paul4northernrother@gmail.com	
	cllr.Nuala.Geary@eastsussex.gov.uk	
	cllr.Abul.Azad@eastsussex.gov.uk	
Rother District Council Officers		
Conservation Officer	Diane.Russell@rother.gov.uk	Yes
Rother Transport Action Group	Marie.Kennedy@rother.gov.uk	Yes
Rother Parks Development Officer	Rebecca.Owen@rother.gov.uk	Yes
Head of Service – Acquisitions, Transformation, and Regeneration	Ben.hook@rother.gov.uk	Yes
Environmental Health - Licensing	catherine.beaumont@rother.gov.uk	Yes
Towns and Parish Counci	ls	
Town & Parish councils	Bexhill Town Council - <u>Bexhillclerk@gmail.com</u>	Yes
Other Authorities		
Highways England	Peter.phillips@highwaysengland.co.uk Peter Phillips – Route Sponsor for East Sussex	Yes
	John.Farnaby@highwaysengland.co.uk	Yes
Network Rail	Mike.smith5@networkrail.co.uk Mike Smith - Head of Strategic Planning, South East Route	Yes
Train Operating Companies		
South East	Nina.Peak@southeasternrailway.co.uk	Yes
South East	ivinali cak@30atricasterni ariway.co.uk	1.02



Southern	Yvonne.leslie@gtarailway.co.uk and/or paul.best@gtarailway.co.uk	Yes
Environment Agency	enquiries@environment-agency.gov.uk	
South Downs National Park	planning@southdowns.gov.uk	
	Allison Thorpe Allison.Thorpe@southdowns.gov.uk	
Historic England	Liz.Pollard@HistoricEngland.org.uk	Yes
3	Louise.Forsyth@HistoricEngland.org.uk	
Fun augus par Comissos		
Emergency Services		
East Sussex Fire and Rescue		
Borough Commander for Rother	Simon.neill@esfrs.org	Yes
Borough Commander for Wealden &	Pup.upton@esfrs.org	
Eastbourne		
Borough Commander for Brighton &	Nigel.Cusack@esfrs.org	
Hove and Lewes		
Police	Christopher.Cannon@surrey.pnn.police.uk	Yes
South East Coast Ambulance Service		
Lewes and City of Brighton areas	tim.fellows@secamb.nhs.uk	
Eastbourne, Wealden (Inc.	Nicole.barrow@secamb.nhs.uk	Yes
Newhaven), Hastings, Rother		
Road User Groups		
Bus companies	Used link to ESCC website	Yes
	https://www.eastsussex.gov.uk/roadsandtransport/public/buses/routes/	
Stagecoach (for east Sussex)	Dimitri Bridgland, Business Development Officer	Yes
	dimitri.bridgland@stagecoachbus.com	
	Krystian Kaczala, Operations Manager	
	krystian.kaczala@stagecoachbus.com	Yes
Stagecoach (for Eastbourne)	Sarah.Dyer@stagecoachbus.com Operations Manager	
Renown Coaches	christian.harmer@btinternet.com	
iveriowii coacties	Christian Her @ stiffle free COIII	
Compass Travel (Sussex) Ltd	office@compass-travel.co.uk	
Bexhill Community Bus	info@bexhillcommunitybus.co.uk	Yes

Bexhill Hackney Carriage Association	ddsmithy@freeuk.com	Yes
	L.white@rha.uk.net	Yes
Road Haulage Association		
Freight Transport Association	traffic@fta.co.uk (Attn: Lucy Humphries)	Yes
Access and Cycle Groups		
Disability Groups	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Hastings and Rother	Hastings and Rother Disability Forum enquiries@hrdf.org.uk de_cham@hotmail.com	Yes Yes
Wealden	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Eastbourne and Lewes	Eastbourne Access Group (Chair Ian Westgate) devan.briggs@lewes-eastbourne.gov.uk	
	Age UK – <u>customerservices@ageukeastsussex.org.uk</u>	Yes, to all
	Bexhill Caring Community – <u>info@bexhillcaringcommunity.org</u>	
	Hastings and Rother Voluntary Action for the Blind (HRVAB) - hrvab@freeuk.com	
	Hastings & Bexhill Mencap – <u>hello@hastings-bexhill-mencap.org</u>	
	East Sussex Vision Support – info@eastsussexvisionsupport.org	
District Access Group		
Hastings Borough Council	Liaise with HBC	
Lewes District Council	Liaise with LDC	
Wealden District Council	Liaise with WDC	
Rother District Council	Debbie.Peters@rother.gov.uk	Yes
Eastbourne Borough Council	Devan Briggs, Corporate Development Support Officer devan.briggs@lewes- eastbourne.gov.uk	
Cycling & Walking Groups	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Hastings Area	Walking Groups	
	Hastings Ramblers: Mike Riley - <u>mike.134@btinternet.com</u>	
	Cycling Groups	
	Hastings Urban Bikes: Ian Sier iansier@yahoo.co.uk & Tim Godwin - tim@mkmd.co.uk	
	Hastings The Greenway Group: info@hastingsgreenway.org	
	Hastings Sustainable Transport Forum: Ian Sier iansier@yahoo.co.uk	
Bexhill Area	Walking Groups	
	As agreed with ESCC Client team through Comms Plan	
	Rother Ramblers: Bev Marks - <u>bevm@hollyblue.net</u>	Yes
	Cycling Groups	
	Bexhill Wheelers: johnking7twin@talktalk.net	Yes



		1
	1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk	Yes
Dathan Arra	Walking Crouns	
Rother Area	Walking Groups Rother Ramblers: Bev Marks - bevm@hollyblue.net	-
	Cycling Groups	
	1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk	-
	Sussex Greenways Group - Nick Hanna nick@nickhanna.co.uk	Yes
Eastbourne Area	Cycling	
	Bespoke: Paul Humphrey's - <u>paul0humphreys@gmail.com</u>	
	<u>Walking</u>	
	Afoot: ESCC Client team to confirm details	
Southern Wealden Area	Active Hailsham: Steve Wennington - steve.wennington@pro-eco.co.uk	
Lewes Area	Walking Groups	
Lewes / wed	Living Streets Lewes: ESCC Client team to confirm details	
	Cycling Groups	
	Cycle Lewes: Sheila O'Sullivan - <u>saosullivan1@icloud.com</u>	
Peacehaven/Newhaven/Seaford	Walking Groups	
Area	As agreed with ESCC Client team through Comms Plan	
	Cycling Groups Cycle Seahaven: Guy Reynolds - Guy@cycleseahaven.org.uk	
Statutory Undertakers		
Statutory undertakers	C2Stats@eastsussexhighways.com	
Other		
Schools	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Local businesses/shops	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Local Chamber of Commerce	info@bexhillchamber.co.uk	Yes
Federation of Small Businesses	alexandra.douglas@fsb.org.uk	Yes
Resident groups/associations	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Residents	Scheme specific – As agreed with ESCC Client team through Comms Plan	
	Bexhill Heritage Group – <u>info@bexhillheritage.org.uk</u>	Yes, to all
	Discover Bexhill – <u>bexhilltic@rother.gov.uk</u>	
	Bexhill Environment Group (BEG) – <u>bexhilleg@yahoo.com</u>	
		•

Appendix C

Engagement Communications - ESH Email



Subject: London Road, Bexhill – Traffic Management & Public Realm

Consultation

Attachments: 687223-ESH-HMK-SCH109-SK-LA-004.pdf; 687223-ESH-HMK-SCH109-

SK-LA-007.extended to Wickham Avenue.pdf; working doc A2 – PREFERED OPTION – stakeholder drawing – Layout 1.pdf; working

doc B2 PREFERED OPTION - additional layout that includes

mentioned kerb.pdf

Importance: High

Sensitivity: Confidential

Sensitivity: Confidential

Dear Sir or Madam,

I am contacting you on behalf of East Sussex Highways (ESH) and East Sussex County Council (ESCC) who are proposing several changes to the highway in order to create an attractive, welcoming and safe environment, drawing more visitors to the town centre and facilitating economic growth.

The overarching vision is to enhance a key approach to Bexhill Town Centre and the proposals include changes to Town Hall Square at the junction with London Road, the Beeching Road/London Road junction and the Buckhurst Place/Sackville Road junction.

The proposals will be subject to a public consultation, however before that, we are seeking your views.

