## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT



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

#### MONDAY, 20 NOVEMBER 2023 AT 10.00 AM

#### **COMMITTEE ROOM, COUNTY HALL, LEWES**

#### **AGENDA**

- 1. Decisions made by the Lead Cabinet Member on 25 September 2023 (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 for a safe crossing to Hartfield Square on The Avenue in Eastbourne (Pages 7 12)
   Report by the Director of Communities, Economy and Transport
- 5. Traffic Management Improvements Alfriston Village (*Pages 13 78*) Report by the Director of Communities, Economy and Transport
- 6. Application to de-register and replace Common Land 57 and Common Land 96, known and Foulride Green Common, Lower Willingdon, Eastbourne (*Pages 79 120*) Report by the Director of Communities, Economy and Transport
- 7. Hastings Towns Fund Grant Funding Agreement with Hastings Borough Council (*Pages 121 124*)
  Report by the Director of Communities, Economy and Transport
- 8. Any urgent items previously notified under agenda item 3

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

10 November 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 Transport and Environment, Councillor Claire Dowling, on 25 September 2023 at Committee Room, County Hall, Lewes

Councill (see mir	lors Johnny Denis, Ian Hollidge, Wendy Maples and Paul Redstone spoke on item 4 nute 32)
Councill	lors Ian Hollidge, Wendy Maples and Brett Wright spoke on item 5 (see minute 33)
Councill	lors Godfrey Daniel, Ian Hollidge and Wendy Maples spoke on item 6 (see minute 34)
Councill	lors Godfrey Daniel and Wendy Maples spoke on item 7 (see minute 35)
28. <u>[</u>	DECISIONS MADE BY THE LEAD CABINET MEMBER ON 17 JULY 2023
28.1 <sup>-</sup> July 202	The Lead Member approved as a correct record the minutes of the meeting held on 17 23.
29. <u>[</u>	DISCLOSURE OF INTERESTS
29.1 <sup>-</sup>	There were none.
30. <u>l</u>	URGENT ITEMS
30.1	There were none.
31. <u>F</u>	<u>REPORTS</u>

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

31.1

#### 32. PETITION: INTRODUCTION OF A LORRY ROUTE NETWORK

- 32.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.
- 32.2 Councillor Emily O'Brien, the Lead Petitioner for the petition calling on the County Council to introduce a lorry route network similar to the one in West Sussex, so that HGVs are redirected away from narrow local roads in our villages spoke to highlight residents' views regarding HGV movements and their impact on noise, vibration, safety and air quality.

#### **DECISIONS**

- 32.3 The Lead Member RESOLVED to advise petitioners that:
- (1) The existing freight routing network will be reviewed as part of a new East Sussex Freight Strategy which will form part of the County's fourth Local Transport Plan; and
- (2) A route study of the B2192 from Earwig Corner to the A265 at Cross in Hand, undertaken in 2021, has identified a package of measures which, if implemented, will seek to encourage those driving through Ringmer village to do so more sensitively.

#### **REASONS**

- 32.4 The current approach for the freight routing network in East Sussex is that as so few roads in the County are really suitable for HGVs, it is expected that the "A" and "B" roads should be available to carry heavy lorries thereby allowing them to disperse over the available road network rather than to concentrate them on selected roads. As the road through Ringmer is a B class road (B2192), heavy goods vehicles using this route are complying with existing policy.
- 32.5 The petition cites that the County Council should adopt a similar lorry route network approach to West Sussex, which encourages all HGV movements to be undertaken on A roads apart from access only, and that local access trips using all other roads must be made in accordance with traffic signing and these roads should be avoided as far as possible. The County Council is currently reviewing their Local Transport Plan, which will include the development of a Freight Strategy.
- 33. <u>EASTBOURNE TOWN CENTRE MOVEMENT AND ACCESS PACKAGE PHASE 2B & VICTORIA PLACE LEVELLING UP FUND (SEASIDE ROAD TO GRAND PARADE) PUBLIC CONSULTATION OUTCOMES</u>
- 33.1 The Lead member considered a report by the Director of Communities, Economy and Transport.

#### **DECISIONS**

- 33.2 The Lead Member RESOLVED to:
- (1) approve the East Sussex County Council response and report on the Eastbourne Town Centre Movement and Access Package Phase 2b public consultation;

- (2) Approve the Victoria Place (Trinity Trees/Seaside to Grand Parade) pedestrianisation of Terminus Road progressing to detailed design and construction; and
- (3) Approve the Memorial Roundabout and Ring Road relocation elements of the package progressing to detailed design and that funding opportunities are explored to enable the construction of both of these schemes.

#### **REASONS**

- 33.3 Phase 2b of the Eastbourne Town Centre Movement and Access Package focusses on upgrading the existing Terminus Road pedestrianised area from Langney Road through to its junction with Seaside Road/Trinity Trees. In addition, it addresses pedestrianising the 'Victoria Place' section of Terminus Road from Seaside Road/Trinity Trees to Grand Parade funded through Eastbourne Borough Council's 'Levelling Up Fund' allocation, alongside future pedestrian crossing improvements at Memorial Roundabout and the proposed relocation of the northern and western sections of the town centre ring road.
- 33.4 Following a series of co-development and design workshops and site visits held with a mixture of local interest groups and elected officials, public consultation was undertaken on the Eastbourne Town Centre Phase 2b proposals in October and November 2022. There was a mixed response on the proposals with good levels of support for the Memorial roundabout and ring road relocation schemes. However, there was less support for the Terminus Road proposals with the majority of comments expressing concerns regarding the lack of cycling provision through the existing and proposed pedestrianised area.
- 33.5 Whilst the Terminus Road proposals did not receive as much support as the other Phase 2b proposals, they build upon the previous and planned investment made in Phase 1 and Phase 2a improvements to Terminus Road and will enable the completion of the pedestrianised route between the rail station and the seafront meeting a key objective of the overall movement and access package for Eastbourne town centre.
- 33.6 The concerns raised during the consultation will, where practicable, be considered and addressed at the detailed design stage. The scheme will be funded using the £4.74m Levelling Up funding secured by Eastbourne Borough Council with construction currently programmed to be completed by the end of March 2025. Due to ongoing cost inflation pressures being experienced in the construction sectors and across supply chains as a result of cost inflation rises, arising from external factors such as the Covid-19 pandemic, war in Ukraine and cost of living crisis, programme delivery will be continued to be monitored closely.

#### 34. CREATION OF A SINGLE PARKING BOARD

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

#### **DECISIONS**

- 34.2 The Lead Member RESOLVED to:
- (1) Agree the Terms of Reference set out in Appendix 1 of the report; and

(2) Authorise the creation of a single Parking Board covering all four areas of Civil Parking Enforcement.

#### **REASONS**

34.3 Revision of how the current joint Parking Boards are held to include all four CPE areas, will ensure a consistent approach across the county and making the best use of Members' and officers' time.

#### 35. PROPOSED MINOR AMENDMENTS TO THE COMMUNITY MATCH INITIATIVE

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

#### **DECISIONS**

- 35.2 The Lead Member RESOLVED to:
- (1) Approve the following proposed changes to the Community Match Initiative:
  - to increase the maximum match funding contribution that East Sussex County Council will make to a scheme from £50,000 to £60,000, which will need to be matched by the Parish Council, Town Council or community group;
  - the introduction of a maximum indicative cost estimate for a Community Match scheme and that this is set at £120,000; and
  - the introduction of a new gateway which will enable feedback to be provided within four weeks regarding the viability of proposed locally identified solutions to the traffic or transport issues; and
- (2) to note that new guidance and a community match handbook will be issued online at www.eastsussexhighways.com.

#### **REASONS**

- 35.3 The community match initiative remains an important funding route for local communities to progress schemes which are not currently a priority for the County Council. The proposed changes to the management and administration of the initiative will enhance its accessibility and improve the customer experience for applicants.
- 35.4 The increase to the maximum amount of funding from East Sussex County Council from £50,000 to £60,000 to any one project will help ensure that the identified cost pressures do not act as a barrier to the progress of these smaller scale projects.

# Agenda Item 4

Report to: Lead Member for Transport and Environment

Date of meeting: 20 November 2023

By: Director of Communities, Economy and Transport

Title: Petition for a safe crossing to Hartfield Square on The Avenue in

Eastbourne

Purpose: To consider a petition calling on the County Council for a safe

crossing to Hartfield Square on The Avenue in Eastbourne

RECOMMENDATIONS: The Lead Member is recommended to advise the petitioners that a potential scheme to implement pedestrian crossing facilities to Hartfield Square on The Avenue has been assessed through the approved High Level Sift process and has met the necessary criteria to be taken forward to detailed appraisal.

#### 1 Background Information

- 1.1. At the County Council meeting on 18 July 2023, a petition was presented to the Chairman by Councillor Rodohan on behalf of a group of concerned members of the public. The group are requesting that a safe crossing to Hartfield Square on The Avenue is provided by the County Council.
- 1.2. 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. A copy of the petition is available in the Members' Room.

#### 2 Supporting Information

- 2.1. The Avenue is covered by a 30-mph speed limit, as indicated by the system of street lighting. Hartfield Square is located on the western side of The Avenue between St Anne's Road and Eversfield Road. A location plan can be found at Appendix 1.
- 2.2. The Avenue is an A-class road and forms a main route into and out of Eastbourne town centre. There is a high level of frontage development which is made up of both business and residential properties. Hartfield Square is a park and garden with a children's play area. There is an existing uncontrolled crossing point on The Avenue to the south-western side of Hartfield Square. This is in the form of dropped kerbs with tactile paving and a central pedestrian refuge with tactile paving and illuminated bollards.
- 2.3. Crash data supplied by Sussex Police for the three-year period up to 31 July 2023 shows that there have been six crashes resulting in personal injury along the entire length of The Avenue. None of these crashes involved pedestrians. A crash data plan can be found at Appendix 2.
- 2.4. The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are targeted to those schemes which will be of the greatest benefit to local communities. To help prioritise the number of requests received for improvements, a process was developed to determine which schemes should be funded through the Integrated Transport Programme.
- 2.5. The request for a safe crossing to Hartfield Square on The Avenue has been assessed through the approved High Level Sift process to determine if it may be a priority for future consideration. This was a fairly broad assessment to include all types of pedestrian crossing

facilities (ranging from additional uncontrolled crossing points, to controlled crossings such as a zebra or signalised crossing). The benchmark score was met, and the scheme will now go forward for further detailed appraisal for possible inclusion within the draft Capital Programme. The programme will be considered for approval by the Lead Member for Transport and Environment at the end of March 2024.

#### 3 Conclusion and Reasons for Recommendations

- 3.1. It is recommended that the petitioners be advised that a scheme to improve pedestrian crossing facilities to Hartfield Square on The Avenue has met the necessary benchmark score to be considered for detailed appraisal and for possible inclusion within the Capital Programme.
- 3.2. The County Council's Infrastructure, Planning and Place Team will provide an update to Councillor Rodohan and the Lead Petitioner in February 2024 once the detailed appraisal process is complete.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew

Tel. No. 01424 724284

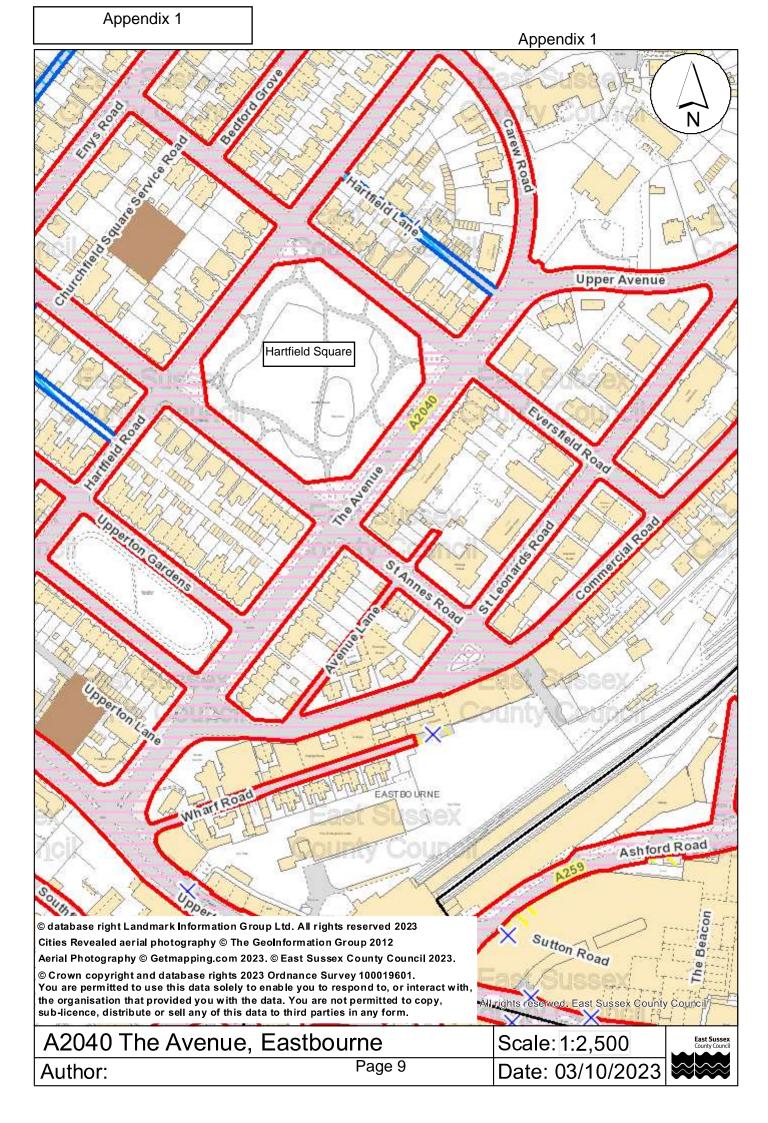
Email: Victoria.Bartholomew@eastsussex.gov.uk

#### **LOCAL MEMBERS**

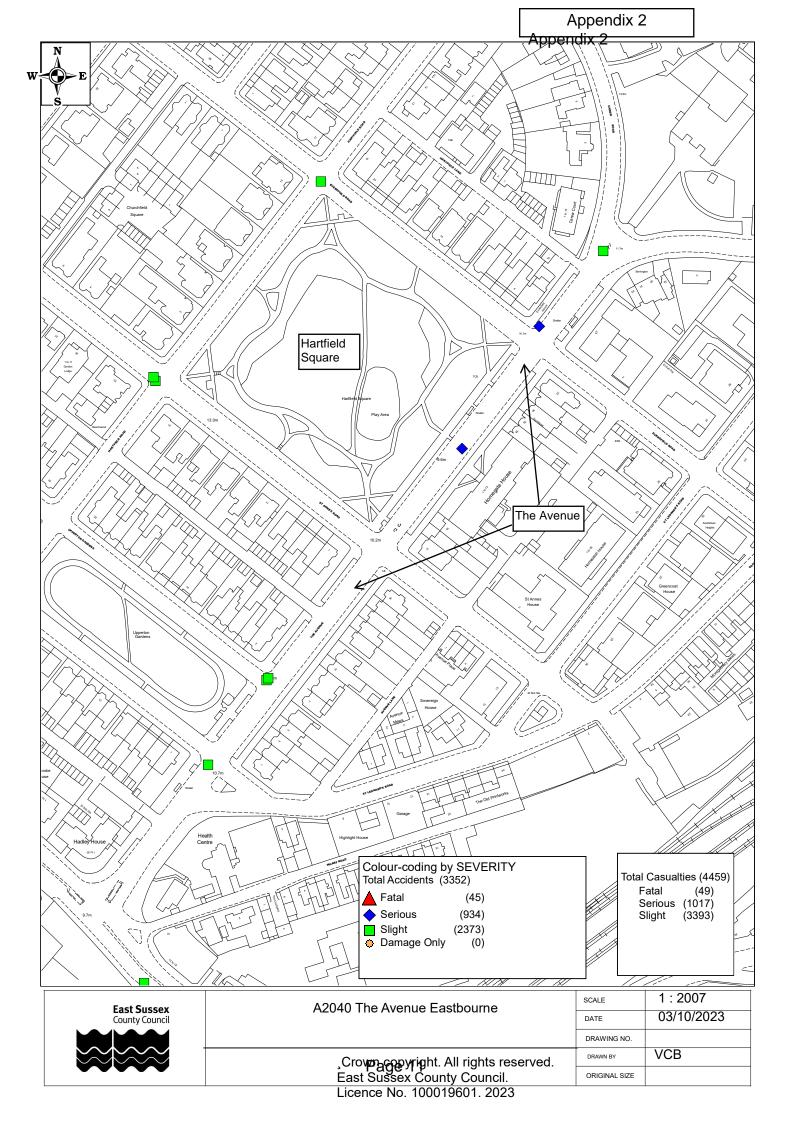
Councillor Rodohan

#### **BACKGROUND DOCUMENTS**

None









# Agenda Item 5

Report to: Lead Member for Transport and Environment

Date of meeting: 20 November 2023

By: Director of Communities, Economy and Transport

Title: Traffic Management Improvements – Alfriston Village

Purpose: To consider responses to the stakeholder and public consultations

on the introduction of traffic management measures within Alfriston Village 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 public consultation; and

(2) Approve the proposal for the traffic management improvements as set out in this report to be taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements.