The details of the proposed design options are located on the ESCC Citizen Space website under the link <u>https://consultation.eastsussex.gov.uk/economy-transport-environment/a02a9813</u>

Please note that these are draft plans, and this is a key stakeholder consultation, therefore we would appreciate you not sharing the link or any of the associated material. As illustrated on the drawings provided, you will see that we are proposing to:

- · Improve the quality of the public realm around the Town Hall, making it more functional, financially maintainable and aesthetically pleasing. Two design options are proposed for this area.
 - Option A is to remove the current gyratory system around the Memorial Gardens and create a priority junction in order to increase the public space and landscaping, as well as providing additional pedestrian crossing facilities along Buckhurst Place.
 - Option B is to retain the current gyratory arrangement and introduce kerb works to slow down traffic in the vicinity and allow pedestrians to cross more safely. The landscaping in the Gardens would be enhanced and an additional zebra crossing provided at the southern end of London Road.

- · Improve the traffic management arrangements, pedestrian facilities, and public realm at the Buckhurst Place/Sackville Road junction through the provision of a mini-roundabout, informal crossing points and realigned and resurfaced footways.
- Introduce a mini roundabout at the Beeching Road/London Road junction, improve the pedestrian crossing on Beeching Road and create a 'gateway' on London Road through coloured carriageway and footway surfacing.

The proposals also include bus stop upgrades, cycle parking and widened footways. It should be noted however that as a result of these changes a number of existing parking bays will be lost.

The scheme is being funded using Local Growth Fund (LGF) monies secured through the South East Local Enterprise Partnership (SELEP) together with Community Infrastructure Levy funding.

The feedback received through this stakeholder engagement process will be considered during the detailed design stage and will help with the refinement and development of the scheme.

We would welcome your views on any or all of these details by Wednesday 25th August 2021 you can email us at customer@eastsussexhighways.com.

If you would like to discuss this further with a member of the project team, please let us know and we would be happy to set up an online meeting to do so.

Kind Regards

Andy Mileham

Customer Contact Centre | East Sussex Highways

Tel: 0345 60 80 193 | Email: customer@eastsussexhighways.com |

Website: <u>www.eastsussexhighways.com</u>

Appendix D

Engagement Communications
Stakeholder Responses

From: Cannon, Christopher 12785 [christopher.cannon@surrey.pnn.police.uk]

Sent: 29/07/2021 14:34

To: customer@eastsussexhighways.com

Subject: RE: IN CONFIDENCE: London Road, Bexhill – Traffic Management & Public Realm

Consultation

Good afternoon.

Thank you for consulting with Sussex Police on these proposals.

Option A.

- Making Buckhurst Place wider, when approaching from the Station Road direction, and then in that widened section placing a pedestrian crossing may be problematic.
 Widening and removing the give way will facilitate higher speeds. That is not what needs to be done when placing a new zebra crossing.
- 2. I am concerned about taking the majority of the taxi spaces. Do you know how often taxis are utilised by the elderly, those without vehicles and those potentially disabled persons, who use taxis to get access to the town hall and the supermarket? Potentially depriving such people of access is something that needs to be considered, if not already done.
- 3. Without seeing the traffic flow figures, is this proposal likely to cause congestion at the new proposed T junction (junction with London Road and Buckhurst Place). Stacking traffic back to the pinch point created by the two nearly opposing bus stops in London road is undesirable.
- 4. Widening the pavement opposite the Town Hall entrance will force the bus stop outwards towards the centre of the road. Overtaking vehicles will therefore be forced into the path of opposing traffic. This may be problematic if buses remain at this location for a substantial period of time. In any case, locating bus stops opposite junctions or entrances is problematic.
- 5. Locating the Town Hall exit near to the j/w London road means that vehicles exiting the Town Hall, may be in conflict and unsighted with vehicles turning left into Amhurst Road.

Option B

From a road safety perspective, this is my preferred option.

- 1. The approach from Station road into Buckhurst place retains the give way lines which will moderate speeds on the approach to the gyratory system. Moderating speeds into a hazard will always be the preferred option.
- 2. The taxi ranks are maintained to the potential benefit of those without access to vehicles, including those using the local facilities with mobility issues.
- 3. Retaining the bus stops outside the town hall, is a far safer option than relocating it onto London Road, consequently reducing the parking outside the nursery and potentially causing congestion on London road. Congestion leads to impatience and poor decision making.
- 4. Retaining the exit from the town hall on London Road is far safer than that proposed in Option A.
- 5. This scheme seems to minimise the reduction in parking spaces and consequently the potential increase in inappropriate parking elsewhere.



6. The only minus point I can see is having a bus stop on London Road immediately adjacent to the new zebra crossing. Bus stops should ideally be located on the trailing side of crossings; not the leading side.

Those are my initial thoughts. Always happy to discuss.

Is it possible that I can be included in this consultation, as the scheme progresses.

Thank you

Chris Cannon

BSc (Hons) Social Sciences (Open), BSc (Open), Cert HSC (Open), Cert Mngt Care (Open).

Surrey and Sussex Police - Operations Command Road Safety and Traffic Management Team (Surrey- Strategic Road Network, Tandridge, Reigate and Banstead, Mole Valley,)

(Sussex -Rother, Lewes, Eastbourne, Hastings, Wealden)

Christopher.Cannon@surrey.pnn.police.uk

Mobile: 07967987390

Roads Policing Unit, Fosterdown, Godstone, Surrey, RH9 8BQ

www.surrey.police.uk

From: Virginia Pullan [virginia.pullan@eastsussex.gov.uk]

Sent: 20/08/2021 13:50

To: customer@eastsussexhighways.com

Subject: London Road, Bexhill - Traffic Management & Public Realm Consultation

Dear Andy,

Have the following comments on the consultation.

- Town Hall Square. I would support Option A over B as this would provide a high-quality area of public realm at the front of the town hall and would maximise the benefits for pedestrians. The hard and soft open spaces created would create a more sustainable and attractive offer than Option B.
- Buckhurst/ Sackville junction. I have no comments
- London Road / Beeching. If there is any space in the grass areas or pavements some tree planting would help to soften the hard landscape of the area and mitigate pollution.

Regards,

Virginia

Virginia Pullan
County Landscape Architect
Environment Team, Communities, Economy and Transport My working hours are
Tuesday to Friday
01273 482639 | 07786171433
eastsussex.gov.uk



From: David Beales [planning@bexhillheritage.org.uk]

Sent: 24/08/2021 12:13

To: customer@eastsussexhighways.com **Cc:** committee@bexhillheritage.org.uk

Subject: London Road, Town Hall Sq. Bexhill, Traffic Management & Public Realm consultation.

Good morning Mr Mileham,

I am advisor to Bexhill Heritage, you have consulted us on the draft scheme options, our response, agreed unanimously at a recent Committee meeting, is as follows. We wholeheartedly endorse Option A. It presents wonderful opportunity to improve townscape, public realm usability, pedestrian safety and a significant gateway announcement on the main approach to our town. It will help improve the economic prospects for the area.

We think Option B is very much an "also ran". I was asked to put before you the following points for your consideration - * The present garden though well-tended, looks dated. The cherry trees have never really thrived here, and their blossom period is brief. Now it is the time to review the whole existing and expanded garden area to explore how it might better serve as an outstanding civic space. Floorscape, new planting, walls, paths will all need a full design exercise, with good public engagement. The responsibility between Rother and ESCC for construction and maintenance should be clearly defined but should not be apparent " on the ground". * The Lane memorial, in remarkably good condition is ready for cleaning. We would like to see the water features restored.

*The mini roundabout at Sackville/Buckhurst Place needs a raised profile to deter approaching speedsters from passing through thoughtlessly or selfishly, to the detriment of safe passage for pedestrians and cyclists. *Would you please look carefully at pedestrian safety at the southern end of London Road? This has the potential to be hazardous. We look forward to further opportunities to help you refine the option, as you progress it. Thank you for consulting us.

David Beales BSc Dip T.P. (Planning Officer) Bexhill Heritage

planning@bexhillheritage.org.uk bexhillheritage.org.uk 01424 843585

c/o St. Barnabas Church, Sea Road, Bexhill-on-Sea, East Sussex TN40 1JG

Conservation, protection and improvement of the Bexhill built environment; caring for the past, present and future.

Bexhill Heritage is recognised as a charity by HM Revenue & Customs: EW83530

From: Cllr Christine Bayliss [cllr.christine.bayliss@rother.gov.uk]

Sent: 25/08/2021 09:43

To: customer@eastsussexhighways.com

Cc: cllr.paul.courtel@rother.gov.uk; ben.hook@rother.gov.uk

Subject: IN CONFIDENCE: London Road, Bexhill - Traffic Management & Public Realm Consultation

For the attention of Andy Mileham

I am responding to the consultation on plans to improve London Road. I am one of the local councillors and also the Chair of the Town Centre Steering Group which covers London Road.

My preference is to adopt Option A. The creation of an open and green space in front of the Town Hall will create new public facilities and make the current island more accessible to residents. You may know that RDC is about to submit plans to enhance the town hall with new offices and public enquiry facilities. Option A will mutually support and enhance both projects. Wainwright Road Car Park can be promoted to absorb the loss of car parking spaces in Town Hall Square.

In relation to the Buckhurst Place / Sackville Road junction - I support the proposals but would urge that these a prioritised within the plan so that the current pavement widening jungle of signage (Covid related) can be replaced within the next 12 months. They are a significant eyesore and are no longer needed. I would also request that if a mini roundabout is indeed incorporated into the plan that County consider installing a pedestrian crossing in Terminus Road to enable pedestrians who want to access Wainwright Road Car Park safer crossing route.

Beeching Road / London Road junction - I support the proposed mini roundabout.

Best Wishes

Cllr Christine Bayliss

Councillor Christine Bayliss

Bexhill Central Ward
Chair of Bexhill Town Centre Steering Group
01424 218250 / 07904 953255
Twitter @bayliss4rother
Facebook https://www.facebook.com/BexhillCampaigns/



From: James Newmarch [james.newmarch@eastsussex.gov.uk]

Sent: 02/08/2021 11:54

To: customer@eastsussexhighways.com

Subject: RE: IN CONFIDENCE: London Road, Bexhill – Traffic Management & Public Realm Consultation

Hi

Many thanks for the opportunity to comment.

My preference would be for option A in the area of the town hall. It is a much bolder option rather than option B which offers comparatively little change. My concerns would be around ongoing maintenance – presumably this would fall to Rother DC and do they have the necessary resources to maintain this area? In addition to the proposed bulb planting, could a wild flower mix be incorporated to provide succession and a longer seasonality to this aspect of the planting? And should a wider range of tree species be chosen to 'future-proof' the planting? It has been shown that reliance on one variety can be a problem if that variety is then subject to disease. I'm assuming there are no implications for highway maintenance.

I have no particular comments on the modifications to the road layouts proposed elsewhere, apart from to ask whether there is any opportunity for increased street tree planting in both areas? Both would benefit from additional trees if this were to be technically possible.

Happy to engage further if appropriate.

Many thanks

James

James Newmarch MSc CMLI | Senior Asset Engineer (Soft Estate) | Asset Management

Contracts Management | Communities, Economy & Transport Department

Tel: 01273 481838 | **Mob:** 07712 841433 | **Email:**

james.newmarch@eastsussex.gov.uk | Website: www.eastsussexhighways.com

Please note that I work three days a week, normally Monday, Tuesday and Wednesday

From: Neil Maguire < Neil.Maguire@eastsussex.gov.uk >

Sent: 03 September 2021 08:15

To: Deborah Parker < Deborah.Parker@eastsussex.gov.uk >

Subject: FW: IN CONFIDENCE: London Road, Bexhill – Traffic Management & Public

Realm Consultation

Hi Debbie

Thanks for chasing me on this.

I'd forgotten I had already asked for comment from Stagecoach when I was initially contacted for feedback at the end of the July. They gave me the response below.

I didn't contact Bexhill Community Bus (BCB) and I fear it is unlikely that we will be able to obtain their feedback in the necessary timescale due to their reliance on volunteers.

I will follow up with my comments later today, which will take into account BCB services. My comments will however be similar to Stagecoach's, but with emphasis on the requirements of the Government's national bus strategy.

Thanks again Neil

Neil Maguire

Senior Technical Officer Transport Hub

Mobile: 07966 103643 | Team: 01273 335080

Team email: passenger.transport@eastsussex.gov.uk

eastsussex.gov.uk







From: Dimitri Bridgland < Dimitri.Bridgland@stagecoachbus.com >

Sent: 03 August 2021 12:08

To: Neil Maguire < Neil.Maguire@eastsussex.gov.uk > **Cc:** John Pugh < John.Pugh@stagecoachbus.com >

Subject: Re: IN CONFIDENCE: London Road, Bexhill - Traffic Management & Public

Realm Consultation

Hi Neil,

The design where the road layout is effectively like-for-like compared with the current layout is something we can generally work with pending the finer detail. Initial thoughts on these benefits the traffic flow better than the other drawing. Could this be something to suggest air quality would be not as bad if traffic flow is not as congested?

Dare I say road widths on the one-way sections still look quite generous. Perhaps there is scope to 'fatten up' the green space in the middle?

The other drawing where the road immediately outside the Town Hall is closed off is a concern.

- Route 98 coming in from Sidley would suffer a time penalty.
 - It would have to join an expectedly busy junction entering Buckhurst Place.
 - The manoeuvre requires a sharper left 90-degree turn. This would be slower due to the expected queue and also having less space to enter Buckhurst Place.
 - Although the current arrangement requires southbound vehicles to give way, this is generally free flowing, typically with little time penalty and lighter steering wheel action.
- Where there is a bus stop directly outside the Town Hall, the plan shows the bus stop further north.
 - Most passengers alighting / boarding would have to walk a longer distance to / from the local shops, including Sainsbury's to the south of the area we're looking at.
 - To make bus travel as attractive as possible the bus stop should be placed more conveniently to where people go to. In this case the supermarket and local shops.
- Would it be feasible to place a bus lane across the north of the extended green space close to the current line of route?

Cheers.

Dimitri Bridgland

Network Planning Manager Stagecoach South East

T: 01227 828104

From: Bexhill Community Bus <info@bexhillcommunitybus.co.uk>

Sent: 07 September 2021 11:27

To: Deborah Parker < <u>Deborah.Parker@eastsussex.gov.uk</u> > **Subject:** Re: London Road highway proposals consultation

Deborah

Thanks for contacting me. I can confirm that I have already sent a response to this.

Our service uses this roundabout quite extensively in order to serve Sainsbury's. In addition, there is a large bus stop outside the Town Hall which we use to park the bus whilst our volunteers have a break. Other bus operators also use this as well.

We would object to this roadway being closed to traffic.

Thank You,

Stuart Hardie
Managing Director
Bexhill Community Bus

From: Deborah Parker

Sent: Monday, September 6, 2021 8:52 AM

To: info@bexhillcommunitybus.co.uk

Subject: London Road highway proposals consultation

Dear Sir/Madam,

I understand from my colleague Neil Maguire that a response has been sent on behalf of the Bexhill Community Bus regarding the highways proposals for the London Road area of Bexhill. Unfortunately, we do not appear to have received this. Would it be possible to re-send the comments via email to me today? Apologies for the short notice but I have only just learned that a response was sent.

Kind regards,

Deborah Parker

Project Manager, Strategic Economic Infrastructure Economic Development, Skills and Infrastructure Service Communities, Economy and Transport

01273 336685 | eastsussex.gov.uk

Please note I work three days per week - usually Monday, Tuesday and Thursday.







From: Bexhill-on-Sea Town Council

To: <customer@eastsussexhighways.com>

Subject: Response from Bexhill-on-Sea Town Council

Dear sirs,

Please find attached our response on the London Road proposals and the cycling.

TO CONSIDER STAKEHOLDER RESPONSE TO TRAFFIC MANAGEMENT AND PUBLIC REALM CONSULTATION

- Option A is to remove the current gyratory system around the Memorial Gardens and create a priority junction in order to increase the public space and landscaping, as well as providing additional pedestrian crossing facilities along Buckhurst Place.

Add zebra crossings on London Road/Station Road/Buckhurst Road.

Could be enhanced with removing car park outside the town hall and increasing park area, green wall at Sainsbury's.

Investigate resident parking bays in Sainsbury's car park.