#### 1. Background

- 1.1. At a decision-making meeting on 17 June 2019, the Lead Member for Transport and Environment resolved to consult on a package of village-wide traffic calming measures in Alfriston, with the aim of alleviating some of the impacts of traffic using the C39 through the village. This followed the development of previous traffic management proposals involving traffic signals which were consulted on in 2016 and trialled in the village during 2018.
- 1.2. Following the Lead Member's decision, a package of village-wide traffic management measures has been developed informed both by a review of previous traffic management proposals in the village and through discussion with representatives from Alfriston Parish Council's (APC) traffic committee. The proposed package of measures was informed by data collected from a range of different sources to understand the characteristics of the study area's highway network. This data included an initial desk-based study and a review of personal injury collision (PIC), traffic flow, speed and non-motorised user (NMU) crossing movements.
- 1.3. The overall extent of the study area is illustrated at Appendix 1.

#### 2. Additional Information

#### Scheme Proposals

- 2.1. The scheme itself comprises of the following traffic management measures:
  - Introduction of a 20mph village-wide speed limit to reduce vehicle speeds in the village whilst improving the environment for pedestrians and cyclists;
  - priority build-outs on the northern and southern approaches to the village, designed to
    physically slow down traffic entering the village and support the reduced speed limit,
    whilst giving priority to those leaving the village; and
  - 'village gateway' signage.
- 2.2 In addition to the village gateways, further design options were prepared relating to:
  - Advisory lorry route signage along the A27 to discourage Heavy Goods Vehicles (HGV) travelling through the village from the A27 to access the A259;
  - Improving the visibility of the existing 7.5-ton weight limit sign on Alfriston Road to HGV
    drivers with signage mounted onto a yellow background, making the sign more noticeable
    especially amongst vegetation or against the skyline; and
  - Removal of the existing give-way lines in Market Square as well as incorporating additional double yellow lines outside the Star Public House on the High Street.

- 2.3 Although not forming part of the design work undertaken on the scheme proposals, it was agreed with APC that the public consultation would additionally seek views on changing the existing road surface in High Street/North Street (or Market Square only) to either buff coloured anti-skid type surfacing or cobble/granite setts. This proposal would not be funded by East Sussex County Council (ESCC), but by APC through a Public Works Loan Board loan (with associated estimated increase to council tax B and D per annum over a duration of 50 years).
- 2.4 The consultation design proposals are at Appendix 2.

#### **Equalities Impact Assessment**

- 2.5 An initial Equality Impact Assessment (EqIA) was carried out for the village traffic management proposals in order to consider the impact on groups with protected characteristics. By carrying out the EqIA and seeking feedback from stakeholder groups, potential impacts have been identified, and all potential actions to advance equality of opportunity, eliminate discrimination, and foster good relationships have been documented.
- These impacts include overall benefits for pedestrians through reducing the current speed limit to 20 mph alongside the introduction of the priority buildouts on the approaches to the village and village gateway signs. The introduction of the proposed package of measures will especially help older people, especially those who are less mobile, have balance problems, or have hearing or visual impairments, to feel safer and more confident in using the current footways and the village square. This will encourage older people to walk more, which in turn will provide greater health benefits. Reducing speed as part of the overall package of measures for the village will also allow parents to feel more confident walking with their children due to the calmer traffic environment.
- 2.7 Addressing and actioning these impacts has been considered as part of the design process. A copy of the EqIA is at Appendix 3. This will remain an active document which will be updated at key stages throughout the life of the scheme including as part of the detailed design stage as well as, prior and after construction.

#### Stakeholder Engagement

- 2.8 A stakeholder consultation exercise was undertaken between 6 and 23 September 2022, asking statutory and key stakeholders to provide feedback in the form of written representations on the proposed traffic management options. Requests for written representations were also sent to 28 stakeholders including the emergency services, South Downs National Park Authority and Historic England as well as County Council and Wealden District councillors.
- 2.9 Representations were received from seven stakeholders with no stakeholders opposed to the proposed traffic management options. APC are supportive of the traffic management measures proposed.
- 2.10 Sussex Police raised concerns about the proposed removal of the give-way road markings in Market Square, given the poor visibility at the junction where they are located. They noted that the proposed 20mph speed limit may offset the removal of this road safety feature to an extent but requested that if the road markings are removed, that close monitoring of the operation of the junction should take place post-removal and the design reconsidered if appropriate as a result. Final options for this aspect of the overall scheme will therefore be considered as part of the final design process.
- 2.11 The stakeholder consultation report is at Appendix 4.

#### **Public Consultation**

- 2.12 The public consultation material was developed and agreed in partnership with APC. This included questions about the scheme and adopted a "digital first" approach to reach as wide an audience as possible via the online East Sussex Citizen Space consultation hub. The consultation ran from 23 January to 12 February 2023.
- 2.13 Members of the public were invited to give their views by filling in the questionnaire online but with the opportunity to complete 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.

- 2.14 Leaflets were distributed to 384 addresses located within the boundary of Alfriston Village. The scheme was also promoted through the local media, posters, letters and emails to ward Members and to the owners and occupiers of Alfriston properties. In addition, printed copies of consultation drawings and information were also made available at the Village Store and Hicks the Newsagents. A copy of the consultation summary report that was undertaken is at Appendix 5.
- 2.15 There were a total of 132 direct responses, which equates to a response rate of 34%. Typical survey response rates can lie anywhere in the region between 5% and 30%. This particular response rate could therefore be considered as 'positive' with regard to returns of feedback.
- 2.16 Overall, the responses received to the proposed package of traffic management interventions, including the improved HGV route signing, were positive, with 89% of respondents in favour of the proposed scheme. However, a total of around 8% of respondents opposed the design option presented. From the comments received, concerns were raised relating to the proposed measures potentially creating further congestion and increasing journey times through the village. Whilst these potential impacts are acknowledged, they are outweighed by the benefits the scheme will create of reducing vehicle speeds and providing a safer environment for all road users, but especially pedestrians walking in the village.
- 2.17 There was strong support for proposed measures to address congestion in High Street/Market Square, with 76.5% of respondents supporting parking restrictions.
- 2.18 In respect of the proposals to change the surfacing materials, the majority of respondents did not support the introduction of coloured surfacing or setts throughout the extent of High Street/North Street. However, 42% supported their introduction in the Market Street area only. Whilst this proposal does not form part of the proposed package of traffic management interventions, the APC may wish to explore this option in more detail.
- 2.19 A detailed response to the key concerns raised during consultation is at Appendix 6.

#### 3. Conclusion and Reasons for Recommendations

- 3.1 The proposed package of traffic management improvements for Alfriston village are designed to provide greater comfort and safety for those walking and cycling in the village, and to encourage drivers and riders to respect the historic environment through which they are travelling.
- 3.2 The proposed build-outs at either end of the village will serve as speed-reducing features and support the proposed 20mph speed limit; address congestion by giving priority to vehicles exiting the village; as well as provide a gateway on the entry points into the village. The proposed improvements to HGV route signing will help address inappropriate use of the C39 by lorries. Following the stakeholder consultation in autumn 2022 and public consultation in early 2023, there is a significant level of support locally for the proposed traffic management measures in Alfriston village, with only limited concerns highlighted around congestion and journey times which are outweighed by the benefits that the scheme will provide.
- 3.3 It is therefore recommended that the Lead Member approves the proposed traffic management measures for Alfriston village and agrees that they are progressed to detailed design and construction as part of the Capital Programme for Local Transport Improvements.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Andrew Keer

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**LOCAL MEMBERS** 

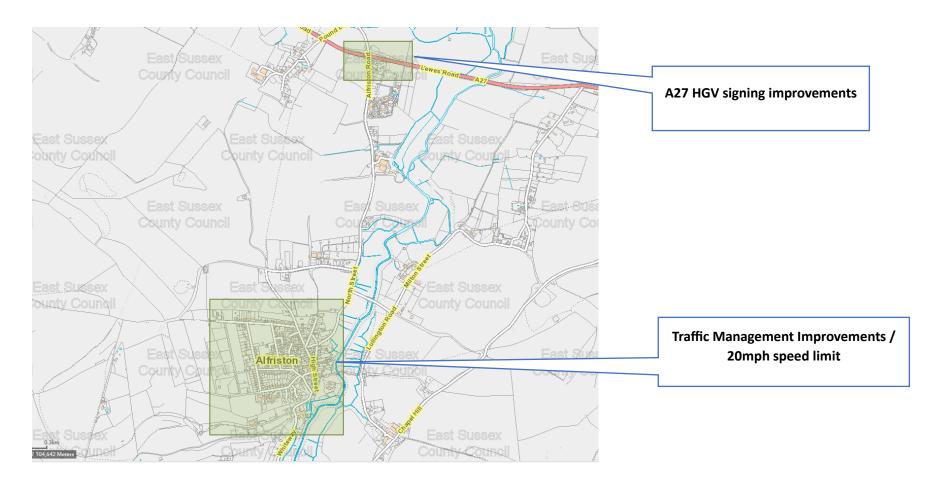
Councillor Stephen Shing

BACKGROUND DOCUMENTS

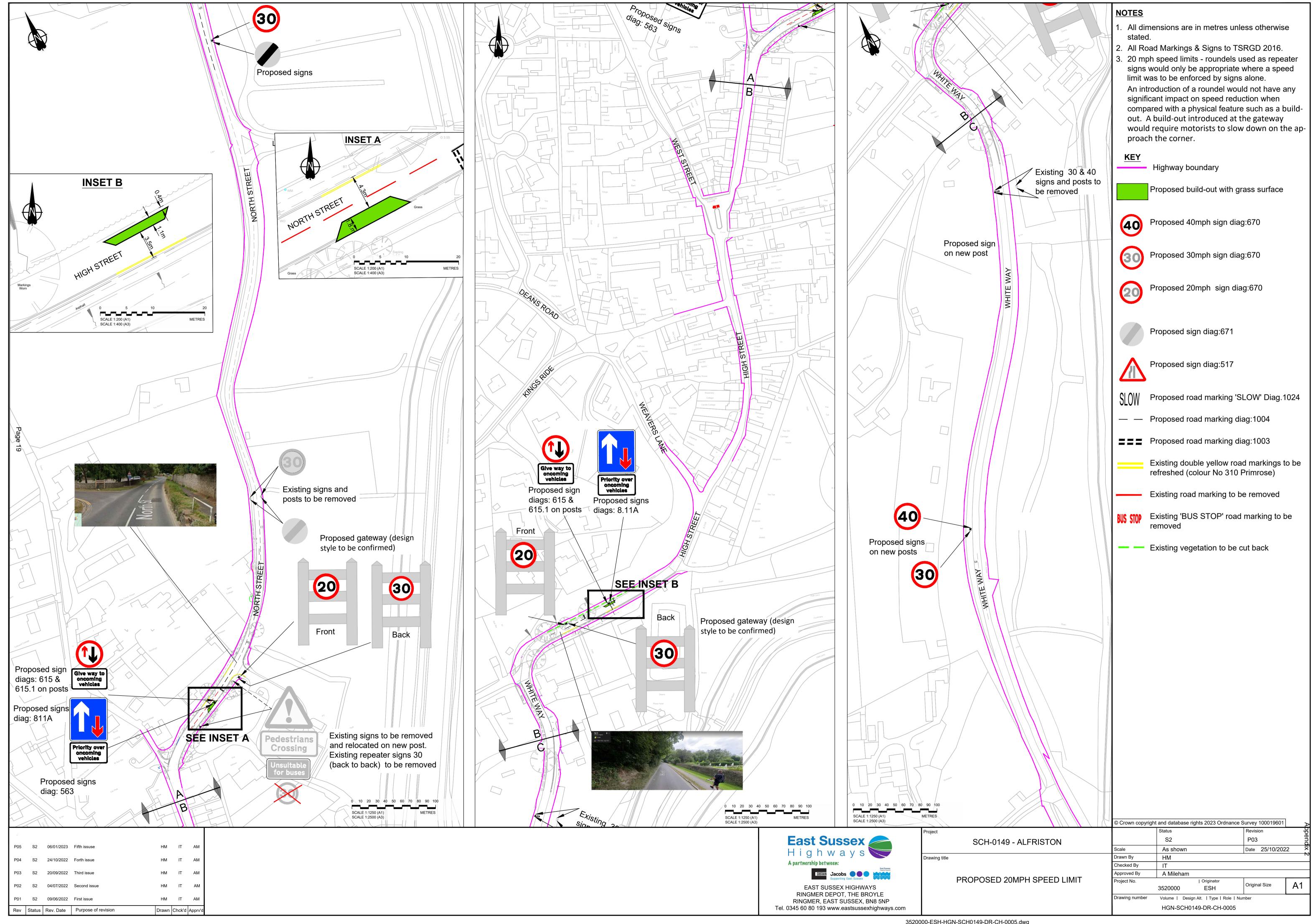
None

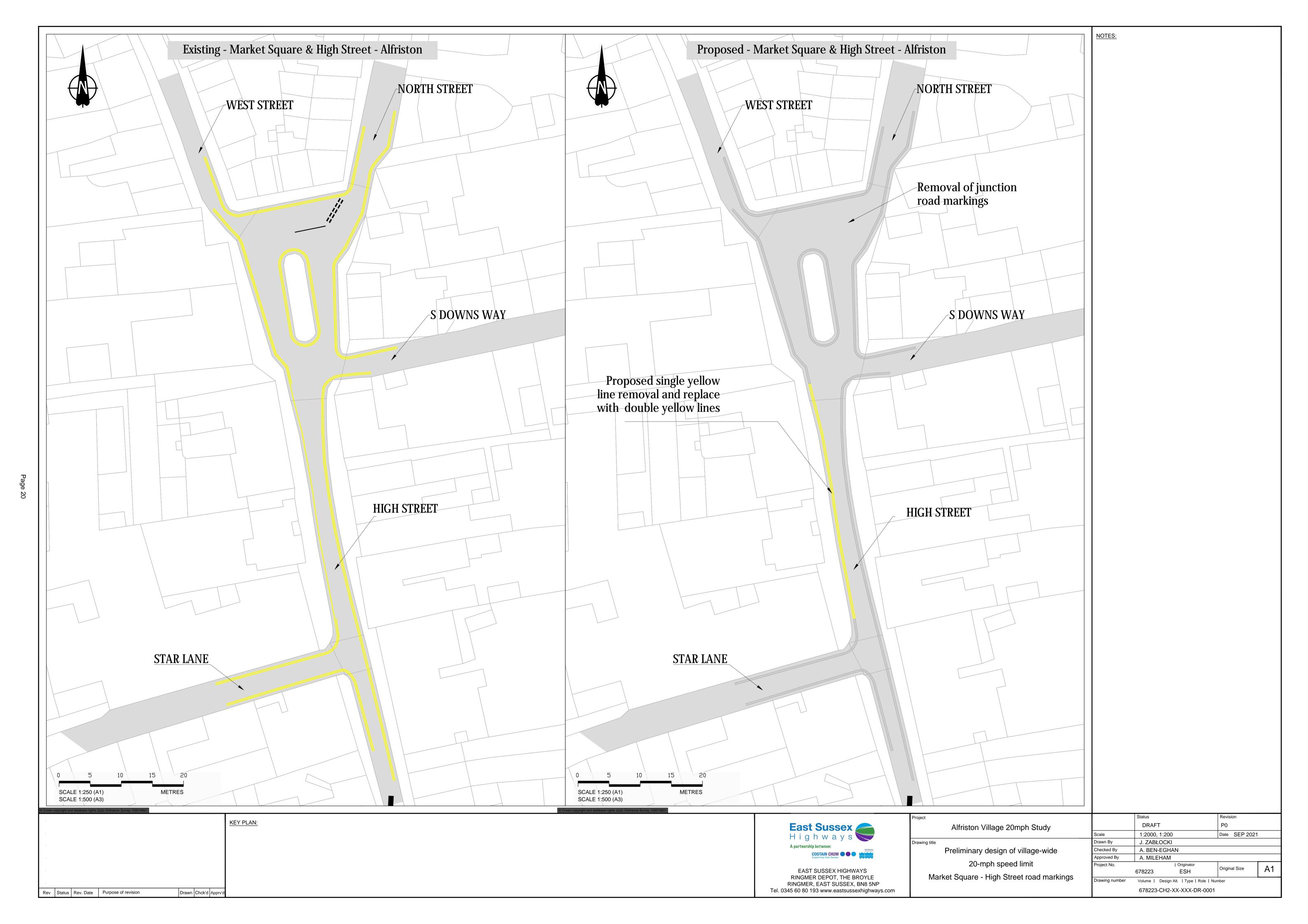


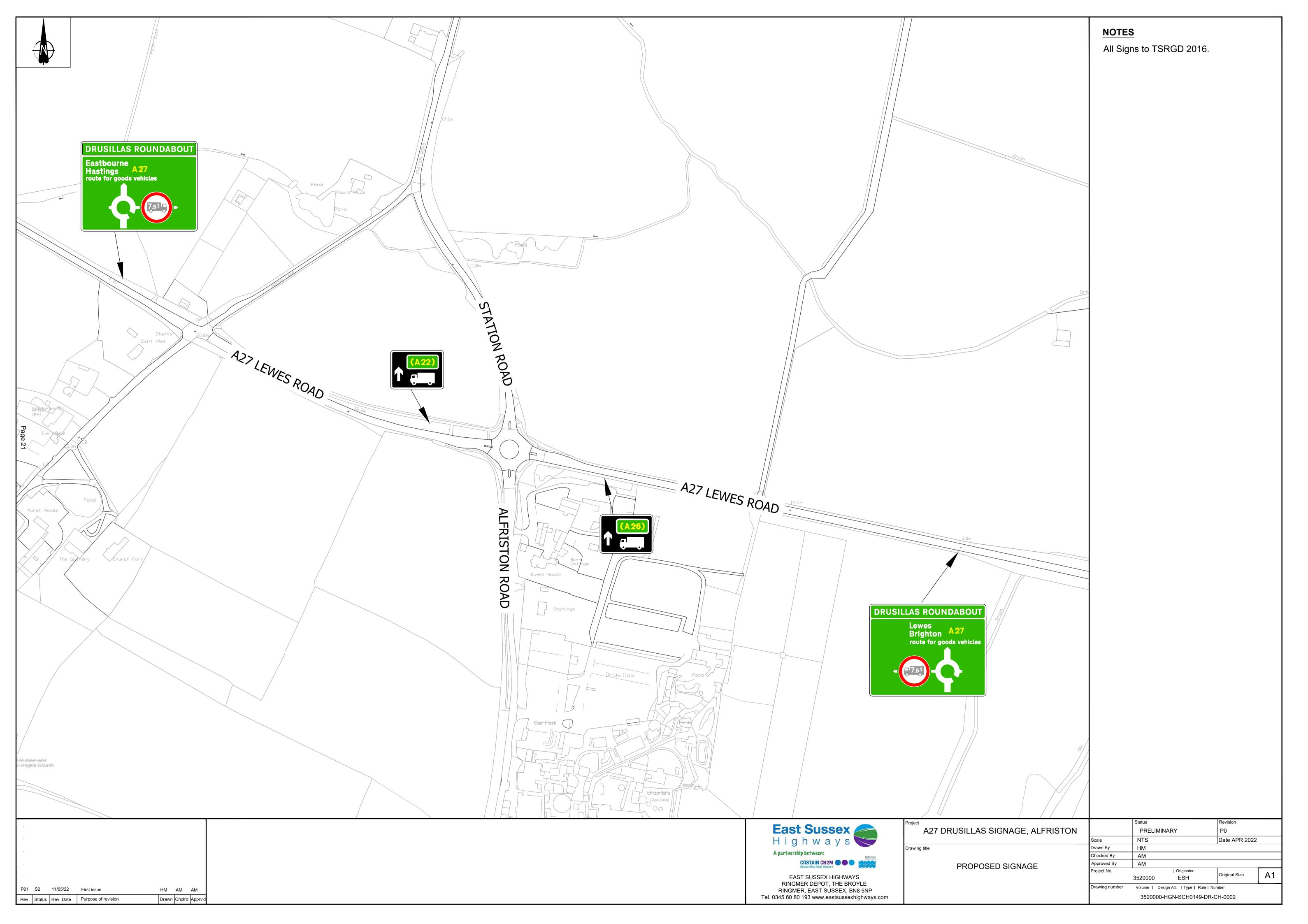
#### APPENDIX 1 – LOCATION PLAN/SCHEME EXTENT