- Option B is to retain the current gyratory arrangement and introduce kerb works to slow down traffic in the vicinity and allow pedestrians to cross more safely. The landscaping in the Gardens would be enhanced and an additional zebra crossing provided at the southern end of London Road.

Improve the traffic management arrangements, pedestrian facilities, and public realm at the Buckhurst Place/Sackville Road junction through the provision of a mini-roundabout, informal crossing points and realigned and resurfaced footways.

The council supports the roundabout. Need another crossing on Terminus Road to cope with footfall from Wainwright Road car park.

Introduce a mini roundabout at the Beeching Road/London Road junction, improve the pedestrian crossing on Beeching Road and create a 'gateway' on London Road through coloured carriageway and footway surfacing.

The council supports the roundabout. Re-open the public toilets in Sainsbury's. More trees along London Road.

The proposals also include bus stop upgrades, cycle parking and widened footways. It should be noted however that as a result of these changes a number of existing parking bays will be lost.

00151. TO CONSIDER RESPONSE TO SCH-0026 – BEXHILL CYCLING AND PEDESTRIAN ROUTE FEASIBILITY ALIGNMENT

Route (A) – This route runs between the existing seafront NCN2 cycle route, via Collington Station, to Bexhill Enterprise Park in Worsham. It is proposed that this route will connect to existing provision in Mount View Street via a new development in the North Bexhill Residential Development area. The route also passes through a proposed mixed-use development site off Down Road and interim measures are planned whilst this site is progressed.

Too disjointed, not utilised the existing paths. Needs to be a separation between cycles and vehicles.

Parking in the cycling lanes needs to be addressed first. Cooden cars parked in them.

Route (B) – This route runs between the existing NCN2 cycle route to Bexhill Station and connects to St Richard's Catholic College, ending at the Ravenside Retail and Leisure Park. (Please note that as part of this consultation we are unable to provide more detailed design drawings as a section of the route is currently at feasibility stage, however we would like to seek your early views on the proposed alignment. A separate consultation for Route (B) will be conducted at a later date when the full alignment has progressed to preliminary design stage.)

Support this route.

Regards,

Julie

Julie Miller

Town Clerk to Bexhill-on-Sea Town Council

07769 254176

You have received this email from Bexhill-on-Sea Council. The content of this email is confidential may be legally privileged and intended for the recipient specified in message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

Bexhill-on-Sea Town Council ensures that email security is a high priority. Therefore, we have put efforts into ensuring that the message is error and virus-free. Unfortunately, full security of the email cannot be ensured as, despite our efforts, the data included in emails could be infected, intercepted, or corrupted. Therefore, the recipient should check the email for threats with proper software, as the sender does not accept liability for any damage inflicted by viewing the content of this email.

Appendix E

Amended Scheme Designs - Stakeholder Feedback



Equality Impact Assessment

Name of the proposal, project or service

SCH:109 - London Road Corridor, Bexhill - Traffic Management & Public Realm

File ref:	SCH:109-EIA-0001	Issue No:	P02
Date of Issue:	07/01/21	Review date:	27/01/21

Contents

Part 1 – The Public Sector Equality Duty and Equality Impact Assessments (EIA	۱)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	
Part 4 – Assessment of impact	11
Part 5 – Conclusions and recommendations for decision makers	19
Part 6 – Equality impact assessment action plan	21

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

Equality Impact Assessment

misuse problems. [Carers at the Heart of 21st Century 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:

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.

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.

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.
- ElAs 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.

Equality Impact Assessment

- 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).

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 itself involved producing a feasibility design option for the London Road corridor and has focused upon the following key areas.

- London Road (A269) from the junction with A259 to Buckhurst Place (Town Hall Square).
- The Town Hall Square and
- Buckhurst Place between Town Hall Square and Sackville Road (railway arch)

The proposed design options have aimed to provide an improvement to movement and access for pedestrians, cyclists, public transport users, as well as overall traffic flow on the London Road corridor, which in turn links key residential areas of Bexhill with employment, retail and other trip attractors in Bexhill town centre.

A series of design options have been prepared and are included within **Appendix A** of this EIA.

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

East Sussex County Council (ESCC) and Rother District Council (RDC) previously undertook a traffic management and regenerative place-making study, which in turn identified a series of feasibility design options. These design options were then tested and developed using a series of modelling and engineering software.

As mentioned above, the scheme looks at improving a number of specific issues such as;

- Providing a clear and comprehensive vision to create a strengthened presence for London Road as a key gateway into Bexhill town centre in terms of its route way function and appearance;
- Improved traffic management / traffic flow, in particular at the northern end, around the A259 and Beeching Road junctions, and, at the southern end, at Town Hall Square and Sackville Road junctions;
- Better provision, accessibility and safety for non-motorised users, in particular in Buckhurst Place and
- Provide the Town Hall Square with a public realm that is functional, financially maintainable and aesthetically pleasing.

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

Andrew Mileham - Project Manager, Transport Planning, ESH

Alex Thompson - Project Manager, Strategic Economic Infrastructure ESCC

Jon Wheeler - Team Manager – Strategic Economic Infrastructure ESCC

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 scheme itself will benefit all users. All the schemes submitted look to provide safer routes to cross as well as look to improve the overall traffic management / traffic flow.

These design improvements will provide overall benefits for pedestrians through improved crossing facilities and widened footways, cyclists with cycle parking, bus users through upgraded stops.

The widened footways would provide further assistance to wheelchair users, thus allowing them to pass other pedestrians in areas where they previously couldn't. In addition, the proposed schemes will also provide raised kerbs at bus stops, allowing step free access onto local buses.

The designs illustrated within **Appendix A** of this EQIA look to strengthening London Road's role as a key gateway into the Bexhill town centre.

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

Rother District Council own, manage and maintain the Memorial Gardens area, with ESH leading the delivery of the proposals, with ESCC providing design support through ESH. ESH will be used to construct the submitted design options as presented within **Appendix A**.

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

Both ESCC and Rother Council are leading on the delivery of the proposal with ESCC providing design support through ESH. ESH will also be used to construct the proposals.

A copy of all the key stakeholders who were engaged with in preparing these documents can be found within **Appendix B** of this document.

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

The proposal is enhanced by the recently introduced Civil Parking Enforcement and Controlled Parking Zones. This can help to ensure better operation of time limited bays and reduce indiscriminate parking. Further changes to existing parking arrangements have also been proposed.

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

Bexhill town centre consists of public highway and, as such, there are no restrictions on who can access and use the roads. Memorial Gardens is also open to the public at all times, with the rest of the design options also located on the public highway.

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

Not Applicable.

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

Subject to ESCC Lead Member for Transport and Environment approval (currently programmed for 21st February 2022). ESH will progress with the detailed design of the scheme. Subject to consultation key stakeholder groups and the outcomes of the Stage 2 Road Safety Audit process, construction will look to commence from December 2022.

At this stage the construction programme has yet to be determined but it is anticipated that the overall scheme proposals will come into effect in April 2023.

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				
X	Service User Data		Contract/Supplier Monitoring Data		
X	Recent Local Consultations		Data from other agencies, e.g., Police, Health, Fire and Rescue Services, third sector		
	Complaints		Risk Assessments		
	Service User Surveys	X	Research Findings		
X	Census Data	X	East Sussex Demographics		
	Previous Equality Impact Assessments		National Reports		
	Other organisations Equality Impact Assessments	X	Any other evidence? Consultation report & feedback conducted by ESCC & RDC in November 2020.		

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

No complaints on discrimination have been received regarding this scheme.

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

In developing the proposed schemes, reference has been made to the following documents/guidance;

- DfT LTN 2/95 'The Design of Pedestrian Crossings'
- DMRB CD 116 'Geometric Design of Roundabouts'
- DfT 'Mini Roundabout Good Practice Guide'
- TfL 'Accessible Bus Stop Design Guidance'
- DfT 'Inclusive Mobility 'A Guide to Best Practice on Access to Pedestrian & Transport Infrastructure' and
- DfT 'Manual for Streets' and 'Manual for Streets 2'.

In addition to the above, the Stakeholder Engagement process was undertaken during the months of July and August 2021. ESH sent requests for written representations to 44 organisations as well as a handful of Rother Councillors that operate within the Bexhill ward. The invitations were sent to organisations within the

Equality Impact Assessment

Stakeholder Reference Group, a list that was provided by ESCC. It should be noted however that from the 44 organisations contacted only 20 sent submissions back to ESH, thus calculating a response rate of only 45%.

Following on from contacting local stakeholders, a consultation period also ran from 17th November to 10th December 2021 in which a series of leaflets were distributed to over 1,500 addresses within approximately 400 meters of each of the proposed design options asking the general public to comment and make suggestions.

ESH received a total of around 179 direct responses, which calculates at a 12% response rate. As is standard practise, a typical survey response rates can lie anywhere in the region between the 5% to 30% range. Therefore, this response could be classed as 'average' with regard to returns of feedback

It should also be noted that both stakeholder and general public consultations were undertaken virtually (due to Covid-19 restrictions).

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

Overall, responses across the four design options were mixed, with the majority of respondents having overall concerns with both Town Hall Square designs. According to comments received, respondents felt that the scheme would contribute to more traffic congestion and that the loss of parking was also deemed unacceptable given the current demand for spaces.

A breakdown of responses received is provided below for each of the proposed four schemes.

Town Hall Square - Design Option A

- Supportive 40%
- Issues and concerns 53%
- Neutral/Unknown 7%

Town Hall Square - Design Option B

- Supportive 41%
- Issues and concerns 47%
- Neutral/Unknown 12%

Beeching Road/London Road Junction

- Supportive 54%
- Issues and concerns 31%
- Neutral/Unknown 15%

Buckhurst Place/Sackville Road Junction

- Supportive 65%
- Issues and concerns 23%
- Neutral/Unknown 12%

Equality Impact Assessment

As identified from the survey results above, both the two-mini roundabout design options received the highest level of support, with 54% and 65% of respondents in favour of the two.

Below is a summary of some of the more prominent issues raised during the consultation. A detailed analysis of responses is included within ESH Public Consultation Response Report (Dated January 2022) – TN02.

- Concerns around the reduction in parking spaces for both Town Hall Square
 Options and the potential impact on the local economy due to lack of parking
 spaces for people to use when visiting.
- Town Hall Square Option A had responses concerning raised congestion levels and queueing as well as aesthetic impacts on the local area and impacts on local bus service stops.
- Town Hall Square Option B concerned responses included road safety issues, a lack of cyclist consideration and potential traffic queuing into Town Hall square as a result of the crossing.
- For Buckhurst Place j/w Sackville Road there were responses concerned about the potential for the scheme to encourage higher vehicle speeds, public realm and capacity constraints, as well as whether the scheme is actually needed.
- Beeching j/w London Road negative responses included concerns about potential traffic impacts elsewhere, accessibility issues for the fire brigade and whether a signalled traffic management system would be more beneficial than a roundabout.

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 2020.

Population by age profile					
Age Group	County		Bexhill		
	Numbers	%	Numbers	%	
0-10	63,256	11.3%	4,426	9.6%	
11-17	43,319	7.8%	2,831	6.1%	
18-24	35,847	6.4%	2,608	5.6%	
25-34	54,729	9.8%	4,385	9.5%	
35-44	59,399	10.6%	3,902	8.5%	
45-54	76,173	13.6%	5,333	11.6%	
55-64	80,041	14.3%	6,610	14.3%	
65-74	75,476	13.5%	7,734	16.8%	
75-84	48,368	8.7%	5,571	12.1%	
85+	22,244	4.0%	2,764	6.0%	
All	558,852	100.0%	46,164	100.0%	

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) shows, the population by age profile for Bexhill is roughly the same as the population as the county. Potentially all age groups within the Bexhill borough could be affected by the scheme, as they may use the proposed public realm improvements, crossing facilities and extended footways. The population with the protected characteristic who drive, are also expected to be impacted by the proposal given the nature of the two miniroundabout design options will look to improve the traffic management arrangements within Buckhurst Place/Sackville Road junction as well as the Beeching Road j/w London Road respectively.

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?

No. All age groups will benefit from the scheme.

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

Positive Impacts: Both older and young people (including children) will feel safer as result of the proposed public realm improvements, crossing facilities and widened footways and therefore are more likely to visit the town centre. During the feedback/consultation period raised concern about the safety of pedestrians, particularly those who are less mobile. There were also concerns

Equality Impact Assessment

for the safety of young children who will be less aware of approaching vehicles.

Negative Impacts: By providing public realm improvements, such as crossing facilities and widened footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).

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

Unfortunately given the age/history of Bexhill Town centre, there is neither the road space or opportunity to cater for all age groups of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others.

f) Provide details of the mitigation.

Where possible, we have identified areas to help mitigate the risks to those with the protected characteristics affected negatively by this scheme. Specific consideration has been given to criteria such as improving the public realm, thus providing safe spaces for people to meet, as well as proposing a new zebra crossing and kerb works in order to slow down traffic and reduced crossing distances to allow pedestrians to cross more safely. Thus, making it attractive for all potential users.

g) How will any mitigation measures be monitored?

Some baseline figures, such as traffic speed and volume have all been used in the design of all four proposed scheme designs. Additional data, including collision data will be collected and monitored following implementation to determine if traffic conditions remain suitable or if further mitigation is required. This will also help determine the level of safety as a result of the proposed schemes.

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	43,794	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) shows, the population by disability profile for Bexhill is the same as the population in the county. Potentially people with disabilities from all categories within the Rother district could be affected by the scheme, as they may use the proposed public realm improvements, crossing facilities and extended footways or drive a vehicle.

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?

N/A.

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

Positive Impacts: By implementing these proposed public realm improvements, crossing facilities, and widened footways will benefit people with disabilities. This will also be the case with regard to the bus infrastructure improvements that will also form part of the scheme.

Negative Impacts: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).

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

An independent Road Safety Audit (RSA) has been commissioned, which considered all possible interactions between all user groups for all four proposed scheme locations. As mentioned previously, there is neither the road space nor opportunity to provide to cater for all age groups of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others

f) Provide details of any mitigation.

Based on the findings of the RSA, the proposed crossing facilities and widened footways will reduce conflict between people with disabilities and other road users.

g) How will any mitigation measures be monitored?

A "How Did We Do" survey will be conducted 6 months after the proposed schemes have been constructed and, in addition to the feedback provided from this, any complaints received from the public will be taken into account.

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

The following details have been provided by ESCC. These represent a population profile, by Ethnicity, for the county and Bexhill (Rother District).

Category	Cour	County		nill
	Numbers	%	Numbers	%
All White	505,422	96	40,795	96
All Mixed	7,473	1	565	1
All Asian or Asian British	9,143	2	694	2
All Black or Black British	2,912	0.6	187	0
Other Ethnic Group	1,721	0.3	75	0
All	526,671	100	42,316	100

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

As the table in section (a) shows, the population by ethnic group profile for Bexhill is nearly identical to the population in the county and the "All White" group represents the vast majority of the general population.

Potentially, all ethnicities within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways.

b) 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?

N/A

c) What is the proposal, project or service's impact on people who are from a different ethnic background?

Positive Impacts: By implementing these proposed public realm improvements, crossing facilities and widened footways will benefit all ethnic groups. The scheme will also provide improvements in health benefits and commuting within Bexhill town centre.

Negative Impacts: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).

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

There is no form of mitigation that can be considered for this scheme that would realistically impact the ethnicity profile in Bexhill.

e) Provide details of any mitigation.

N/A

f) How will any mitigation measures be monitored?

N/A

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

The following details have been provided by ESCC. These represent a population profile, by gender, for the county and Bexhill (Rother District). No data is available for other gender groups such as Transgender.

Category	County		Bexhill	
	Numbers	%	Numbers	%
Male	268,707	48	21,571	47.5
Females	285,883	52	23,880	52.5
All	554,590	100	45,451	100

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

As the table above shows, the population by gender profile for Bexhill is nearly identical to the population in the county and the number of females is slightly higher than the number of males. Potentially all genders within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways. As well as drivers using the proposed traffic management improvements i.e., the mini roundabouts.

b. 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?

N/A

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?

Positive Impacts: By implementing these proposed public realm improvements, crossing facilities, and widened footways this will encourage more opportunities for both male and females to walk and feel safer when traveling within Bexhill town centre.

Negative Impacts: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).

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

There is no form of mitigation that can be considered for this scheme that would realistically impact the gender profile associated with Bexhill.

e. Provide details of any mitigation.

N/A

f. How will any mitigation measures be monitored?