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Appendix 3

# **Equality Impact Appraisal**

Scheme Name:	SCH-142
Scheme Number:	Traffic Calming Improvements, Alfriston
Scheme PM:	Andy Mileham

#### Report Issue Number:

Report Prepared By	Report Checked By	Report Approved By
Andy Mileham	Andy Mileham	
10 <sup>th</sup> October 2022	10 <sup>th</sup> October 2022	

# Scheme Details:

The some involves the following design;

- Introduction of a 20mph village-wide speed limit, supported by the implementation of two physical measures i.e., road narrowing and village name signage (to introduce drivers to the village). The village gateway will help to create 'a sense of place' when drivers enter the village while the physical measures are designed such that drivers are required to slow down before entry.
- Refer to Appendix A detailing the proposed design.

In addition to the village gateways, two further design options have also been prepared.

- The first of these looks to discourage HGVs travelling through the village via the A27. This element of the scheme will look to incorporate a series of Advisory Lorry Route Signage along the A27. ESH have continued to engage with Highways England (HE) to ensure these package of smaller scale improvements can be delivered.
- Make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto a yellow background, making the sign more visible (especially amongst vegetation or against the skyline).

FORM OWNER DESIGN MANAGER
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## Assessment of impact:

Protected Characteristic	Positive Impact	Negative Impact	Opportunity
Age	All age groups will benefit from the 20mph village-wide speed limit. The scheme may see greater benefits to older people who are less mobile or have hearing or visual impairments.	Traffic levels, noise and air pollution may worsen on neighbouring roads as private vehicles may redirect themselves from the village due to the reduction in speed limit.	Declutter superfluous street furniture/ signs to maximise footway widths and minimise obstructions.
	One of main reasons for the proposed the 20mph village-wide speed limit is to provide a safer space to encourage active travel by increasing walking and cycling levels. Walking	This may impact residents living on these roads; including younger and older people, whose health is more susceptible to pollutant exposure.	
Page 24	and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, and tackling congestion, and reducing carbon emissions and improving the local environment.	While the 20mph speed limit is likely to create safer a healthier street for residents and local business this may however lengthen journey times for people who rely upon private car.	
	Buses operate more efficiently. The reduced length of queues within the village means that bus journey times decrease and become more reliable. Buses become a more attractive alternative to the car.	Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.	
Disability	The scheme may see greater benefits to those with restricted mobility and those with visual/hearing impairments. Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for	As mentioned above, the proposed reduction in speed limit may lengthen journey times for those with impairments who rely upon private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people and have a detrimental impact on their mental and/or physical health.	See above

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Protected Characteristic	Positive Impact	Negative Impact	Opportunity
	use of the carriageway to avoid temporary blockages or hazardous pavements.		
Pregnancy and maternity	As highlighted previously, one of main reasons for the proposed the 20mph village-wide speed limit is to provide a safer space to encourage active travel by increasing walking and cycling levels. A recent study in Bristol identified that "Motor traffic volumes decrease since slower speeds encourage active, sustainable, and shared travel. Walking and cycling levels rose by up to 12% after Bristol's 20mph limit".	See above	See above
Page 25	Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children. It should also benefit pedestrians with prams who require additional time to navigate kerbs and other obstacles when crossing the road.		
	Less busy roads also mean that those travelling with prams are able to use the carriageway to circumvent the narrow footways and temporary blockages on the pavement (e.g., if a bin has been inappropriately left on the pavement or a car has been parked illegally).		
	Improvements in air quality are likely to disproportionately benefit pregnant people.  New-born babies and infants, who are more vulnerable to pollution due to their developing		

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Protected Characteristic	Positive Impact	Negative Impact	Opportunity
	airways and rapid breathing, are also likely to disproportionately benefit.		
	Expectant and recent mothers may be more likely to make frequent visits to medical facilities.		
Pa	Where these journeys are walked or cycled, they are likely to be subject to less pollution with reduced traffic volumes. Exposure to poor air quality while at home should reduce immediately for those within the area covered by the Traffic Filters. For those on boundary roads, assuming mode shift away from private car trips is achieved, air quality will improve over time.		
Ethn <b>®</b> ity	It is not considered that this protective character disproportionate negative or positive impacts by		No opportunities identified.
Gender/Trans gender	It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme.		No opportunities identified.
Marital Status/Civil Partnership	It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme.		No opportunities identified.
Religion, Belief	It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme.		No opportunities identified.
Sexual Orientation	It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme.		No opportunities identified.

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Protected Characteristic	Positive Impact	Negative Impact	Opportunity
Other	No other protected characteristic groups identified.		Not applicable

#### **Recommendation:**

We recommend that a full EQIA **Should Not** be undertaken for this scheme.

This scheme looks to improve conditions for all users, particularly those older age groups. By introducing a 20mph village-wide speed limit is to provide a safer space to encourage active travel by effectively reducing collisions and injuries, traffic speed and volume within Alfriston. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, and tackling congestion, and reducing carbon emissions and improving the local environment. The scheme may see greater benefits to those with restricted mobility and those with visual/hearing impairments. Less busy roads would benefit disabled people whose impairments necess at extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for use of the carriageway to avoid temporary blockages or had dous pavements.

ν.

Project Manager Name:	Andy Mileham
Signature:	Andy Mileham
Date:	10/10/22

This Report should now be submitted to ESCC for Review and agreed action.

#### **Amendment Record**

Version	Amendment Date	
V1	First Version	

FORM OWNER	DESIGN MANAGER

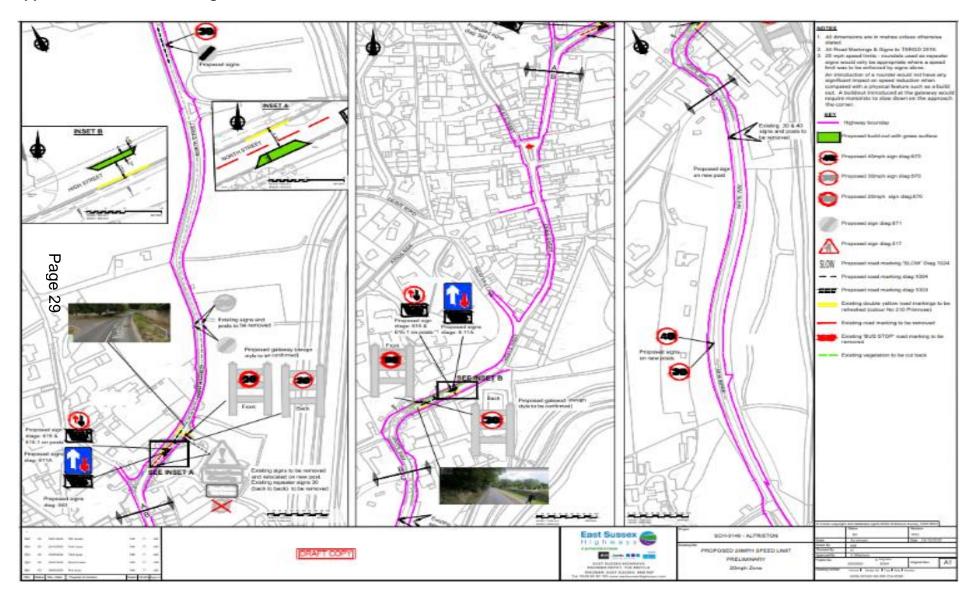
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## **Appendix A – General Arrangement**



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# Traffic Calming Improvements, Alfriston Stakeholder Engagement

PREPARED FOR: Andrew Keer (ESCC)

COPY TO: Karl Taylor (ESCC) & Alfriston Parish Council (APC)

PREPARED BY: Andy Mileham (ESH)

DATE: 24<sup>th</sup> October 2022

**PROJECT NUMBER:** 678223-SCH:149

TECHNICAL NOTE: 05

APPROVED BY: Andy Mileham (ESH)

#### Introduction

#### 1.1. Purpose of this Note

This technical note (TN05) sets out a comprehensive record of our stakeholder engagement for SCH-149 which comprises of a series of traffic calming improvements within Alfriston Village and will cover such topics as our engagement approach and process.

It should be noted however that these design proposals will be shared more widely and will be subject to a public consultation later in the year.

#### 1.2. Report Structure

This technical note 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 Design
- Appendix B Stakeholder Consultation List
- Appendix C Engagement Communications 'ESCC Email Template'
- Appendix D Engagement Communications 'Stakeholder Responses'.

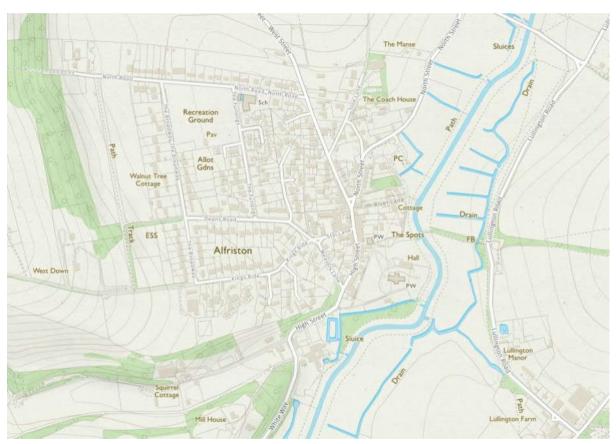


#### 1.3. Project Summary

In June 2022 East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) to undertake a feasibility study for traffic calming improvements in Alfriston Village.

Alfriston is a small village in the East Sussex district of Wealden that lies within the Cuckmere Valley, approximately four miles north east of Seaford. Highway access to the village is provided by an unclassified road that passes through the historical centre of Alfriston. This unclassified road is accessed from the A27 Drusillas Roundabout in the north and from the outskirts of Seaford in the south and provides a route through the Cuckmere Valley. **Figure 1.1** displays the location of the study area and the surrounding highway network.

Figure 1.1
Study Area and Surrounding Highway Network



The main highway route through Alfriston includes North Street, Market Square and High Street. North Street, which is located towards the north of Alfriston, is relatively residential with a series of terraced houses located on either side of the carriageway. Access and egress to both Dene and Willows car parks is now provided off North Street, after recent works were undertaken to widen the eastern entry of Dene car park to allow two-way vehicular movements. This was designed to reduce the number of motorists entering the village square.

Market Square is considered the historical centre of Alfriston. It is surrounded by local businesses and features a medieval market cross on a pedestrian island in the middle of the square. Further local businesses are found along High Street, which lies towards the south of the village. The width of the carriageway along High Street is very narrow in areas causing

congestion issues for passing traffic. The majority of the main highway route through Alfriston features double yellow road markings on both sides of the carriageway. Buses pass through the village and stop at bus stops within Dene and The Willows car parks as well within Market Square.

Data was collected from a range of different sources, all of which formed an essential part of understanding the characteristics of the study area's highway network. This included an initial desk-based study and a review of personal injury collision (PIC), traffic flow, speed and non-motorised user (NMU) crossing movement data provided by ESCC.

Review of the collected data has provided a detailed understanding of traffic and pedestrian issues along the local highway network.

Thus, conclusions have been reached regarding these issues and potential remedies for addressing local concerns and therefore the following traffic management measures were recommended:

- Introduction of a 20mph village-wide speed limit, supported by the implementation of two physical measures i.e., road narrowing with village name signage (to introduce drivers to the village). The village gateway will help to create 'a sense of place' when drivers enter the village, and the physical measures are designed such that drivers are required to slow down before entry;
- In addition to the village gateways, two further design options have also been prepared. The first of which looks to discourage HGVs travelling through the village via the A27. This element of the scheme will look to incorporate a series of Advisory Lorry Route Signage along the A27.
- Furthermore, to make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto that of a yellow background. Thus, making the sign more visible, especially amongst vegetation or the skyline
- The final proposal, will consist of removing the existing give-way lines in Market Square as well as incorporating additional double yellow lines outside the Star Public House on the High Street

It should be noted that the proposed scheme illustrated within **Appendix A**, was submitted and approved by the ESCC Road Safety Team for a Stage 1 Road Safety Audit (RSA) in July 2022.

# Stakeholder Engagement Process

#### 2.1. Methodology

The main focus of stakeholder engagement for this project was to;

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

#### 2.2. Feedback Analysis

On Tuesday 6<sup>th</sup> September 2022 an invitation was issued to key stakeholders, asking them to provide feedback in the form of written representations on the proposed traffic calming design options. Organisations were asked to respond to an identified project mailbox by Friday 23<sup>rd</sup> September 2022.



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 subject matter 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-mentioned deadline.

# Stakeholder Feedback Responses

#### 3.1. Feedback Analysis

The Project Team sent requests for written representations to 28 organisations as well as a handful of Councillors that operate within the district of Wealden. 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 28 organisations contacted only 7 sent submissions back to the project team, thus achieving a response rate of only 25%.

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 3.1 has illustrated if that individual stakeholder was either in support of the proposed scheme or was opposed.

Table 3.1.
Expression of Interest

Support/Oppose	Frequency	% of total responses
Strongly support or support	2	28%
Neither support nor oppose	5	72%
Strongly oppose or oppose	0	0%
Total	7	100%

Table 3.1 above depicts the number of stakeholders who expressed a preference for the proposed traffic calming improvements in Alfriston Village. As the table has identified, none of the respondents opposed the scheme.

However, it should be noted that both Surrey and Sussex Police and the South Downs National Park Authority (SDNPA) were in support of the scheme, subject to further design amendments/clarifications.

In order to receive further feedback from Stakeholders this Technical Note was prepared on the 17<sup>th</sup> October 2022, thus giving additional time to receive any such late responses from Stakeholders, however no further corresponding emails were received.

The project team received detailed comments in the feedback which has been helpful in identifying the overall view of stakeholders to the scheme concept as well as specific issues of importance. Therefore, the more detailed suggestions regarding the scheme have been provided below within the subsections of this Technical Note, with the following response in **blue** by ESH.

#### 3.2. Broader Points Raised

#### 3.2.1 Traffic Calming Gateway Design

The SDNPA issued the following response on the proposed traffic calming design "We welcome the reduction of speed to 20mph through Alfriston, though given the intention to slow traffic with buildouts, and the decision to not include repeater signage, would this not be more appropriate as a 20mph ZONE as opposed to simply a limit? Road features present in Alfriston such as narrow widths, bends and a removal of the centrelines would all count as traffic calming features for the purposes of a ZONE. This would allow for a reduction in clutter including the proposed gateway style furniture, which is being used solely to highlight the change of speed, not serve as a gateway to the village"

**ESH Response** - Paragraph 3.2.16 of LTN 1/07 states A 20 mph zone should have entry treatments with signing at the gateways to the zone and suitable speed reducing measures. Within the zone speed control measures are needed, which are broadly defined in TSRGD 2002 (e.g., road humps, raised junctions, speed cushions, horizontal deflections, mini roundabouts, bends and reductions in the width of the carriageway.) The fact that the roads are narrow with bends would therefore not be considered as introducing speed control measures.