N/A

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

It is deemed that this protective characteristic will not experience disproportionate, negative, neutral or positive impacts by the proposed schemes.

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. 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.

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	10

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

As the table in section (a) shows, the births by age of mother profile for Bexhill is the same as the population in the county. Potentially a significant majority within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways. As well as

drivers using the proposed traffic management improvements, i.e., the mini roundabouts.

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 - Pregnancy and maternity characteristics are relevant to the proposal because of reduced mobility (e.g., heavily pregnant people) or reliance on buggies/prams (maternity).

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

Positive Impacts: By implementing these proposed public realm improvements, crossing facilities, and widened footways this will encourage more opportunities for women with reduced mobility (e.g., heavily pregnant people) or reliance on buggies/prams (maternity) to navigate around the Bexhill town centre more easily.

Negative Impacts: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces), which could conflict with pregnant women or women with buggies/prams/young children.

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

There is neither the road space nor opportunity to provide facilities to cater for all types of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others.

f) Provide details of any mitigation.

N/A

g) How will any mitigation measures be monitored?

N/A

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.

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.

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

Page 147

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)

It is deemed that there will not be any interference with the human rights listed in the table above as a result of the proposed schemes.

Part 5 – Conclusions and recommendations for decision makers

- 5.1 Summarise how this proposal/policy/strategy will show due regard for the three aims of the general duty across all the protected characteristics and ESCC additional groups.
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;

It is deemed that the proposed design options/schemes will have no unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.

- Advance equality of opportunity between people from different groups
 - It is deemed that this scheme will have a minimal impact on people from different groups within the protected characteristics.
- Foster good relations between people from different groups

It is deemed that this scheme will help all pedestrians and road users, and so will improve the relations between these user groups within Bexhill, which has been identified as an issue as part of the consultation process.

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

, , , , , , , , , , , , , , , , , , , ,	X	Outcome of impact assessment	Please explain your answer fully.
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. possible to mitigate these discriminations without a disproportionate offset to the remaining population.		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	protected characteristics have been identified from the Equality Impact Assessment. However, given the limitations in
C Continue the policy/strategy - This means		taking steps to remove barriers or to better advance equality. It can mean introducing	possible to mitigate these discriminations without a disproportionate offset to the
adopting your proposals, despite any adverse effect or missed opportunities to advance equality, provided you have satisfied yourself that it does not unlawfully discriminate		adopting your proposals, despite any adverse effect or missed opportunities to advance equality, provided you have satisfied yourself	
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 <i>must</i> be removed or changed.		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	

Page 149

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?

During the detailed design process, consultation with walking, cycling and disability user groups will take place to ensure that where possible, mitigating actions will be incorporated into the proposed design options.

A further Road Safety Audits will be undertaken post implementation (RSA 3) to identify and correct any issues. Data such as traffic speeds and volume as well as pedestrian and cyclist data will be collected and monitored to gauge success. Following construction, monitoring will also be undertaken using accident statistics.

A "How Did We Do" survey will also be conducted 6 months after the proposed design options have been constructed and, in addition to the feedback provided from this, any complaints received from the public will be taken into account.

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

There will be an initial post implementation review within 1 month of all the schemes being completed, which will then have review points at 12 months and a 36 months.

Date completed:	7 th January 2022	Signed by (person completing)	A J Míleham
		Role of person completing	Scheme Project Manager for East Sussex Highways
Date:	27 th January 2022	Signed by (Manager)	A J Míleham

Part 6 – Equality impact assessment action plan

f this will be filled in at a later	date when proposals have bee	n 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:

Page Area for 151	Changes proposed	Lead Manager	Timescale	Resource implications	Where incorporated/flagged? (e.g., business plan/strategic plan/steering group/DMT)

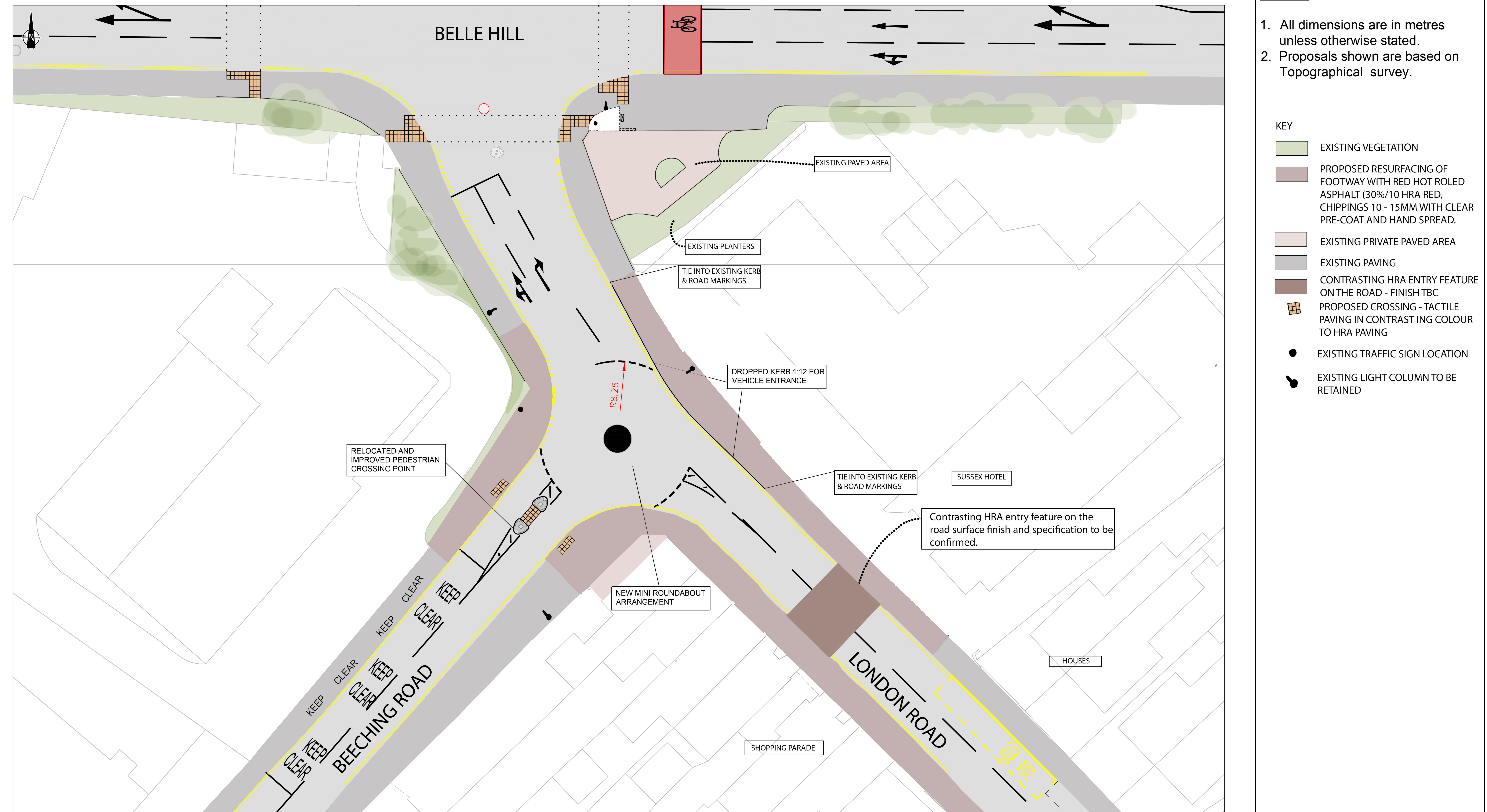
6.1 Accepted Risk

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

Area of Risk	Type of Risk? (Legal, Moral, Financial)	Can this be addressed at a later date? (e.g., next financial year/through a business case)	Where flagged? (e.g., business plan/strategic plan/steering group/DMT)	Lead Manager	Date resolved (if applicable)
ס					
Page 1					
5 2					

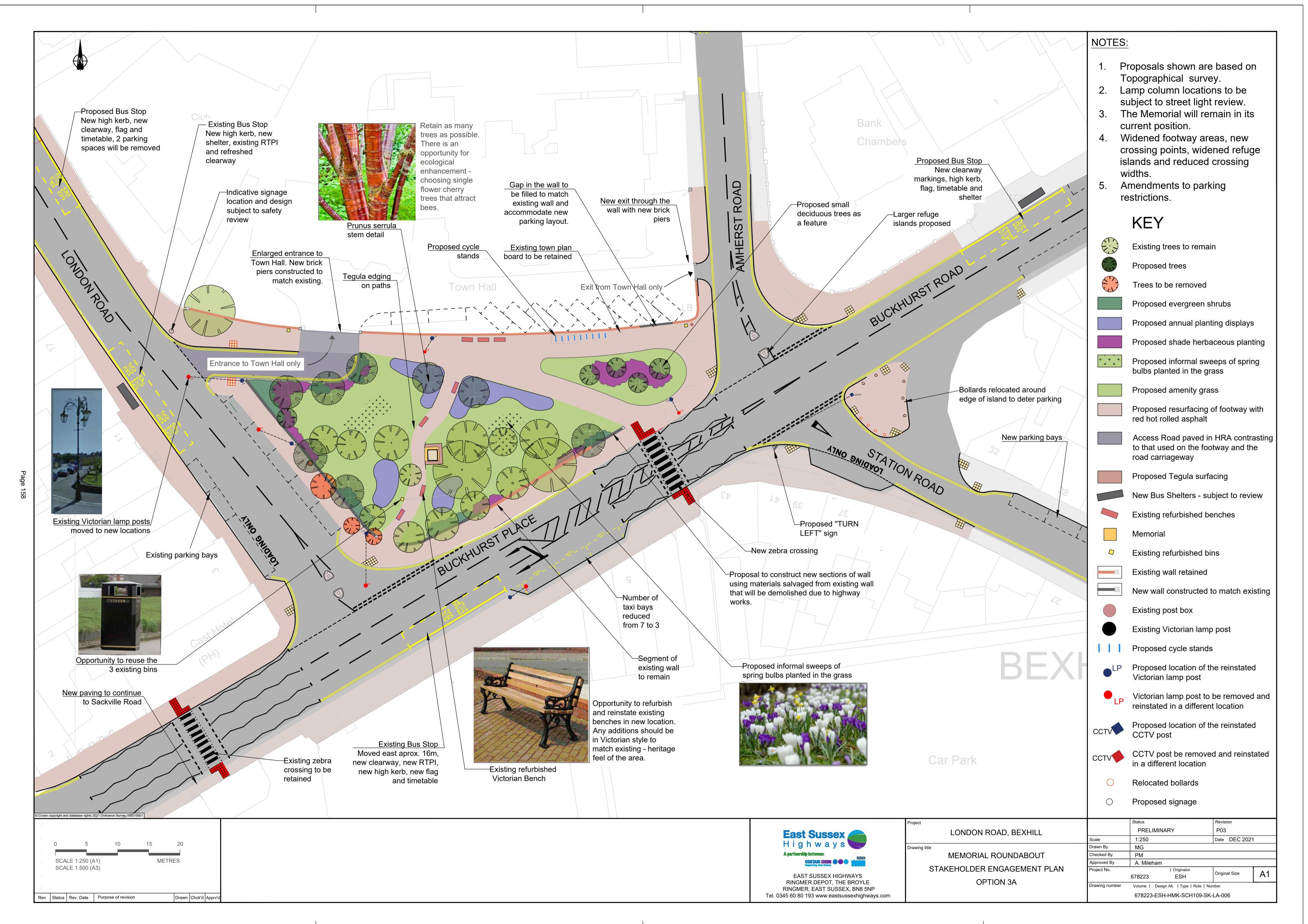
Appendices

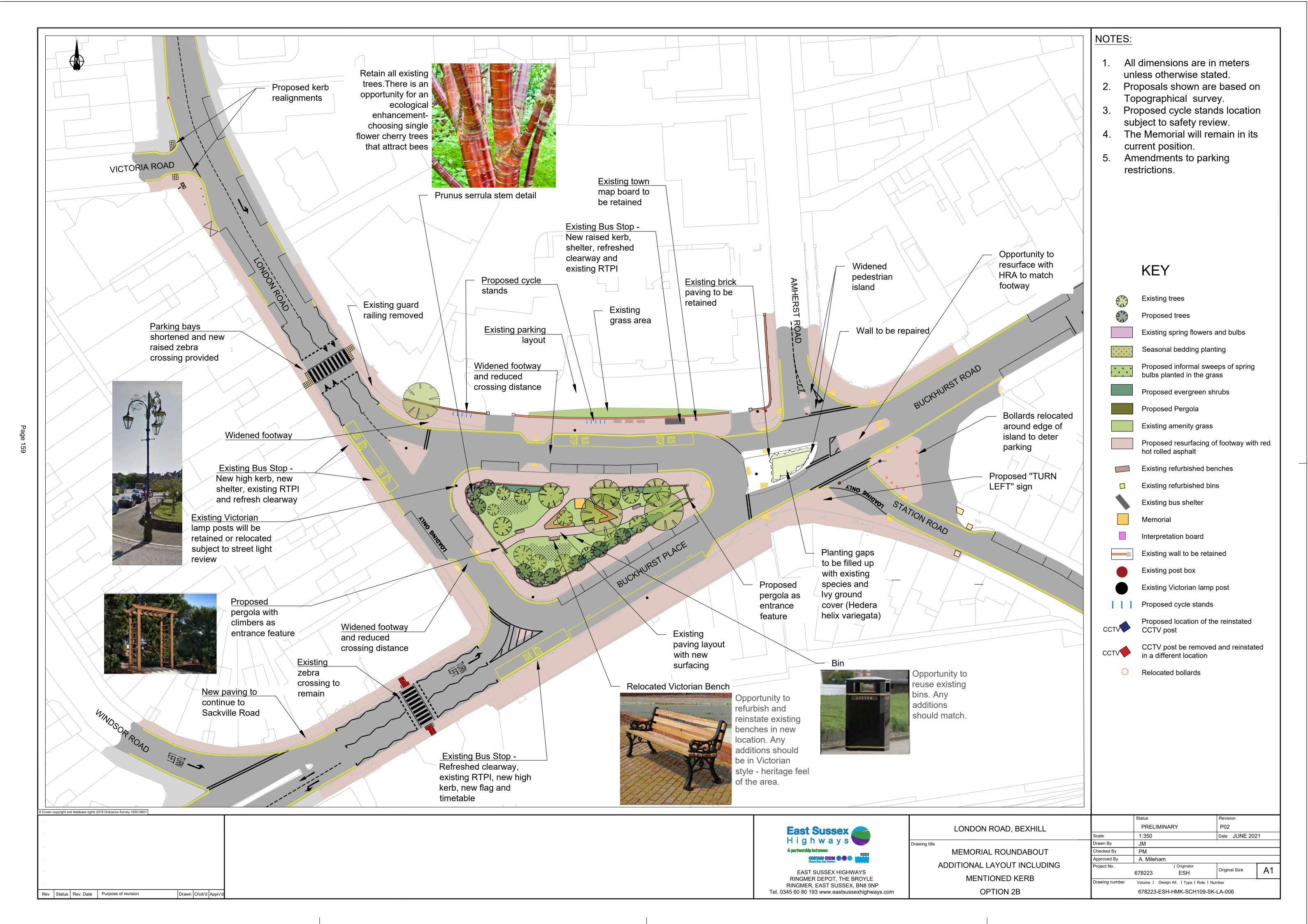
Appendix AProposed Design Options



NOTES

678223-ESH-HMK-SCH109-SK-LA-003dwg





Appendix B Stakeholder List



0.		
Stakeholder	Contact Details	To include as
		part of
		Statutory
		Consultation
		Process
ESCC Departments		110003
Road Safety Team	<u>Traffic.Safety@eastsussex.gov.uk</u>	Yes
Passenger transport group	publictransport.pts@eastsussex.gov.uk	Yes
Parking Team	Parking.escc@eastsussex.gov.uk	Yes
Transport Development Control	<u>DevelopmentControl.Transport@eastsussex.gov.uk</u>	Yes
Asset Management	Contracts.ManagementGroup@eastsussex.gov.uk	Yea
County Ecologist	kate.cole@eastsussex.gov.uk	Yes
County Archaeologist	County.Archaeology@eastsussex.gov.uk	Yes
County Arboroculturist	james.newmarch@eastsussex.gov.uk	Yes
Landscape Group	virginia.pullan@eastsussex.gov.uk	Yes
Planning Team	Development.Control@eastsussex.gov.uk	Yes
County Councilors	Used link: https://democracy.eastsussex.gov.uk/mgMemberIndex.aspx?bcr=1	Yes
District and Boroughs		
District and Borough Councilors		
Bexhill & Rother District Council	cllr.charles.clark@eastsussex.gov.uk	Yes, to all
Bearing a Notifier Bistrict Courier		163, 60 411
	cllr.keith.glazier@eastsussex.gov.uk	
	cllr.eleanor.kirby-green@rother.gov.uk	
	irhollidge@icloud.com	
	paul4northernrother@gmail.com	
	cllr.Nuala.Geary@eastsussex.gov.uk	
	cllr.Abul.Azad@eastsussex.gov.uk	
Rother District Council Officers		
Conservation Officer	Diane.Russell@rother.gov.uk	Yes
Rother Transport Action Group	Marie.Kennedy@rother.gov.uk	Yes
Rother Parks Development Officer	Rebecca.Owen@rother.gov.uk	Yes
Head of Service – Acquisitions,	Ben.hook@rother.gov.uk	Yes
Transformation, and Regeneration		. 55
Environmental Health - Licensing	catherine.beaumont@rother.gov.uk	Yes
Towns and Parish Counc	ils	
Town & Parish councils	Bexhill Town Council - Bexhillclerk@gmail.com	Yes
TOWN & FRIENDS	DEATHIR TOWN COUNCIL'S DEATHIRICE NEIGHBULCOTT	163
Other Authorities		
Highways England	Peter.phillips@highwaysengland.co.uk	Yes
	Peter Phillips – Route Sponsor for East Sussex	i



	John.Farnaby@highwaysengland.co.uk	Yes
Network Rail	Mike.smith5@networkrail.co.uk Mike Smith - Head of Strategic Planning, South East Route	Yes
Train Operating Companies		
South East	Nina.Peak@southeasternrailway.co.uk	Yes
Southern	Yvonne.leslie@gtarailway.co.uk and/or paul.best@gtarailway.co.uk	Yes
Environment Agency	enquiries@environment-agency.gov.uk	
South Downs National Park	planning@southdowns.gov.uk	
	Allison Thorpe Allison.Thorpe@southdowns.gov.uk	
Historic England	Liz.Pollard@HistoricEngland.org.uk	Yes
The second and second	Louise.Forsyth@HistoricEngland.org.uk	
Emergency Services		
East Sussex Fire and Rescue		
Borough Commander for Rother	Simon.neill@esfrs.org	Yes
Daraugh Commander for Woolden 9	Dun unton @ocfro org	
Borough Commander for Wealden & Eastbourne	Pup.upton@esfrs.org	
Borough Commander for Brighton & Hove and Lewes	Nigel.Cusack@esfrs.org	
Police	Christopher.Cannon@surrey.pnn.police.uk	Yes
South East Coast Ambulance Service		
Lewes and City of Brighton areas	tim.fellows@secamb.nhs.uk	
Eastbourne, Wealden (Inc.	Nicole.barrow@secamb.nhs.uk	Yes
Newhaven), Hastings, Rother		
Road User Groups		
Bus companies	Used link to ESCC website	Yes
	https://www.eastsussex.gov.uk/roadsandtransport/public/buses/routes/	
Stagecoach (for east Sussex)	Dimitri Bridgland, Business Development Officer	Yes
	dimitri.bridgland@stagecoachbus.com	
	Krystian Kaczala, Operations Manager	
		Yes



		T
	krystian.kaczala@stagecoachbus.com	
Stagecoach (for Eastbourne)	Sarah.Dyer@stagecoachbus.com Operations Manager	
Renown Coaches	christian.harmer@btinternet.com	
Compass Travel (Sussex) Ltd	office@compass-travel.co.uk	
Bexhill Community Bus	info@bexhillcommunitybus.co.uk	Yes