"Additionally, in the interests of reducing clutter, could there be a change of speed (or 20mph ZONE) sign on only one side of the road? The Traffic Signs Manual Chapter 3 states 'There is no specific requirement to provide two terminal signs, one on each side of the carriageway, where the speed limit changes along a length of road.' therefore could the infrastructure be limited to solely the carriageway where the traffic is to be slowing".

**ESH Response** – While the SDNPA is correct that the Traffic Signs Manual Chapter 3 does state that "there is no specific requirement to provide two terminal signs, one on each side of the carriageway, where the speed limit changes along a length of road". However, Chapter 3 then highlights "in most situations it is recommended that two signs are provided, particularly on motorways and rural dual carriageway roads. Drivers need to be fully aware of the speed limit both for reasons of road safety and enforcement, particularly where the sign indicates a reduction in the speed limit".

Given the rural location, there is always the possibility that a single sign might become damaged or obscured by vegetation and require a more rigorous maintenance regime. A single sign could also be obscured by high sided vehicles, particularly on roads with more than one traffic lane in the same direction. Hence, the reason to include two terminal signs was justified.

"If the gateway style furniture is insisted upon, as is being discussed in the developing 'Communities in the South Downs' guidance and accompanying National Park appropriate 'Catalogue of Interventions', within the park it is preferred that gateway furniture be made of timber or other locally significant materials in the first instance. While I recognise there may be some concerns regarding passive safety, Hampshire County Council are currently trialling passively safe timber gateway furniture and could be contacted for advice".

**ESH Response** – While ESH would not have an issue in principle with using timber for the construction of the gateway features, a full risk assessment would be required to assess the potential impact that the material would have specifically in relation to passive safety. Long term maintenance would also need to be agreed with ESH or the APC (depending on who will be responsible for maintaining any of the features).



"Again, the SDNPA approve of the use of a buildout to reduce traffic speed, with priority for traffic leaving Alfriston, but would request that the verge/embankment in each of these locations be continued into the buildout, rather than the whole thing be topped with tarmac. The kerbing for these buildouts should match the conservation kerbing used throughout Alfriston. Additionally, there is an excess of clutter. There may not need to be the large amount of signage."

**ESH Response** – Again, ESH don't have any problems in principle if the buildouts were 'filled' with soil/grass instead of blacktop. Consideration would need to be given to the long-term maintenance of the area and how this would be undertaken in a constrained area, and both ESH and ESCC would need to be satisfied that any vegetation that may take hold will not impact visibility of any reflective material that may be present on posts/bollards etc.

"Traffic Note 9/94 (Horizontal Deflections) makes mention that the Highways (Traffic Calming) Regulations 1993 allows for warning signage at horizontal deflections (like chicanes and buildouts) to be omitted in areas where the speed limit is 20mph. Part of this scheme is to reduce the speed limit to 20mph including the areas where the buildouts are located. Without explicit signage, drivers should fall back on the advice of the highway code, rule 163 of which states drivers should 'give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road".

**ESH Response** – Whilst guidance states that they could indeed be removed within 20mph speed limits, ESH would need to be convinced that the speed limit is not going to be exceeded and that forward visibility of each feature is such that an approaching driver can see far enough ahead to make a decision about whether it is safe to proceed. Therefore, it is recommended that a monitoring period of 3 months be implemented once the scheme has been implemented.

"In addition to the signage above, the Traffic Signs Manuals note that 'Yellow backing boards can be especially environmentally intrusive, and their over use could eventually devalue their attention attracting benefits. A less garish way of increasing a sign's conspicuity is simply to provide a standard sign of larger size.' Therefore, we would request that this advice is followed, possibly alongside producing the signs with a higher level of retro-reflectivity, if these signs need to be made more conspicuous, rather than yellow backing boards."

**ESH Response** – ESH agree with the SDNPA comment and that 'yellow backing boards' are not required if visibility of the proposed sign meets the recommended design specifications.

"The SDNPA recognise that there is to be little benefit to adding ~30m of centre lining on a road which does not already have centre lines. If this was to highlight the change of speed, this is mentioned in the Traffic Sign Manuals as an option to replace existing centre lining, not really stating that new markings should be added where there are not any currently. Edge marking, possibly forming a virtual narrowing, would be a more appropriate method of drawing attention to the new speed limit".

**ESH Response** – ESH agree with the above comment about edge marking, thus forming a 'virtual narrowing' which will be investigated further.

"The addition of the small areas of buff surfacing is not suitable for a rural village in a national park setting. Especially as this is a compromise from the Parish's request for a change of surface throughout the 20mph area. With the buildouts, lack of centre lining and the nature of Alfriston itself, these additional, unsympathetic, items of clutter may not be necessary for informing drivers they have entered a different road space."

**ESH Response** – While there is no specific requirement for a coloured road surface other than to draw a driver's attention to the change of environment, it is considered that the more visual impact that is experienced by a driver in these specific locations, the greater their speed will be reduced as they enter the village, hence the reason for its current inclusion.

#### 3.2.2 Road Markings - North Street & Market Square

"The removal of centreline markings from the gateway on North Street is supported by the SDNPA but does raise the question of why additional markings are being added on the approach to the White Way change of speed where there are no markings currently. We do not support adding additional centrelines in locations where there are none currently, especially as there is no advantage in safety at this location as CrashMap shows no injury collisions in this location for the last 5 years. Indeed, a lack of centre lining would add additional emphasis to the give way markings for the buildout.

The decluttering of road markings and yellow lining around the central market square is appreciated, but it should be noted that the upgraded double yellow lining on High Street should be in colour No 310 (Primrose) as specified by Traffic Manual chapter 5 for use in environmentally sensitive areas".

**ESH Response** – As stated previously within this TN, the proposed design options have undergone a GG119 Road Safety Audit (Stage 1) and has been approved by the ESCC RSA team. The point regarding the additional centreline road markings on the approach to the White Way has been incorporated in order to reduce vehicle speeds/driver awareness before they reach the 20mph gateway area. Howver, further investigation into if the centreline can be removed will be undertaken after the public consultation stage of the project.

ESH note the endorsement from the SDNPA on the removal of the road markings and yellow lining around the central market square.

In addition to the above comment, ESH received the following response from the Road Safety and Traffic Management Team at Surrey and Sussex Police that specified "we do have concerns about the removal of the give way lines in Market Square. They clearly serve a purpose, particularly with the poor visibility to the left at this junction. They are a road safety feature and removal of such a feature is a serious step to take, with potential repercussions if this leads to an increase in collisions. However, the introduction of a 20mph speed limit may go some way to offset the removal of this road safety feature".

**ESH Response** – As highlighted within the previous response the proposed design options have achieved approval from a GG119 highway safety point. However, the point raised regarding the lack of visibility is indeed valid and will again form part of our discussions during the public consultation stage of the project. However, the induction of a 20mph speed limit within the village of Alfriston will hope to improve driver awareness through a 'sense of place' by making the area more welcoming to both pedestrians and cyclists.



The Cuckmere Community Bus Company stated that "by extending the double yellow lines along High Street will make a big difference. The cones unofficially placed along that section have deterred most from parking but making it formal is good. As far as bus stops are concerned, there is currently a bus stop marked on the road beside the oak tree at the Market Cross. In fact, services pull up parallel to the centre island outside and opposite the Stores to leave the main carriageway on the other side of the island clear for traffic to flow.

**ESH Response** – ESH note the endorsement from the Cuckmere Community Bus Company regarding the extension of double yellow lines along the High Street.

#### 3.2.3 HGV Signage - A27

"The SDNPA welcome the addition of the black signed route for HGVs, recognising that some larger traffic may be intending Alfriston as its destination, but would like to add that this will require enforcement".

**ESH Response** – ESH note the endorsement from the SDNPA of the use of additional signage for HGV's. Further conversations with both National Highways (who maintain the A27) as well as Surrey and Sussex Police are currently ongoing during the design process.

### **Next Steps**

#### 4.1. Feedback Analysis

This TN provides a detailed analysis of the feedback received during the stakeholder engagement. The next step will be presenting the updated design proposals to the Alfriston Parish Council (APC) before sharing the design proposal to the general public via a joint consultation between ESH/APC during the beginning of next year (January 2023).

This TN will also be circulated to the project and design teams in order to inform the detailed design and further planning stages of the scheme.

### PUBLIC CONSULTATION REPORT

# SCH-149: Traffic Calming Improvements, Alfriston Village

Prepared for

East Sussex County Council (ESCC)

March 2023

East Sussex Highways The Broyle Ringmer East Sussex BN8 5NP



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# **Document Issue**

# **Revision History**

Issue	Author	Date	Description
1	A. Mileham	22 <sup>nd</sup> February 2023	Client Draft

## **Technical Check**

Role	Name	Signature	Date
Associate	A. Shearer	A. Shearer	28 <sup>th</sup> February 2023

# **Approval**

Role	Name	Signature	Date
Associate Director	A. Mileham	A. Mileham	2 <sup>nd</sup> March 2023

# **Acronyms and Abbreviations**

**APC** Alfriston Parish Council DfT **Department for Transport ESCC** East Sussex County Council **ESH** East Sussex Highways HGV Heavy Goods Vehicles NMU Non-motorised user PIC Personal Injury collision RSA Road Safety Audit



# **Executive Summary**

East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) to undertake a feasibility study for traffic calming improvements in Alfriston Village.

Data was collected from a range of different sources, all of which formed an essential part of understanding the characteristics of the study area's highway network. This included an initial desk-based study and a review of personal injury collision (PIC), traffic flow, speed and non-motorised user (NMU) crossing movement data provided by ESCC.

Review of the collected data has provided a detailed understanding of traffic and pedestrian issues along the local highway network.

Thus, conclusions have been reached regarding these issues, along with the development of potential remedies for addressing local concerns. The following traffic management measures were recommended:

- Introduction of a 20mph village-wide speed limit, supported by the implementation of two physical measures i.e., road narrowing and village name signage (to introduce drivers to the village). The village gateway will help to create 'a sense of place' when drivers enter the village while the physical measures are designed such that drivers are required to slow down before entry;
- In addition to the village gateways, two further design options have also been prepared. The first of these looks to discourage HGVs travelling through the village via the A27. This element of the scheme will look to incorporate a series of Advisory Lorry Route Signage along the A27.
- Furthermore, to make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto a yellow background, making the sign more visible (especially amongst vegetation or the skyline).
- The final proposal will consist of removing the existing give-way lines in Market Square as well as incorporating additional double yellow lines outside the Star Public House on the High Street.

It should be noted that the proposed design options, listed above, were submitted and approved by the ESCC Road Safety Team for a Stage 1 Road Safety Audit (RSA) in July 2022.

In September 2022 an invitation was also issued to key stakeholders, asking them to provide feedback in the form of written representations on the proposed traffic calming design options. The Project Team sent requests for written representations to 28 organisations as well as a handful of Councillors that operate within the district of Wealden. The invitations were sent to a list of organisations within the Stakeholder Reference Group, as determined by ESCC.

It should be noted however that from the 28 organisations contacted only 7 sent submissions back to the project team, thus achieving a response rate of only 25%. From the results however, it is worth noting that no stakeholders/responses opposed the design measures put forward.

This report records the results of the public consultation regarding the design proposals previously mentioned, as well as detailing how the public consultation was undertaken, and a summary of 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 also 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 this are detailed within a previous ESH Technical Note (678223-SCH:149-TN05).

### **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 Monday 23<sup>rd</sup> January 2023 to Sunday 12<sup>th</sup> February 2023.

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 384 addresses located within the boundary of Alfriston Village. The scheme was also promoted through the local media, posters, letters/emails to ward members and to the owners/occupiers. In addition, printed copies of consultation drawings and information were also made available at the Village Store and Hicks the Newsagents.

A separate Stakeholder Engagement process was undertaken. Outputs from this process were presented in a previous Technical Note, with changes being made to the design as a result of the comments made.

### **Consultation Findings**

There were a total of 132 direct responses, which equates to a response rate of 34%. Typical survey response rates can lie anywhere in the region between 5% and 30%. This particular response rate could therefore be considered as 'positive' with regard to returns of feedback.

Of the individuals who responded, there was a split of 51% Male to 46% Female. According to UK Office for National Statistics, Alfriston is 57.7% male and 42.3% female, indicating a slight under-representation of women participating in the consultation A breakdown of the survey gender responses is illustrated within **Table 3.1** of this report.

In terms of the respondents' age, the majority of respondents (57%) were from the '65+ years' category, which again roughly reflects the UK Office for National Statistics data for Alfriston. 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 15% of all respondents.

Overall, the responses received were positive, with 89% of respondents in favour of the proposed scheme. However, a total of around 8% of respondents opposed the design option.

According to comments received, 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, or will indeed be exacerbated, which will have a knock-on impact on village life. A full detailed analysis of the responses received is included within this report under **Section 4**.



# Conclusion & Next Steps

The results of the public consultation show that there is overall support (89%) for the proposed traffic calming improvements in Alfriston Village.

ESCC and the county's highways team are grateful to all of those who took the time to give their views about the proposals.

The consultation has provided a valuable insight into the public's views about the design proposals. The feedback received will play an important role in informing the decisions made by both ESH and ESCC. This includes supporting the identification of a preferred design option, helping to inform detailed design and highlighting points to be considered.



# Introduction

# 1.1 Purpose of this Note

This Technical Note provides a comprehensive record of the public consultation events undertaken for the proposed traffic calming improvements in Alfriston Village.

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

In line with the Department for Transport's transport appraisal process, the public consultation provided an opportunity to seek feedback on the options being considered. This is good practice when a scheme has reached a stage in which local people can meaningfully review and comment on proposals. No final decisions have been made and, as shown below, responses to the consultation will be considered alongside other key factors to help support our decision-making processes.

Benefits and costs **Environmental considerations** The preferred option must Any environmental impacts, such show sufficient benefits in as air quality, noise and flooding, terms of economics and must be assessed and managed wellbeing in comparison with appropriately the costs of the proposed Public feedback Construction Feedback from the public Elements of the construction forms one part of the of the scheme, such as decision-making process. duration, complexity and It is important we consider risks of the works, must also be considered people's views before Objectives making decisions Objectives The chosen option must fulfil the project objectives as best as possible

Figure 0.1 - Consideration as part of the decision-making 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

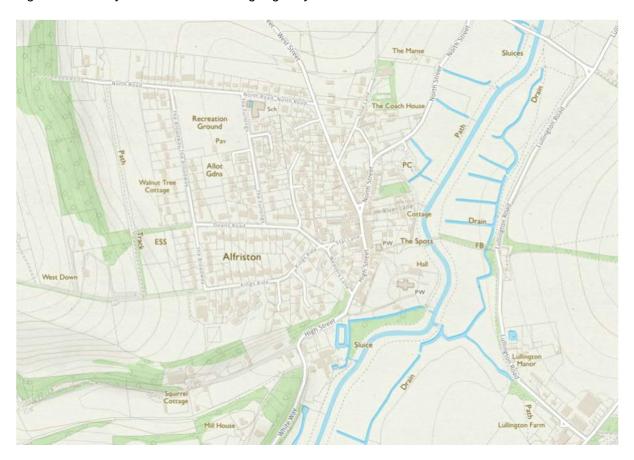
- Appendix A Proposed scheme designs
- Appendix B Catchment areas for consultation.
- Appendix C Consultation communication ESSC Leaflet and Questionnaire
- Appendix D Consultation communication 'General Public Responses'.
- Appendix E Press and media adverts.
- Appendix F Stakeholder Engagement Response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

# 1.3 Project Summary

East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) to undertake a feasibility study for traffic calming improvements in Alfriston Village.

Alfriston is a small village in the East Sussex district of Wealden that lies within the Cuckmere Valley, approximately four miles north east of Seaford. Highway access to the village is provided by an unclassified road that passes through the historical centre of Alfriston. This unclassified road, which provides a route through the Cuckmere Valley, is accessed from the A27 Drusillas Roundabout in the north and from the outskirts of Seaford in the south. **Figure 1.2** displays the location of the study area and the surrounding highway network.

Figure 0.2 - Study Area and Surrounding Highway Network



The main highway route through Alfriston includes North Street, Market Square and High Street. North Street, which is located towards the north of Alfriston, is relatively residential with a series of terraced houses located on either side of the carriageway. Access and egress to both Dene and



Willows car parks is now provided off North Street, after recent works were undertaken to widen the eastern entry of Dene car park to allow two-way vehicular movements. This was designed to reduce the number of motorists entering the village square.

Market Square is considered the historical centre of Alfriston. It is surrounded by local businesses and features a medieval market cross on a pedestrian island in the middle of the square. Further local businesses are found along High Street, which lies towards the south of the village. The width of the carriageway along High Street is very narrow in areas, causing congestion issues for passing traffic. The majority of the main highway route through Alfriston features double yellow road markings on both sides of the carriageway. Buses pass through the village and stop at bus stops within Dene and The Willows car parks as well within Market Square.

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From this, conclusions have been reached regarding these issues and potential remedies which address local's concerns. The following traffic management measures were recommended;

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  before entry;
- In addition to the village gateways, two further design options have also been prepared, the first of which looks to discourage HGVs travelling through the village via the A27. This element of the scheme will look to incorporate a series of Advisory Lorry Route Signage along the A27.
- Furthermore, to make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto that of a yellow background. Thus, making the sign more visible, especially amongst vegetation or the skyline.
- The final proposal will consist of removing the existing give-way lines in Market Square as well as incorporating additional double yellow lines outside the Star Public House on the High Street.

It should be noted that the proposed design options listed above, as well as being illustrated within **Appendix A**, were submitted and approved by the ESCC Road Safety Team for a Stage 1 Road Safety Audit (RSA) in July 2022.