,		
Bexhill Hackney Carriage Association	ddsmithy@freeuk.com	Yes
Road Haulage Association	L.white@rha.uk.net	Yes
Fueight Tunnangut Association	traffic@fta.co.uk (Attn: Lucy Humphries)	Yes
Freight Transport Association	Trancerta.co.ux (Actif. Eucy Humphiles)	165
Access and Cycle Groups		
resess arra syste straps		
Disability Groups	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Hastings and Rother	Hastings and Rother Disability Forum enquiries@hrdf.org.uk	Yes
Trastings and Nother	de cham@hotmail.com	Yes
Wealden	Scheme specific – As agreed with ESCC Client team through Comms Plan	
5 11		
Eastbourne and Lewes	Eastbourne Access Group (Chair Ian Westgate) devan.briggs@lewes-eastbourne.gov.uk	
	devail.briggs@iewes-eastbodifie.gov.dk	
	Age UK – customerservices@ageukeastsussex.org.uk	Yes, to all
		,
	Bexhill Caring Community – <u>info@bexhillcaringcommunity.org</u>	
	Hastings and Rother Voluntary Action for the Blind (HRVAB) - hrvab@freeuk.com	
	inastings and notifer voluntary Action for the billio (HKVAB) - <u>invalignmetalk.com</u>	
	Hastings & Bexhill Mencap – hello@hastings-bexhill-mencap.org	
	East Sussex Vision Support – <u>info@eastsussexvisionsupport.org</u>	
B		
District Access Group		
Hastings Borough Council	Liaise with HBC	
Lewes District Council	Liaise with LDC	
Lewes District courier	Liaise with Libe	
Wealden District Council	Liaise with WDC	
Rother District Council	<u>Debbie.Peters@rother.gov.uk</u>	Yes



Cycling & Walking Groups Hastings Area	Devan Briggs, Corporate Development Support Officer devan.briggs@leweseastbourne.gov.uk Scheme specific – As agreed with ESCC Client team through Comms Plan Walking Groups Hastings Ramblers: Mike Riley - mike.134@btinternet.com Cycling Groups Hastings Urban Bikes: lan Sier iansier@yahoo.co.uk & Tim Godwin - tim@mkmd.co.uk Hastings The Greenway Group: info@hastingsgreenway.org	
	Hastings Sustainable Transport Forum: Ian Sier iansier@yahoo.co.uk	
Bexhill Area	Walking Groups As agreed with ESCC Client team through Comms Plan Rother Ramblers: Bev Marks - bevm@hollyblue.net Cycling Groups	Yes
	Bexhill Wheelers: johnking7twin@talktalk.net 1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk	Yes Yes
	1000 Cycle club. Sue Bulton - Suew 1000cycleclub.org.uk	165
Rother Area	Walking Groups Rother Ramblers: Bev Marks - bevm@hollyblue.net Cycling Groups 1066 Oxelo club: Suo Rutton, suo@1066 oxeloclub orgalis.	-
	1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk Sussex Greenways Group - Nick Hanna nick@nickhanna.co.uk	Yes
Eastbourne Area	Cycling Bespoke: Paul Humphrey's - paulOhumphreys@gmail.com Walking Afoot: ESCC Client team to confirm details	
Southern Wealden Area	Active Hailsham: Steve Wennington - steve.wennington@pro-eco.co.uk	
Lewes Area	Walking Groups Living Streets Lewes: ESCC Client team to confirm details Cycling Groups Cycle Lewes: Sheila O'Sullivan - saosullivan1@icloud.com	



Peacehaven/Newhaven/Seaford Area	Walking Groups As agreed with ESCC Client team through Comms Plan Cycling Groups Cycle Seahaven: Guy Reynolds - Guy@cycleseahaven.org.uk	
Statutory undertakers	C2Stats@eastsussexhighways.com	
Other		
Schools	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Local businesses/shops	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Local Chamber of Commerce	info@bexhillchamber.co.uk	Yes
Federation of Small Businesses	alexandra.douglas@fsb.org.uk	Yes
Residents groups/associations	Scheme specific – As agreed with ESCC Client team through Comms Plan	
Residents	Scheme specific – As agreed with ESCC Client team through Comms Plan	
	Bexhill Heritage Group – <u>info@bexhillheritage.org.uk</u>	Yes to all
	Discover Bexhill – <u>bexhilltic@rother.gov.uk</u>	
	Bexhill Environment Group (BEG) – <u>bexhilleg@yahoo.com</u>	