In September 2022 an invitation was also issued to key stakeholders, asking them to provide feedback in the form of written representations on the proposed traffic calming design options. The Project Team sent requests for written representations to 28 organisations as well as a handful of Councillors that operate within the district of Wealden. 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 28 organisations contacted only 7 sent submissions back to the project team, thus achieving a response rate of only 25%. From the results however, it is worth noting that no stakeholders/responses opposed the design measures put forward.



# **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 the proposed traffic calming scheme were aware of the proposals. Letters were distributed to over 384 addresses located within the boundary of Alfriston Village.

A Quick Response Code (QR) code and link to an online survey was located upon the letter. To note, 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 Monday 23<sup>rd</sup> January 2023 to Sunday 12<sup>th</sup> February 2023. It was decided that the consultation would have a strong digital focus, complemented by some more traditional approaches to help ensure it was as accessible as possible. A series of visualisations showing how the proposed traffic calming design options would look and operate were also produced.

To capture people's feedback on the proposals, a consultation survey was developed. This included a mixture of questions to assess levels of support for the different elements of the proposed sustainable transport package.

Printed copies were also made available at the Village Store and Hicks the Newsagents to help ensure those without internet access or who are uncomfortable online were not excluded.



In addition to this report, a separate Stakeholder Engagement process was undertaken. Outputs from that process were presented in a previous report, with changes being made to the design in response to this process. A copy of this report is provided within **Appendix B**.

### 2.4 What we asked

The questionnaire comprised several closed questions, asking people to select an answer that matched their level of support for or against the proposed traffic calming design options.

The complete list of questions that were asked regarding the proposals have been analysed within **Section 4** of this report, with a PDF copy of the original questionnaire format provided within **Appendix C**.

To analyse the qualitative feedback, an emergent coding approach was used with every consultation response read and reoccurring themes and trends identified. Where comments given have been used in this report to demonstrate points raised, please note they have been corrected for grammar and spelling if required.

In devising the consultation questions, particular effort was made to help ensure respondents could provide feedback on the various individual elements of the sustainable transport package. However, comments were not always provided only in those sections and there was notable repetition of themes across the responses to different questions.

Personal information and demographic questions were also included to improve our understanding of who had responded and to help ensure the continued development of our equality and diversity monitoring. Where personal information was requested, it was made clear that the information provided was confidential, would be protected in line with our responsibilities under the GDPR (General Data Protection Regulation) and would solely be used for the purposes of this project.

## 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 href="https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/">https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/</a>
- By emailing <a href="mailto:customer@eastsussexhighways.com">customer@eastsussexhighways.com</a>. 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. This also informed parties on how they could respond.

### 2.6.1 Website

ESCC and ESH produced a website <a href="https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/">https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/</a> 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 provided people with the opportunity to respond to the consultation by answering our questionnaire.

#### 2.6.2 Letters

As mentioned previously, ESCC and ESH sent a leaflet to over 384 individual addresses which were located within close proximity of the proposed design option. The letter contained a summary of the design proposal along with an overview map identifying where the design option would be 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 and map of the distribution area are included within each of the individual appendices attached to this report.

### 2.6.3 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'. Further information was published on the Alfriston Parish Council's website;

https://www.alfristonparishcouncil.org.uk/. A copy of the press releases and adverts can be seen in **Appendix D** of this technical note.

# 2.7 Equalities Assessment

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

- Identifying and emailing relevant stakeholders, including but not limited to the district access groups and 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 target audiences and tailoring the means of communicating with them. An example of this is preparing hard copies of our online material for those not able to access our website and making them available at the Village Store, Hicks the Newsagents and 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 report. Throughout this process we were mindful of our responsibilities under the Data Protection Act.



# About the Respondents

### 3.1 Introduction

This section of the report 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**.

## 3.2 Number of respondents

ESH and ESCC received 132 direct responses, which calculates to a 34% response rate. As is standard practice, a typical survey response rates can lie anywhere in the region of 5% and 30%. Therefore, this response is classed as 'positive' with regard to returns of feedback.

# 3.3 Respondent gender

The majority of individuals who responded was split, with 51% being Male with 46% being Female. According to UK Office for National Statistics, Alfriston is 57.7% male and 42.3% female, indicating a slight under-representation of women participating in the consultation. A breakdown of the survey gender responses is illustrated within Table 3.1 below.

Table 3.1 Survey Gender Responses

What gender do you identify as?	Number	Percentage (%)
Male	67	50.8
Female	60	45.5
Prefer not to say / Not answer	5	3.8
Total	132	100

### 3.4 Respondent age

The ages of the respondents are shown in Table 4.2 below. The age distribution of the sample roughly reflects the UK Office for National Statistics dataset for Alfriston, with a high proportion of the population being 65+ years old.

Table 3.2 Survey Responses - Age Range

Age group	Number	Percentage (%)
Under 16	0	0
16-24	0	0
25-34	2	1.5
35-44	6	4.5
45-54	5	3.8
55-64	38	28.8
65+	75	56.8
Not answered	6	4.5
Total	132	100



## 3.5 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 4.3** below. The majority (85%) said that they did not have reduced mobility and similarly did not consider themselves to be disabled (86%).

Table 4.3 Accessibility and disabilities - Responses

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	11	8.3	8	6.1
No	112	84.8	113	85.6
Prefer not to say/No answer	9	6.8	11	8.3
Total	132	100	132	100

# 3.6 Respondent postcodes

Of the 132 direct questionnaire respondents to the consultation, all but two (1.5%) submitted their postcode. **Table 4.4** presents the full list of postcodes of all the respondents.

Table 4.4 Respondent postcodes

Postcode	Total	Percentage (%)
BN26	127	96.2
BN22	1	0.8
BN21	1	0.8
TN21	1	0.8
Prefer not to say/No answer	2	1.5
Total	132	100

# 3.7 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 this are detailed below within **Table 4.5**. The majority of respondents are categorised as 'Individuals'.

Table 3.5 Relationship between respondent and scheme

Category of respondent	Total	Percentage (%)
Individual	123	93.2
Business	7	5.3
Prefer not to say/No answer	2	1.5
Total	132	100



## 3.8 Summary of consultation responses

The following summarises the overview responses to the questionnaire:

- Overall, there was a balanced gender response.
- The responses covered a wide spread of age ranges, with the majority of respondents being 65+ (57%).
- Based on postcode data, all respondents reside within the village itself, with the majority of respondents being located within Postcode BN26 (96%).
- The majority of respondents (85%) said that they did not have reduced mobility and similarly did not consider themselves to be disabled (86%).
- The majority of respondents (93%) are categorised as 'Individuals'.



# Scheme specific consultation responses

# 4.1 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 proposals. The results of these questions are presented within this chapter.

# 4.2 Scheme specific questions

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

# Responses to Q4: "Do you believe there's a problem with the speed of traffic through Alfriston Village?"

Respondent support to the above statement is noted in **Table 4.1**.

Table 4.1 Survey Respondent view

View	Total	%
Yes	123	93.2
No	8	6.1
Prefer not to say/No answer	1	0.8
Total	132	100

Overall, the majority of responses (93%) identified that there is the perceived issue of vehicles travelling at speed through the village.

# Responses to Q5: "Please indicate below which of these three objectives for the scheme you agree with. Tick all boxes that apply".

Respondent views are highlighted within Table 4.2.

Table 4.2 Three objectives for the scheme you agree with.

View	Total	%
Reducing the speed of traffic within Alfriston Village to make it a safer place to live.	119	32.7
Maintaining Alfriston Village attractiveness to residents and visitors.	113	31.0
Discouraging the use of Alfriston Village as a 'short cut' by through traffic.	127	34.9
No answer	5	1.4
Total	364	100

From the responses that were received, the results indicated that the main objective should be to discourage the use of Alfriston Village as a 'short cut' by through traffic.



However, it should be taken into account, that as part of the proposed Exceat Bridge (two-way bridge) proposals, a decrease in future traffic levels through Alfriston will occur. Traffic modelling undertaken specifically for the Exceat Bridge scheme has shown that traffic patterns would now choose to deviate from Alfriston Road and would use the A259 (Eastbound) due to improved journey times.

# Responses to Q6: "Having seen the proposals for traffic calming and a 20mph village speed limit, are you broadly in favour of them?"

Respondent views are highlighted within Table 4.3.

Table 4.3 Are you in favour of the proposals?

	Total	%
Yes	118	89.4
No	11	8.3
Prefer not to say/No answer	3	2.3
Total	132	100

Overall, the responses that were received were positive with 89% of respondents in favour of the proposed scheme. However, a total of around 8% of respondents opposed the design option.

# Responses to Q7: Do you believe that Alfriston Village suffers from HGV traffic from the A27?

Respondent views are highlighted within Table 4.4

Table 4.4 Do you believe that Alfriston Village suffers from HGV traffic from the A27?

	Total	%
Yes	126	95.5
No	6	4.5
Prefer not to say/No answer	0	0.0
Total	132	100

The majority of responses (95%) identified that Alfriston Village suffers from HGV traffic from the A27.

Responses to Q8: Do you believe that the Market Square and the High Street suffers from parking congestion, and would you like to see the implementation of parking restrictions i.e., double yellow lines applied within this area?

Respondent views are highlighted within Table 4.5 overleaf.



Table 4.5 Do you believe that the Market Square and the High Street suffers from parking congestion, and would you like to see the implementation of parking restrictions i.e., double yellow lines applied within this area?

	Total	%
Yes	101	76.5
No	22	16.7
Prefer not to say/No answer	9	6.8
Total	132	100

The majority of responses (76%) identified that Market Square and the High Street suffers from parking congestion.

Responses to Q9: The scheme would also look to incorporate a change in road surfacing. This part of the proposal would not be funded by ESCC, but by APC through a Public Works Loan Board loan (with associated estimated increase to council tax Band D p/annum over a duration of 50 years shown in brackets), would you prefer to see".

Respondent views are highlighted within Table 4.6

Table 4.6 - Public Works Loan Board loan - Change of Road Surfacing

	Buff coloured anti-skid road surfacing throughout the length of the High St and North St (£15.08 increase)		Cobbles/setts throughout the length of the High St and North St (£56.16 increase)		Cobbles/setts in Market Sq/North St/High St to Star Lane (£17.68 increase)	
	Total	%	Total	%	Total	%
Yes	45	34.1	38	28.8	56	42.4
No	70	53.0	79	59.8	60	45.5
Prefer not to say/No answer	17	12.9	15	11.4	16	12.1
Total	132	100	132	100	132	100

From the results provided above, the majority of respondents did not want to see either Buff coloured anti-skid road surfacing or Cobbles/setts throughout the length of the High Street and North Street.

However, the response for Cobbles/setts in Market Sq/North St/High St to Star Lane was more acceptable, with 42% of residents opting for this as the preferred area.



### 4.2.1 Specific Themes and Trends in the Qualitative Responses

#### 4.2.1.1 Issues and concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed traffic calming design options. A brief outline of all the received feedback involving issues/concerns have been provided below with an ESH design response underneath in <u>blue</u>.

- "I am overall in agreement with the proposals but feel that the pinch point in North Street would be better placed just after the entrance to the Willows Car Park before the entrance to the Dene Car park. The Dene Car Park is already used as a short cut by many vehicles, and I feel that this would be exacerbated if it is not included on the pinch point/traffic calming area."
- **ESH Response** It should be noted that each design option is assessed by a number of individual factors, such as sightlines, stopping distances, swept path assessments, road environment, etc. Both the proposed gateways for Alfriston are located on the midpoints of S-bends. Forward visibility to the North Street buildout is particularly restricted. Even when travelling at appropriate speed, drivers would have very little time to process what is required of them. This may lead to sudden braking on the approaches to the build outs, and head-on collisions.
  - As a driver asked to give way to oncoming traffic that is approaching around a bend, there is very limited forward visibility to make an informed judgement. Drivers travelling around the bends will frequently be faced with oncoming traffic negotiating the build outs. This may require them to stop abruptly and give way, despite having priority. The area also suffers from flooding and also requires the correct illumination at night, hence the need for the buildout's current proposed location.
- 20mph speed limit should be extended to include first houses in the village ... pre— Deans Place in White Way and Fossil Cottage in North Street.
- **ESH Response** As mentioned previously, the proposed locations have been based upon a number of design factors, i.e., sightlines, stopping distances. Relocating these proposals would in turn impact highway safety. It should also be noted that the proposed locations, as well as the design measures, have been independently reviewed/checked as part of the Road Safety Audit (Stage 1) process.
- I'm IN FAVOUR of the proposals you give! But another small measure is also needed. The difficulty of vehicles crossing in the narrows is not solved by the sign with the white and red arrows given the lack of visibility round the bend. We need a MIRROR to show drivers from north or south direction whether another vehicle is already approaching against them. Don't let ESH tell you it's not possible!
- **ESH Response** A mirror is not achievable for a number of safety reasons. Mirrors can give a distorted view of the road and a misleading impression of the speed of approaching vehicles. Convex mirrors will not give a clear view of smaller vehicles, such as motorcycles and pedal cycles and the placement of mirrors on the highway should not be encouraged. It should also be noted that mirrors are also classed as a road traffic sign and as they are not prescribed in the Traffic Signs Regulations and General, their use has been discounted as a viable option.
- Speed limit restriction should be extended to include entire village, including outside our cottage (Dene Cottage), otherwise it will be used as an acceleration / deceleration area, with increase noise and pollution.



- **ESH Response** As highlighted within the ESH Feasibility Report (that is available on the APC website) all existing 30mph markers within the village will be exchanged for that of 20mph markers. These will cover the entirety of the village.
- Please extend the 20 MPH zone to include Winton Street. I favour a change in road surface throughout the village but only for setts, NOT cobbles - cobbles are slippery and uneven and not suitable for horses or people with ambulatory disabilities.
- **ESH Response** as highlighted within the ESH Feasibility Report, it is considered that a 20mph speed limit covering the entirety of the village is a better option, as it would provide consistency throughout the village and avoid too many changes in the local speed limits. However, extending the 20mph speed limit to cover the upper parts of West Street and Winton Street, which are narrow country lanes, is deemed unsuitable and considered to be ineffective.

Therefore, it is proposed that the existing 30mph terminal speed limit signs on West Street on the outskirts of the village are altered to 20mph terminal signs and potentially positioned closer to the start of the residential area, at a position of better visibility.

This would lead to the main residential areas of the village being covered by a 20mph speed limit. A national speed limit would remain on the upper parts of West Street and Winton Street.

With regard to the proposed surfacing i.e., cobble setts, this does not form part of the ESH design and is supplementary based on requests from the APC.

- I consider there is a need to indicate to traffic ENTERING the village from the North and the South that an indication of GIVE WAY TO ONCOMING TRAFFIC should be indicated clearly. This would ensure traffic leaving the village has priority. At the moment its ambiguous.
- **ESH Response** As highlighted on the proposed consultation scheme drawing, all traffic leaving the village will have priority. It should also be noted that the proposed scheme drawing has also been independently reviewed/checked as part of the GG119 Road Safety Audit (Stage 1) process and therefore is deemed acceptable.
- I would like to see a design for the village gateways and an indication as to where
  you intend to locate them., Need to be close to the built-up areas to ensure the "give
  way to oncoming traffic" for those entering the village is relevant and will be observed
  by the majority of drivers
- **ESH Response** All design options were made available as part of the consultation process (see <a href="https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/">https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston-village-traffic-management-scheme/</a>).
- 20 mph is good, but we need humps to slow the traffic down. We get cars coming through at 50mph or more!!!
- ESH Response Using collected datasets that formed part of the temporary 20mph speed limit trial (November 2018), the average mean speeds are below 20mph and complied with the reduced speed limit. Although slightly higher mean speeds were recorded during the trial at the North Street survey, it is assumed that traffic at this location would comply with a permanent 20mph speed limit, as the pre-trial mean speeds were below 24mph (the threshold for 20mph speed limit compliance through signing alone according to the 'DfT Circular 01/2013: Setting Local Speed Limits').

The conclusion from the traffic speed analysis is that traffic along the main corridor through Alfriston would comply with a village-wide 20mph speed limit through signing alone, if designed to a similar length as that trialled in 2018.



- The 20mph limit should be introduced but using the road out of the village towards Drusillas each morning out to work & then home at night I can see a problem with the width restriction measure by the Willows car park. The road immediately before that as you approach Willows from Drusillas is very narrow & the traffic flow only works when the traffic keeps moving. By stopping the traffic & so getting a build-up of traffic this will cause the problem to be worse as people try to negotiate this section of road. Look at what happened when there was the traffic light trial a few years ago-the build-up of traffic could not flow freely. By all means please introduce a width restriction but situate it further back-perhaps near the turning to Litlington.
- ESH Response As part of the feasibility design process a number of specific checks/tests are required. One such check involves traffic modelling/simulation.
   Output files from this modelling exercise show that the proposed gateways put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.
- I think the speed limit from Drusillas roundabout should be 40mph. Also, on the Whiteway it should be 40mph all the way to Seaford. This is a National Park and there is no need to go faster. The roads are bumpy, twisty with blind bends and dips and properties alongside and side lanes and a car park at High and Over. It is also very dangerous for cyclists on these stretches
- **ESH Response** Many thanks for the attached comment, which will be relayed back to ESCC. However, the Drusillas Roundabout itself is located outside of the village-based traffic management proposals and therefore has not been commented upon.
- There is no 'speed problem' in the village and the roads are narrow enough. We suffer from Sat Nav directions sending lorries and HGVs through the village either on diversion, because other roads are closed, or because it shows as a quicker route.
- **ESH Response** In order to discourage HGVs travelling through the village via the A27, ESH look to incorporate a series of Advisory Lorry Route signage along the A27. As mentioned previously, all signage and design proposals put forward as part of the design process has been subject to an independent safety audit, which has checked that what has been proposed is both safe and legal, while still providing the desired effect.
- It is a shame that the proposals do not appear to include any calming mechanisms within the area of the High Street, North St and West St to discourage the aggression and speed of through drivers, particularly at commuter and school collection times, and offer safety for pedestrians on the narrow pavements. Pedestrian security would greatly enhance the experience of the historic centre for residents and visitors.
- **ESH Response** As mentioned previously, a desk-based study and site audit was undertaken alongside the analysis of vehicle speed, traffic flow, observational, parking and PIC data that was provided by ESCC. The main conclusions gathered were that traffic within the village would comply with a reduced 20mph speed limit. The traffic measures put forward have also been independently reviewed/checked as part of the GG119 Road Safety Audit (Stage 1) process and are therefore deemed acceptable.
- But I would have preferred traffic lights further outside the village boundary. I don't think this will stop van and small lorry congestion in the central part of the high street.
- **ESH Response** A trial of traffic lights was previously undertaken back in both 2009 and 2018. The results of this trial indicated a reduction in vehicles mounting the footway on High Street between Star Lane and Weavers Lane junctions. This was however to the detriment of other parts of the village where footway incursions and queuing traffic were observed.



Due to this, and the negative feedback provided through the public questionnaire exercise, it was recommended that the traffic signal proposals be discounted and instead an alternative package of village-wide measures be taken forward, all of which form the package of information that is provided as part of this consultation.

- I have absolutely no idea from the information you have provided why these measures have been chosen, what the pros and cons are and what the alternatives are. Without that knowledge this is not a properly informed consultation! In response to the question about public loan for change in surface, again, I have no idea why this is being proposed, pros and cons etc even though this would be an additional cost for everyone. Please explain your rationale for the proposals!!!!
- **ESH Response** A feasibility design report, along with a series of design technical notes have been produced that highlight the design process taken. These documents are all available on the APC website:

  https://www.alfristonparishcouncil.org.uk/alfriston-traffic-meetings/.
- I am very strongly in favour of cobbles as a surface, and for the whole length of the High Street. This would, I feel, give the centre of the village more identity, and in particular hopefully would influence drivers to be more aware of pedestrians and to grant more shared use of the space.
- ESH Response Noted.
  - Neither of the optional changes to the road surface seems worthwhile to me. The buff colour would detract from the look of the village and the cobbles would be impractical. I think it's wrong to take out a loan to fund this and expect future payers of the parish council tax to pick up the tab. I'm also mindful of the noise of cobbles and we do need to ensure the hotels / houses in the high street are not too badly affected should these be introduced.
- **ESH Response** It should be noted that elements such as "changes to the road surface" do not form part of the ESH design and is supplementary, based on requests from the APC.
- I'm particularly concerned about traffic mounting the pavement (often at speed) outside Chapel Cottages and Old Chapel Centre at the top of the twitten leading down to the Tye. I hear many comments from visitors about the speed of traffic and Alfriston not being pedestrian friendly and have had my shopping bag knocked out of my hand by a car mounting the pavement.
- **ESH Response** ESH envisage that the 20mph speed limit within the village will reduce current speeds, so that pedestrians can navigate the village safely. We also hope that the inclusion of additional double yellow lines outside the Star Public House on the High Street will remove vehicles mounting the pavement.
- I am in favour of the approach and would add: One of the challenges to sensible driving is the lack of visibility (due to the bend in the road) of oncoming traffic between the current "give way" indications near Church Twitten and Weavers Lane. Could mirrors be used to improve visibility? Possibly mounted on posts.
- **ESH Response** As highlighted previously, a mirror is not achievable on a number of reasons. Mirrors can give a distorted view of the road and a misleading impression of the speed of approaching vehicles. Convex mirrors will not give a clear view of smaller vehicles, such as motorcycles and pedal cycles and the placement of mirrors on the highway should not be encouraged.
- Speed limit should actually be 15mph max. The current 30mph is absurd. I've seen
  areas in Seaford for example where speed limit is 20mph, yet the area has none of
  the hazards and quirks seen in Alfriston.



- **ESH Response** From the datasets collected, traffic would more likely comply with a reduced village-wide 20mph speed limit rather than that of 15mph. Further details are provided within the ESH feasibility report that is available on the parish website.
- Definitely have a speed restriction although traffic cannot drive fast through village as road is narrow and a lot of cars nowadays are a lot larger than they used to be. In places it is necessary to stop to allow cars to pass each other safely. If people want to look around the village put a car park at the Deans Place side of the village to stop those vehicles driving through village.
- ESH Response Noted.
- The 30-mph limit should be brought further out of the village to before Winton Street. There are often accidents at the Winton Street and Lullington junctions due to people driving too fast coming into the village from the north or accelerating from the south once out of the 30mph zone. Signage should be placed at the bottom of Winton Street stating "Not suitable for large vehicles" or something equivalent.
- **ESH Response** Noted. As mentioned, the scheme itself has been based upon numerous collected datasets as well as being independently reviewed/checked as part of the GG119 Road Safety Audit (Stage 1) process. It is therefore deemed acceptable.
- You have completely ignored the one fundamental problem, which is the inability for narrow stretches of the road to support simultaneous two-way traffic. This applies not just to HGV's but right down to family saloon cars.
- **ESH Response** Unfortunately, the one major issue that many historic villages suffer from is lack of space, especially within the centre of the village itself. Often there is insufficient room to improve the carriageway and footways. Care must be taken when introducing new measures not to exacerbate existing constraints, for example by further narrowing already narrow pavements and carriageways.
- I have witnessed many HGVs trying to negotiate the Village. I'm not convinced that just signage is the answer. How can this be enforced? I would like to see short term parking (15 mins) outside the Village shop.
- ESH Response It should also be noted that there is no effective parking enforcement regime within Wealden District as they have decided not to adopt Civil Parking Enforcement (CPE). Sussex Police have publicly stated that they will not enforce parking restrictions as part of their day-to-day responsibilities and will only consider taking action if there is a public danger or obstruction and only then when resources allow (Wealden is one of only a small number of districts/boroughs within the country that have not adopted CPE and Sussex Police/PCC feel that the provision of additional resources within Wealden could not be justified).
- Speed is not the problem; you can rarely travel at more than 10mph through the village anyway. The problem is the narrowness of the road in the centre of the village. I avoid travelling through the village after several near misses. Many tourists comment on how dangerous it is and it must deter people from visiting, traffic lights orca one way system is the only solution although I acknowledge that is unlikely to ever happen. Discouraging HGVs is a good idea but not if they are diverted through



Jevington which has much the same problems. Parking restrictions are also much needed but unlikely to be popular with residents.

• **ESH Response** – A 7.5 tonne weight limit (except for loading) applies in the village but as with many such limits this is not routinely enforced and there are frequent instances of vehicles larger than this limit passing through the village. ESH hope that these measures put forward will lower speeds and hopefully reduce HGV movements. The additional signage also looks to discourage HGVs travelling through the village via the A27.

Furthermore, to make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto that of a yellow background, making it more visible, especially amongst vegetation or the skyline.

In 2009 the County Council undertook a trial placing temporary traffic lights in the High Street to see how effective signals would be in addressing the traffic problems encountered there.

The trial took place between 27 October 2009 and 4 November 2009 and covered both the autumn half term break and the first 2 days of the return to school. The signals were placed on the High Street near its junctions with Star Lane and Weavers Lane.

The experiment was fully monitored in terms of queue formation, rat running to avoid the signals, traffic flow and traffic speeds plus feedback from local residents on what they thought of the experiment and whether they felt it had been a success or not.

During the experiment there was a very small reduction in the amount of traffic travelling through the High Street, i.e., over 24 hours a reduction of 115 vehicles (2.8%) was recorded.

A secondary experiment of temporary traffic signals were erected within the village during the trial that was carried during September 2018 and October 2018. The video footage captured during the trial displayed a significant number of congestion occurrences as vehicles were forced to mount pavements or reverse back to allow passing traffic to get by, thus causing unnecessary queuing and delays. This was echoed by the negative responses provided through the public questionnaire exercise. Taking this into account, the traffic signal proposals were discounted.

In September 2013 a transport consultant, Transport Planning Associates (TPA), were appointed to undertake work on the development of a potential traffic management option for the High Street. One such option included making the High Street one way southbound between Star Lane and Weavers Lane. Traffic travelling northbound would use Weavers Lane and Star Lane, both of which would become one way. The TPA report included drawings detailing elements of the scheme and vehicle tracks for the Star Lane/ High Street junction that showed it would not be suitable for use by longer vehicles, and the option was discounted.

- I think it necessary to lay an anti-skid surface of either a red or buff colour that is clearly visible in sections when entering/leaving the village either end and then again when entering/exiting the main part of the high street and maybe one in the middle rather than the whole stretch of the high street.
- ESH Response The choice for an anti-skid surface of either a red or buff colour was not deemed a requirement by either the Road Safety Audit Team or the APC, given the villages rural character and therefore was discounted as part of the package of design measures.



- The two gateways are an excellent idea with the build outs. However, the grass top
  will probably not last long. You only have to look at the grass triangle at the bottom of
  Winton Street to see the complete disregard motorists have for soft surfaces.
- **ESH Response** ESH envisage that these design proposals will indeed highlight the attractiveness of the area. Discussions have taken place between ESH, ESCC and APC with regard to all landscaping options and potential maintenance issues that have been implemented on the proposed plans. These discussions are currently ongoing and will again form part of the next design stage.
- There is no mention of measures to catch speeding drivers on all the roads in and out of Alfriston. They will speed. Cameras need to be installed to catch speeding drivers or the scheme will fail within days.
- **ESH Response** The main focus of the study is that of the village centre. For speed cameras to be erected they must meet a set of strict criteria, with all requests to change speed limits being assessed by the East Sussex Road Safety team. Further details are located here <a href="https://www.eastsussex.gov.uk/roads-transport/roads/road-safety/improvements/your-area">https://www.eastsussex.gov.uk/roads-transport/roads/road-safety/improvements/your-area</a>.
- HGV traffic through Alfriston is a major problem. The signs on the A27 are an excellent idea but drivers follow their satnav rather than read signs. What physical measures will be in place when HGV traffic enters the village? This will happen.
- **ESH Response** The proposals put forward comprise more prominent signage and the 20mph village-wide speed limit, supported by the implementation of two physical measures i.e., road narrowing, will hope to deter HGV's from using Alfriston Village.
  - Unfortunately, the one major issue that many historic villages suffer from is lack of space, especially within the centre of the village itself. Often there is insufficient room to improve the carriageway and footways and care must be taken when introducing new measures not to exacerbate existing constraints.
  - By incorporating 'physical measures' within the village, this in turn will cause unnecessary delays, including increased public transport journey times, increased emergency service response times as well as impacting the local environment in terms of adverse noise and air quality.
- Issues from Q5. Extending the double yellow lines from the Market Square to The Star is an excellent idea. However, motorists park on the existing double yellow lines sometimes all day with complete disregard. If yellow lines are there they must be enforced. It takes only one car to park between the Market Square and The Star to cause traffic chaos. At certain times of the week cones are put out on this stretch of the High Street to stop parking. Drivers constantly ignore the cones and park there. The parked cars then have notes from the Alfriston Parish Council advising motorists not to park there but they still do. Enforcement will enhance traffic flow and improve pedestrian safety.
- ESH Response It should also be noted that there is no effective parking enforcement regime within Wealden District as they have decided not to adopt Civil Parking Enforcement (CPE). Sussex Police have publicly stated that they will not enforce parking restrictions as part of their day-to-day responsibilities and will only consider taking action if there is a public danger or obstruction and only then when resources allow (Wealden is one of only a small number of districts/boroughs within the country that have not adopted CPE and Sussex Police/PCC feel that the provision of additional resources within Wealden could not be justified).
- This will not deter residents and visitors from using the Village Store, the Newsagents and other businesses as there is a free car park a few minutes' walk away. To help



people using local businesses perhaps "headlight parking" could be introduced outside the Village Store for those making short trips.

- **ESH Response** Noted. This can be investigated further as part of the next stage of the design process.
- To make sure traffic slows down through the village centre, we need speed bumps (sleeping policemen) in the centre, to guarantee traffic actually does slowdown. If motorists insist on travelling through the village, then they should be prepared to put up with a little inconvenience, and slow down to a safe speed. A lot of people either ignore or don't even see speed signs, but they will soon slow down for speed bumps.
- **ESH Response** 'Speed bumps' have been discounted as part of the feasibility design process. This was due to the negativity this could have on the attractiveness of the village as well as having a negative effect on both local bus services and the emergency services.
- I am broadly in favour with the proposals for traffic calming and a 20mph village speed limit, although I am disappointed that they don't go far enough in looking at traffic in the Cuckmere Valley as a whole, as per the original proposals developed by parties in the village and welcomed by the village through a wide consultation. While I would welcome the introduction of double yellow lines on both sides of the High Street, there does need to be the provision that stopping to unload / load both goods and people is permitted. The properties along the High Street have no back access for vehicles, and there are times when I struggle to transport shopping, escort parents etc from the village car park or neighbouring streets to the house. And the single yellow lines and one remaining sign are largely ignored. which means that oftentimes there is no space to load/unload. Although the Star has a back car park, it is sometimes easier for guests to be dropped off at the front entrance. I am concerned that without the proviso to stop briefly, both residents of the High Street and businesses in the High Street will be adversely affected. In particular, the village shop and news agents. A lot of elderly residents who live a short distance away from the High Street rely on the ability to briefly park near the shop to get their shopping. If they are unable to do this, they may well end up driving to supermarkets in Seaford or Eastbourne, where they can park more easily, leading to the potential demise of our local village shop (and the newsagents), both of which are vital assets for the village, as proved during the pandemic.
- **ESH Response** ESCC priority is to resolve what started as a road safety problem in the centre of Alfriston and to put in place other agreed measures in lieu of traffic signals in the narrows. Whilst we understand the desire of local residents to consider a valley-wide solution, ESCC does not have the resources and therefore this would not be a priority for ESCC at this time. In order to take forward a valley wide solution APC would require agreement to funding by all Parish Councils in the valley
- Could we also please have a sign at the start and end of Winton Street that says, "single track road with passing places"? There is no indication to traffic that they have to wait in the passing places to let traffic past in the opposite direction. At some point every year there is a day with major congestion on Winton Street, taking hours to clear, and stopping ambulances accessing the village from the North.
- **ESH Response** Noted. And this can be investigated further as part of the next design stage.
- If we are to change the quoted single yellow lines to double, I think that more single yellow line parking should be added elsewhere in the village to ensure that overall parking capacity isn't reduced perhaps on West Street.



- **ESH Response** Noted. And this can be investigated further as part of the next design stage.
- Please do note that the main issue is not so much the speeds but the traffic not stopping at the lines at the Narrows passing northwards and forcing opposing traffic onto the pavement at the Coach House, where is this being addressed by these proposals as I fear this is not being looked at, neither by raising pavement kerbs nor by adding a bollard here.
- **ESH Response** Noted. And this can be investigated further as part of the next design stage.
- I would want to see more protection for pedestrians along the pavements as it is very easy for vehicles to drive along the pavements without some bollards or raised kerbstones.
- **ESH Response** Noted. And this can be investigated further as part of the next design stage.
- I also want to add that you have to stop HGV's coming through completely. They
  have ripped off gutters, broken pavements and damaged walls and houses. HGV
  needs to be completely forbidden. This is a conservation area which is being
  destroyed by traffic. Truthfully it should be access only in the High Street!!!
- **ESH Response** Installing width restrictions would not be possible as it would hinder genuine access to the village for deliveries, refuse trucks, farm machinery, larger emergency vehicles and the buses/coaches that also visit the village on a daily basis. Horizontal carriageway deflections, such as chicanes, can be used in order to discourage HGV movements. This is achieved by installing chicane priority in the opposite direction to the desired HGV rat-run route. This encourages HGV drivers to use alternative routes.

However, attitude surveys conducted into traffic calming schemes suggest that the general public dislike horizontal deflections, such as chicanes, more than they dislike road humps. Other horizontal carriageway deflections, such as localised narrowings, have been installed to influence vehicle speeds, though this is not always successful. In the case of kerb buildouts and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.

While ESH recognise that chicanes can be used successfully in traffic calming schemes, not all areas have benefited from such a highway change. In some instances, the features have been removed because of complaints from residents, emergency services, or bus operators. The placement of chicanes along Alfriston Road, North Street and White Way were discounted on the reasons listed above. Hence the introduction of further signage and the existing signs being transferred onto a yellow backing board not only improves the conspicuity of the signage, but also provides a neater assembly in situations where signs are accompanied by supplementary plates. It also eliminates the risk of signs and supplementary plates getting misaligned, an example being one of the 'Except for loading' supplementary plates which is currently facing the wrong direction. Therefore, it is suggested that a monitoring period also be introduced once the updated signage strategy is in place, in order to gage if a reduction in HGV movements has indeed occurred.

Put better larger signage on A27 to stop large lorries/HGVs driving through village.
The 7.5 weight restriction sign is too far away from the Berwick roundabout (from
Polegate direction) to be seen by large lorries. The other week a large Morrisons
HGV drove through the village on way to Seaford.



• **ESH Response** – The proposed design option put forward as part of this consultation looks to incorporate a series of Advisory Lorry Route signage along the A27, as well as make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers. The sign will be mounted onto that of a yellow background, making it more visible, especially amongst vegetation or the skyline.



# 5. Conclusion

# 5.1 Summary

The consultation has provided a valuable insight into the public's views about the proposed traffic calming improvements in Alfriston Village. The feedback received will play an important role in informing the decisions made by ESCC, ESH and the APC, as well as setting out points to be considered and helping inform the detailed design process.

ESH and ESCC received 132 direct responses, which calculates to a 34% response rate. As is standard practice, a typical survey response rates can lie anywhere between 5% and 30%. Therefore, this response is classed as 'positive' 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, and may indeed be exacerbated, with this having a knock-on impact on village life. Error! Reference source not found. provides a summary of responses received for the design proposals put forward as part of this consultation.

Table 5.1 Are you in favour of the proposals?

	Total	%
Yes	118	89.4
No	11	8.3
Prefer not to say/No answer	3	2.3
Total	132	100

Overall, the responses that were received were positive, with 89% of respondents in favour of the proposed scheme. However, a total of around 8% respondents opposed the design option.

The main debating point was that of the change in road surfacing, as this would not be funded by ESCC, but by APC through a Public Works Loan Board loan. The majority of respondents highlighted that they did not want to see either Buff coloured anti-skid road surfacing or Cobbles/setts throughout the length of the High Street and North Street.

ESCC and the county's highways team are grateful to all of those who took the time to give their views about the proposals.



# Appendix 6

## SCH-149: TRAFFIC CALMING, ALFRISTON VILLAGE



## **Specific Themes and Trends in the Qualitative Responses**

Theme	Comment	East Sussex Highways Response
Raised Table Location	I am overall in agreement with the proposals but feel that the pinch point in North Street would be better placed just after the entrance to the Willows Car Park before the entrance to the Dene Car park. The Dene Car Park is already used as a short cut by many vehicles, and I feel that this would be exacerbated if it is not included on the pinch point/traffic calming area.	It should be noted that each design option is assessed by a number of individual factors, such as sightlines, stopping distances, swept path assessments, road environment, etc. Both the proposed gateways for Alfriston are located on the midpoints of S-bends. Forward visibility to the North Street buildout is particularly restricted. Even when travelling at appropriate speed, drivers would have very little time to process what is required of them. This may lead to sudden braking on the approaches to the build outs, and head-on collisions.  As a driver asked to give way to oncoming traffic that is approaching around a bend, there is very limited forward visibility to make an informed judgement. Drivers travelling around the bends will frequently be faced with oncoming traffic negotiating the build outs. This may require them to stop abruptly and give way, despite having priority. The area also suffers from flooding and also requires the correct illumination at night, hence the need for the buildout's current proposed location.
Extension of Speed Limit	20mph speed limit should be extended to include first houses in the village pre–Deans Place in White Way and Fossil Cottage in North Street.	The proposed locations have been based upon a number of design factors, i.e., sightlines, stopping distances. Relocating these proposals would in turn impact highway safety. It should also be noted that the proposed locations, as well as the design measures, have been independently reviewed/checked as part of the Road Safety Audit (Stage 1) process
	Speed limit restriction should be extended to include entire village, including outside our cottage (Dene Cottage), otherwise it will be used as an acceleration / deceleration area, with increase noise and pollution.	As highlighted within the ESH Feasibility Report (that is available on the APC website) all existing 30mph markers within the village will be exchanged for that of 20mph markers. These will cover the entirety of the village.
	Please extend the 20 MPH zone to include Winton Street. I favour a change in road surface throughout the village but only for setts, NOT cobbles - cobbles are slippery and uneven and not suitable for horses or people with ambulatory disabilities.	As highlighted within the ESH Feasibility Report, it is considered that a 20mph speed limit covering the entirety of the village is a better option, as it would provide consistency throughout the village and avoid too many changes in the local speed limits. However, extending the 20mph speed limit to cover the upper parts of West Street and



		Winton Street, which are narrow country lanes, is deemed unsuitable and considered to be ineffective.  Therefore, it is proposed that the existing 30mph terminal speed limit signs on West Street on the outskirts of the village are altered to 20mph terminal signs and potentially positioned closer to the start of the residential area, at a position of better visibility.  This would lead to the main residential areas of the village being covered by a 20mph speed limit. A national speed limit would remain on the upper parts of West Street and Winton Street.  With regard to the proposed surfacing i.e., cobble setts, this does not form part of the ESH design and is supplementary based on requests from the APC.
Mirror	The difficulty of vehicles crossing in the narrows is not solved by the sign with the white and red arrows given the lack of visibility round the bend. We need a MIRROR to show drivers from north or south direction whether another vehicle is already approaching against them. Don't let ESH tell you it's not possible	A mirror is not achievable for a number of safety reasons. Mirrors can give a distorted view of the road and a misleading impression of the speed of approaching vehicles. Convex mirrors will not give a clear view of smaller vehicles, such as motorcycles and pedal cycles and the placement of mirrors on the highway should not be encouraged. It should also be noted that mirrors are also classed as a road traffic sign and as they are not prescribed in the Traffic Signs Regulations and General, their use has been discounted as a viable option.
Traffic & Congestion	The 20mph limit should be introduced but using the road out of the village towards Drusillas each morning out to work & then home at night I can see a problem with the width restriction measure by the Willows car park. The road immediately before that as you approach Willows from Drusillas is very narrow & the traffic flow only works when the traffic keeps moving. By stopping the traffic & so getting a build-up of traffic this will cause the problem to be worse as people try to negotiate this section of road. Look at what happened when there was the traffic light trial a few years ago-the build-up of traffic could not flow freely. By all means please introduce a width restriction but situate it further back-perhaps near the turning to Litlington.	As part of the feasibility design process a number of specific checks/tests are required. One such check involves traffic modelling/simulation.  Output files from this modelling exercise show that the proposed gateways put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.
HGV Restriction	There is no 'speed problem' in the village and the roads are narrow enough. We suffer from Sat Nav directions sending lorries and HGVs	In order to discourage HGVs travelling through the village via the A27, ESH look to incorporate a series of Advisory Lorry Route signage along the A27. As mentioned previously, all signage and design proposals



through the village either on diversion, because other roads are closed, or because it shows as a quicker route.	put forward as part of the design process has been subject to an independent safety audit, which has checked that what has been proposed is both safe and legal, while still providing the desired effect.
I also want to add that you have to stop HGV's coming through completely. They have ripped off gutters, broken pavements and damaged walls and houses. HGV needs to be completely forbidden. This is a conservation area which is being destroyed by traffic. Truthfully it should be access only in the High Street!!!	Installing width restrictions would not be possible as it would hinder genuine access to the village for deliveries, refuse trucks, farm machinery, larger emergency vehicles and the buses/coaches that also visit the village on a daily basis. Horizontal carriageway deflections, such as chicanes, can be used in order to discourage HGV movements. This is achieved by installing chicane priority in the opposite direction to the desired HGV rat-run route. This encourages HGV drivers to use alternative routes.
	However, attitude surveys conducted into traffic calming schemes suggest that the general public dislike horizontal deflections, such as chicanes, more than they dislike road humps. Other horizontal carriageway deflections, such as localised narrowings, have been installed to influence vehicle speeds, though this is not always successful. In the case of kerb buildouts and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.
	While ESH recognise that chicanes can be used successfully in traffic calming schemes, not all areas have benefited from such a highway change. In some instances, the features have been removed because of complaints from residents, emergency services, or bus operators. The placement of chicanes along Alfriston Road, North Street and White Way were discounted on the reasons listed above. Hence the introduction of further signage and the existing signs being transferred onto a yellow backing board not only improves the conspicuity of the signage, but also provides a neater assembly in situations where signs are accompanied by supplementary plates. It also eliminates the risk of signs and supplementary plates getting misaligned, an example being one of the 'Except for loading'
	supplementary plates which is currently facing the wrong direction.  Therefore, it is suggested that a monitoring period also be introduced



		once the updated signage strategy is in place, in order to gage if a reduction in HGV movements has indeed occurred.
Parking	I would like to see short term parking (15 mins) outside the Village shop.	It should also be noted that there is no effective parking enforcement regime within Wealden District as they have decided not to adopt Civil Parking Enforcement (CPE). Sussex Police have publicly stated that they will not enforce parking restrictions as part of their day-to-day responsibilities and will only consider taking action if there is a public danger or obstruction and only then when resources allow (Wealden is one of only a small number of districts/boroughs within the country that have not adopted CPE and Sussex Police/PCC feel that the provision of additional resources within Wealden could not be justified).
Traffic Lights	I would have preferred traffic lights further outside the village boundary. I don't think this will stop van and small lorry congestion in the central part of the high street.	A trial of traffic lights was previously undertaken back in both 2009 and 2018. The results of this trial indicated a reduction in vehicles mounting the footway on High Street between Star Lane and Weavers Lane junctions. This was however to the detriment of other parts of the village where footway incursions and queuing traffic were observed.
		Due to this, and the negative feedback provided through the public questionnaire exercise, it was recommended that the traffic signal proposals be discounted and instead an alternative package of villagewide measures be taken forward, all of which form the package of information that is provided as part of this consultation.
Change to Road Surface	Neither of the optional changes to the road surface seems worthwhile to me. The buff colour would detract from the look of the village and the cobbles would be impractical. I think it's wrong to take out a loan to fund this and expect future payers of the parish council tax to pick up the tab. I'm also mindful of the noise of cobbles and we do need to ensure the hotels / houses in the high street are not too badly affected should these be introduced.	It should be noted that elements such as "changes to the road surface" do not form part of the ESH design and is supplementary, based on requests from the APC.
Reduction in Speed Limit	Speed limit should actually be 15mph max. The current 30mph is absurd. I've seen areas in Seaford for example where speed limit is 20mph, yet the area has none of the hazards and quirks seen in Alfriston.	From the datasets collected, traffic would more likely comply with a reduced village-wide 20mph speed limit rather than that of 15mph. Further details are provided within the ESH feasibility report that is available on the parish website.



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# Agenda Item 6

Report to: Lead Member for Transport and Environment

Date of meeting: 20 November 2023

By: Director of Communities, Economy and Transport

Title: Application to de-register and replace Common Land 57

and Common Land 96, known and Foulride Green Common,

Lower Willingdon, Eastbourne

Purpose: To seek approval to join an application made under Section 16 of

the Commons Act 2006 by Messrs Peter and Robert Vine

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

- (1) Agree to East Sussex County Council becoming a joint applicant in the application already submitted by Messrs Peter and Robert Vine to the Secretary of State under Section 16 of the Commons Registration Act 2006 for the de-registration and replacement of a section of Common Land 57 (CL57) and Common Land 96 (CL96), known as Foulride Green, Lower Willingdon Eastbourne, to provide access to and egress from a proposed mixed-use development of land from the A2270 Eastbourne Road at Mornings Mill Farm (granted outline planning approval under WD/2021/0174/MEA); and
- (2) Delegate authority to the Director of Communities, Economy and Transport to take all necessary steps in connection with the application, including but not limited to, signing the application form, providing evidence in support of the application and any further requirements of the Secretary of State.

#### 1 Background Information

- 1.1 Section 16 of the Commons Act 2006 allows an applicant to de-register land that is registered as Common Land in the Register of Common Land. That Section also allows for land to be provided to 'replace' the land that has been de-registered.
- 1.2 To enable the proposed development of land under planning permission WD/2021/0714/MEA, Messrs Peter and Robert Vine wish to de-register a section of existing Common land in Willingdon and Jevington Parish (the Release Land). The Release Land is needed to provide access to and egress from the proposed mixed-use development and it is proposed that it will be replaced with a new area of Common Land next to the development (the Replacement Land).
- 1.3 The applicants have therefore applied to the Secretary of State for the Environment, Farming and Rural Affairs (DEFRA) under Section 16 of the Commons Act 2006. This application has been made to the Planning Inspectorate. See Appendices 1 to 4.
- 1.4 The Planning Inspectorate have advised that East Sussex County Council (ESCC), as Highway Authority, should be a joint applicant in this case. This is due to a Public Footpath (maintained by ESCC) running through the Replacement Land.

#### The Release Land

- 1.5 The Release Land is a section of registered Common Land within parcels CL57 and CL96 known as Foulride Green, located either side of Eastbourne Road, A2270, at Morning Mill Farm. It is owned by the applicants. Plans are shown at Appendices 3 and 4.
- 1.6 CL57 is currently 11.380 sqm and CL96 is currently 2,202 sqm. The section to be released from CL57 is 4,544 sqm and the section to be released from CL96 is 658 sqm. A total of 5,202 sqm. This land is shown in Appendices 5-7, which are extracts from the CL Register, a formal record of CL in East Sussex.
- 1.7 The majority of the Release Land is required for construction of the approved development access and associated highway improvements and will become public highway by way of a highway

improvement and adoption agreement with ESCC, as shown on the accompanying plan hatched red, see Appendix 3.

- 1.8 The approved highway works are necessary to make the development acceptable. The deregistration of the Common Land is, therefore, necessary to allow the approved development to proceed.
- 1.9 A portion of the Release Land is existing highway verge on the eastern side of Eastbourne Road.
- 1.10 The Release Land is of little recreational use, being comprised mainly of open grass and scrub, only a narrow strip of which is mown verge immediately alongside the Eastbourne Road. The public use is otherwise understood to be confined to use of the public footpath (Footpath Willingdon and Jevington 5) which will remain and will be unaffected by the removal of the Common Land status.
- 1.11 There are no registered common rights on this land.
- 1.12 ESCC is not aware of any access rights under Section 193 of the Law of Property Act 1925 affecting the existing Common Land.
- 1.13 There are no known archaeological finds or sites within or in the vicinity of the Release Land.

#### The Replacement Land

- 1.14 The Replacement Land, to be granted Common Land status in exchange for the Release Land, is 6,763 sqm and currently a pasture, with a small section forming part of the highway verge.
- 1.15 The majority of the Replacement Land (5,950 sqm) is adjacent to the southern extremity of CL96 and it will form part of the amenity land to be provided within the development, and adjacent to the water feature which has a dual role as a surface water drainage basin.
- 1.16 Most of the Replacement Land will be further from the carriageway than the Release Land, therefore increasing the recreational potential of the land and the quality and usefulness of the Common.
- 1.17 A small part of the Replacement Land is adjacent to the existing highway verge on the south west side of Eastbourne Road.
- 1.18 Public Footpath Willingdon and Jevington 6 runs from Eastbourne Road heading north east through the south west section of the Replacement Land and development, which accommodates the public footpath.
- 1.19 The existence of the public footpath facilitates access to the Replacement Land. The proposed Common Land status does not interfere with the public's rights to use the footpath.
- 1.20 There are no access rights under Section 193 of the Law of Property Act 1925 affecting the Replacement Land.
- 1.21 There are no known archaeological finds or sites within or in the vicinity of the Replacement Land.
- 1.22 There are no structures on the Replacement Land.

#### 2 Supporting Information

- 2.1 The Release Land is sited either side of Eastbourne Road and is of little or no recreational use.
- 2.2 The Replacement Land will be a larger area and for the most part further away from the road. This will make better use of the existing land and result in an improvement in the quality of the Common Land, for use by the public.

#### 3 Consultations and representations

3.1 The applicant will be consulting on the proposals as part of the application process as directed by the Planning Inspectorate.

#### 4 Conclusion and reasons for Recommendation

- 4.1 Planning permission was granted for the proposed development in September 2022. The release of the sections of CL57 and CL96 is necessary to provide access to and egress from a proposed mixed-use development of land from the A2270 Eastbourne Road at Mornings Mill Farm.
- 4.2 The de-registered sections of Common Land would be replaced with a larger area of Common Land with greater amenity value.
- 4.3 Due to the existence of a Public Footpath ESCC is required by the Planning Inspectorate to be a 'joint-applicant.' However, the public footpath rights are affected by the proposal.
- 4.4 The Lead Member is therefore recommended to:
  - (1) Agree to East Sussex County Council becoming a joint applicant in the application already submitted by Messrs Peter and Robert Vine to the Secretary of State under Section 16 of the Commons Registration Act 2006 for the de-registration and replacement of part of a section of Common Land 57 (CL57) and Common Land 96 (CL96), known as Foulride Green, Lower Willingdon Eastbourne, to provide access to and egress from a proposed development of land from the A2270 Eastbourne Road at Mornings Mill Farm (granted outline planning approval under WD/2021/0174/MEA); and
  - (2) Delegate authority to the Director of Communities, Economy and Transport to take all necessary steps in connection with the application, including but not limited to, signing the application form, providing evidence in support of the application and any further requirements of the Secretary of State.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Mary Wise, Principal Officer, Asset Management & Definition

Contact Number 01273 335617

Email address: Mary.wise@eastsussex.gov.uk

LOCAL MEMBER:

Councillor Stephen Shing

BACKGROUND DOCUMENTS

None





Our Ref: JMR/103373-0001

Your Ref:

East Sussex County Council

East Sussex Highways, Rights of Way and Commons and Greens

By email only to:

highways@eastsussex.gov.uk rightsofway@eastsussex.gov.uk

Commons.Greens@eastsussex.gov.uk

Date: 4 August 2023

**Dear Sirs** 

RE Commons Act 2006 (the "Act"):

s16 Application to Deregister Land & to provide Exchange Land; and s38 Application to Carry out Restricted Works, at Foulride Green Common, Eastbourne Rd, Lower Willingdon (CRU CL57 and CL96)

Acuity Law acts for Messrs Charles and Peter Vine, who have made the above applications to the Secretary of State (Defra) via the Planning Inspectorate ("PINS"). These applications have previously been notified to your Council as the Commons Registration Authority, and copies of the applications were provided.

This letter only concerns the Deregistration and Exchange application made under section 16 of the Act. Because both the Release Land, and the proposed Exchange Land, are traversed by public rights of way ("PROW") which are highways maintainable at the public expense, the applicants need to obtain the consent of your Council as highway authority, to the proposals. We attach a copy of the Application Form, and the Application Plan (a revised Plan from the one previously submitted to your Council), and it will be seen from the Plan that the PROWs affected are:

- WIL/5/1, both the definitive route and the apparent 'walked' route which both cross the land which is proposed to be deregistered; and
- WIL/6/1, part of which lies within an attenuation basin which is proposed as a feature of the development which has been granted planning permission to take place on part of Mornings Mill Farm, and part of which also crosses part of the proposed Exchange Land.

It is not proposed that either of these PROW's should be diverted.

The Generator Finzels Reach Counterslip Bristol BS1 6BX

T: +44 (0)333 016 3553 | F: +44 (0)333 016 3554 hello@acuitylaw.com | acuitylaw.com

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PINS has advised that in order for this application to be considered, your Council as Highway Authority for the PROWs will need to please sign the Declarations at Section K of the Application Form for both the release land and the exchange land.

This can be done by printing out those pages from the Application Form and them being signed by and dated by a duly authorised officer of the Council and then scanning the signed and dated pages back to the writer please.

We anticipate that you may have concerns about the route of PROW WIL/6/1across the proposed attenuation basin. This existing route is elevated above the prevailing ground level, and will be retained at this level once the attenuation basin has been constructed. We attach a copy of a plan and sections which confirm that this is the case.

We anticipate that you may have queries and/or concerns about this proposal and would ask you to contact the writer in the first instance please if you need any further information.

Thank you in anticipation of your assistance.

Yours faithfully

Aouly has limited

**Acuity Law Limited** 

dd: 07539 865192

e: james.ryan@acuitylaw.com

cc: Matthew Harper ESCC Highways <u>matthew.harper@eastsussex.gov.uk</u>

Client team, by email

Encs:

S16 Deregistration and Exchange Application Form

Revised S16 Application Plan

**Basin 1 Cross Sections** 

The Generator Finzels Reach Counterslip Bristol BS1 6BX

# APPLICATION TO DEREGISTER, OR TO DEREGISTER AND EXCHANGE, COMMON LAND OR TOWN OR VILLAGE GREENS

Commons Act 2006: Section 16

Return completed application to:

E-mail: <a href="mailto:commonlandcasework@planninginspectorate.gov.uk">commonlandcasework@planninginspectorate.gov.uk</a>

Where possible, please send in your application by e-mail. If you are unable to submit your application by email and require a postal address please telephone: 0303 444 5340.

Please ensure you refer to the current Notes for making an application when completing this form and advertising your proposals. Failure to do so may delay your application and you may be asked to re-advertise if you do not follow the current guidance in full.

#### PLEASE READ THE FOLLOWING CAREFULLY BEFORE COMPLETING THIS FORM:-

- Section 16(9) of the Commons Act 2006 requires that an application to deregister and exchange common land or town or village greens may only be made with the consent of any relevant leaseholder of, and the proprietor of any relevant charge over, the release land and any replacement land. When completing this form you will be asked to confirm that such consent has been obtained and that you have consulted any relevant leaseholder of, and the proprietor of any relevant charge over, the release land/any replacement land about the application.
- Answer all the questions on this form in full and only use a separate sheet where there is insufficient space for your answer.
- Refer to "Notes on completing an application to deregister, or to deregister and exchange, common land or town or village greens" (the "Notes") when completing this form.
- References throughout this form to 'common land' apply equally to 'town or village green'.
- A non-refundable fee of £4,900 is payable for all applications under section 16 to deregister/exchange common land and must accompany every application. To pay by BACS the Planning Inspectorate's bank details are available on request.

# **SECTION A** – The common land to be deregistered (i.e. the release land)

#### **Section A1 - The Common**

1. Name and full address of common

Foulride Green Lower Willingdon

East Sussex BN20 9NY

CL no or VG no Register Unit Numbers CL57 & CL96

Commons Registration

Authority

**East Sussex County Council** 

#### Section A2 - The owner of the release land

2. Forename (1) Peter AND (2) Robert

Surname Vine

Organisation (if appropriate)

Title (Mr/Mrs/Miss/Dr) Messrs.

	Full Postal Address	(1)	Peter J A Vin Raylands Fa Tye Hill Roa Polegate	rm
		(2)	Robert D Vin Sessingham I Sessingham I Berwick, Pol East Sussex	Farmhouse Lane,
	Destrodo	(1)	Peter Vine:	BN26 6SG
	Postcode	(2)	Robert Vine	BN26 6TP
	Telephone No/Mobile			
	E-mail address			
3.	Do you prefer to be contacted	l by	Post	E-mail

4. Please note that unless you tick the box below we will send all correspondence to the person named above and not to the owner of the replacement land shown in Section B1.

Please send all correspondence to the owner of the replacement land named in section  ${\sf B1}$ 

#### **Section A2a - The agent (where applicable)**

4a	Forename	James
	Surname	Ryan
	Organisation (if appropriate) Title	Acuity Law Limited
	(Mr/Mrs/Miss/Dr)	Mr
	Full Postal Address	The Generator Finzels Reach Counterslip Bristol
	Postcode	BS1 6BX
	Telephone No/Mobile	07539 865192

Do you prefer to be contacted by 1. **E-mail\*** 2.

#### Section A3 - Area of common and common rights

5. What is the total area of common land as registered? CL57: 11,380 sqn

CL57: 11,380 sqm as per the register (measured on our plans as 15,588 sqm)

CL96: 2,020 sqm as per the register (measured on our plans as 3,137 sqm)

Total: 13,400 sqm (measured on our plans as 18,725)

What common rights, if any, are registered? (e.g. number and type) If the land is a town or village green, what kind of recreation is it used for?

None

6. If there are common rights registered are they exercised? Yes No

If yes, please give details e.g. which commoners are active, which rights are exercised and how often.

N/A

#### **Section A4 – Description of the release land**

#### 7. Area of release land in m<sup>2</sup>

CL57: 4,544 sqm CL96: 658 sqm

**Total: 5,202 sqm** 

Description (including location) of the release land

A portion of the release land forms part of the highway verges alongside Eastbourne Road and is included within the highway maintainable at the public expense by East Sussex County Council, which is the local highway authority for the area, as well as being the Commons Registration Authority.

Although the release land is open access land, and it benefits from existing footways for the benefit of local pedestrian traffic, it has little or no recreational value.

The release of the common land is necessary to provide access to and egress from a proposed mixed-use development of land from the A2270 Eastbourne Road at Mornings Mill Farm.

Planning permission was granted for the proposed development by the decision letter from the Secretary of State's Inspector, Michael Boniface MSc MRTPI, dated 28<sup>th</sup> September 2022 (a copy of which is at Annex A).

The description of the proposed development is: a comprehensive development of a mixed-use urban extension comprising up to 700 dwellings including affordable housing, 8,600 square metres of employment floorspace, medical centre, school, community centre, retail, playing fields, children's play space, allotments, amenity open space, internal access roads, cycle and footpath routes and associated landscaping and infrastructure.

The proposed road works include the provision of two new access roads on the east side of the A2270 Eastbourne Road to provide routes for traffic entering and exiting the new development in due course. The most northerly access will take the form of a priority junction and the southern access will be a signal-controlled junction. The works would involve widening the carriageway of Eastbourne Road itself on the east side of the road, provision of a footway/cycleway and a southbound bus lane, as well as the installation of traffic signals, a short stretch of footway and street furniture on the west side of Eastbourne Road where indicated on the Application Plan (Annex B).

The detailed design of the proposed highway works has not yet been completed. However, it is envisaged that traditional construction methods and materials will be used. The proposed widened road including the proposed bus lane and the new footway/cycleway will be provided in a flexible tarmacadam material with concrete kerbs. The carriageway construction will conform to the specification of East Sussex County Council and it is expected to become highway maintainable at the public expense. There are existing underground services running through the area of the works along with lighting columns and service cabinets. Subject to detailed design in due course, it may be necessary to relocate some of the over and underground apparatus.

A concurrent section 38 application is being submitted to provide a safe working space area for workers, construction vehicles and storage of materials to access the release land to carry out the construction. That section 38 application is thus parasitic on this section 16 application being approved.

If this application is approved, the proposed works will affect the south eastern part of Register Unit CL96 and the part of CL57 which is on the north eastern side of Eastbourne Road. The release land is identified by a red line on the application plan.

#### SECTION B – The land to be given in exchange (i.e. the replacement land)

8. Are you proposing to provide replacement land in exchange for the release land? You must propose replacement land if the area of the release land is more than 200m<sup>2</sup>.

If **Yes**, go to Question 9. If **No**, please explain below why you are not providing replacement land and then go to Question 14.

#### Section B1 – The owner of the replacement land

9. Forename (1) Peter AND (2) Robert

Surname Vine

Organisation (if appropriate)

Title (Mr/Mrs/Miss/Dr) Messrs.

Full Postal Address

- (1) Peter J A Vine Raylands Farm Tye Hill Road Polegate
- (2) Robert D Vine Sessingham Farmhouse Sessingham Lane, Berwick, Polegate East Sussex
- (1) BN26 6SG

Postcode

(2) BN26 6TP

Telephone No/Mobile

Contact through Agent James Ryan of Acuity Law details provided above

#### Only complete Question 10 if Question 4 has been ticked.

10. Do you prefer to be contacted by Post

#### Section B2 - Description of the replacement land

11. Replacement land at Name of replacement land (if any) Mornings Mill Farm,

**Polegate** 

Area of proposed replacement land (in m<sup>2</sup>)

6,763 sqm

E-mail

Description (including location) of the replacement land.

As will be seen from the application plan at Annex B, the majority of the replacement land is existing pasture, although part of the exchange land is to be provided on the south western side of Eastbourne Road, alongside existing highway verge.

The greater part of the replacement land (5,950 sqm) is adjacent to the southern extremity of CL96 and instead of being partly linear highway verge, it will form part of the amenity land to be provided within the development and adjacent to the water feature which has a dual role as a surface water drainage basin. More of the replacement land will be further from the carriageway than the release land, thus increasing the recreational potential of the land available to be more safely utilised by the public. The replacement land will thus improve the quality and usefulness of the common.

A small part of the replacement land is adjacent to the existing highway verge on the south western side of Eastbourne Road and will share its characteristics.

12. Please confirm that the proposed replacement land is not already registered as common land or town or village green.

Confirmed

#### Section B3 - Rights over the replacement land

13. Give details of any relevant leaseholders, other occupiers, rights of access and easements, those holding any relevant charges over the replacement land, or any other rights or easements. Explain why such rights will not materially interfere with the public's right to use the land (should the application be successful). (see Note 8).

Save for the public footways which traverse the replacement land, which will improve the accessibility of the replacement land for potential users, no other rights or easements are known to exist.

#### SECTION C - Access arrangements and current features of the lands

#### Section C1 - Access to the lands:

- 14. To what extent is there **existing** public access over the land(s) e.g. public rights of access under Section 193 of the Law of Property Act 1925?
  - (a) The release land

A search of the East Sussex County Council Public Rights of Way Definitive Map (Annex H), reveals that the release land is intercepted by a footpath named Willingdon and Jevington 5 (code WIL/5/1) at the south eastern end of the common land hatched dark green on the application plan. The proposed works on the release land to create new hard-surfaced highways will ultimately accommodate this existing pathway. As seen at Annex B, the proposed works around the south eastern signal-controlled junction incorporate a newly planned pelican crossing with a guard railing protected island in the middle of Eastbourne Road. This new crossing system will provide greater protection for members of the public making use of the footpath when crossing Eastbourne Road. As shown on the Application Plan at Annex B, there are two versions of the route on the plan, noting a divergence between the walked route and the official route on the Definitive Map. Whilst works are taking place, temporary diversions of this footpath will be put in place where appropriate before construction proceeds. Access for users of the path will be maintained, via temporary diversions, whilst works are ongoing.

(b) The replacement land (including any existing informal public access)

The Commons Registration Authority (East Sussex County Council) also identifies that the proposed replacement land is intercepted by a footpath named Willingdon and Jevington 6 (code WIL/6/1), as shown on the Application Plan (Annex B), which will enable users of the footpath to easily locate/access the new common land and the existing environment will not need to be altered to accommodate entry to the areas.

15. What are the intended access arrangements for the replacement land?

The replacement land on the eastern side of the Eastbourne Road will be accessed from the existing, well-situated footpath Willingdon and Jevington 6 (code WIL/6/1), as shown on the Application Plan at Annex B. Further, this land will form part of the public open space to be delivered as part of the development and thus, will be readily accessed from within the development itself.

The replacement land on the south western side of the Eastbourne Road will be easily accessed from the north by a footpath named Willingdon and Jevington 22 (code WIL/22/1), which the previously discussed Willingdon and Jevington 5 leads to on the eastern side of the road. From the south, the land will be accessed from the 1066 Country Walk (the yellow marked route shown on the Public Rights of Way Definitive Map at Annex H) at the point at which it crosses the Eastbourne Road from the western side.

The replacement land on the north eastern side of Eastbourne Road will be readily accessible from the proposed access road into the development.

#### Section C2 - Current condition of the lands

- 16. Describe the current condition and use of the lands, including any biodiversity, landscape, archaeological, agricultural and recreational interests:
  - (a) The release land

As shown on the Application Plan at Annex B, this is currently partly highway verge with little or no recreational value, although it does provide footways for the benefit of pedestrian traffic along Eastbourne Road.

(b) The replacement land

This is wholly existing pasture on the north eastern side of Eastbourne Road, and the part of the replacement land on the south western side of Eastbourne Road is open land which can in effect extend the highway verge although it is not currently part of the highway maintainable at the public expense.

- 17. What structures (e.g. buildings, roads, bridleways, footpaths, walls, fences) are currently on the land?
  - (a) The release land

As shown on the Application Plan at Annex B, the release land consists of a segment of the existing Eastbourne Road highway verge on its eastern side. Streetlamps feature along the verge and an overhead line crosses perpendicular to the road with a single pole within the release land on the east side.

(b) The replacement land

The replacement land on the south western side of the Eastbourne Road has few features apart from a footpath which runs adjacent to the road (and the eastern edge of the land) and two extended driveways which exist at the southern end.

The replacement land on the north eastern side features the previously mentioned Willingdon and Jevington 6 running through it.

- 18. What boundary features e.g. fences, hedges, walls (and access points such as stiles and gates) are currently on the perimeter of (or on land immediately adjoining) the land?
  - (a) The release land

None

(b) The replacement land **None** 

19. What, if any, boundary or other features are proposed to be removed from or erected on the replacement land as part of the exchange?

None

20. What, if any, works are to be carried out on the replacement land as part of the exchange?

None

#### **SECTION D – Details of the exchange or deregistration**

21. What are the reasons for the exchange or deregistration?

To facilitate the proposed development following the grant of planning permission following a successful planning appeal.

The Planning Inspector found that the proposed development will deliver a number of benefits, including a significant number of much-needed market and affordable homes. The scheme will also deliver economic benefits through job creation during construction and operation of the development, plus community benefits through the delivery of open space and sports facilities and a biodiversity net gain, amongst other things. The Inspector attached substantial weight to these benefits.

#### **SECTION E – Designations**

22 Are any of the lands subject of this application in or near a Site of Special Scientific Interest (SSSI), National Nature Reserve, a Special Area of Conservation (SAC), a Special Protection Area (SPA), or Wetland listed in accordance with the Ramsar Convention?

(a) the release land  $N_0$ 

If **Yes**, please give details and identify the location on the map

(b) the replacement land

No

If **Yes**, please give details and identify the location on the map.

23	Do any of the lands contain a Scheduled Ancient Monument?	
	(a) the release land	No
	If <b>Yes</b> , give details and identify the location on the map.	
	(b) the replacement land	No
	If <b>Yes</b> , give details and identify the location on the map	
24	Are any of the lands in a National Park or Area of Outstanding Natural Beauty?	•
	(a) the release land	No
	If <b>Yes</b> , please give details.	
	(b) the replacement land	No
	If <b>Yes</b> , please give details.	
25	Are any of the lands subject of this application covered by any local designation local nature reserve, area of special landscape value, heritage coast, conserva area or public open space?	
	(a) the release land	No
	If <b>Yes</b> , please give details.	
	(b) the replacement land	No
	If <b>Yes</b> , please give details.	

#### **SECTION F - Adjacent common land**

26. Does any area of common land with a different registration number adjoin the common land subject of this application?

If **Yes**, give details and identify them on the map

No

Be aware that this application is in respect of Release Land which forms part of two separate Common Land Units, namely, CL57 and CL96.

#### SECTION G - Procedure

27. Most applications are determined by the written representation procedure. This involves an exchange of written evidence and a site inspection by an Inspector.

Do you wish to be present or be represented at the site inspection? Yes If yes, please suggest a suitable meeting point.

At the end of the lane leading from Mornings Mill Farm to Eastbourne Road (where the Willingdon and Jevington 6 Public Right of Way and the Eastbourne Road meet, as shown on the Application Plan at Annex B).

#### SECTION H - Advertisement and Consultation

28. **You must advertise your proposal** in one main local newspaper and at the main points of entry to the common (or, if there are none, at a conspicuous place on the boundary of the common). Please advertise your proposal at the same time as you make your application. Use the draft notice at **Annex B** of the **Notes**.

A notice has been prepared following the format at Annex B (Annex I to this application).

29. You **must** also send a copy of the notice (using the letter at **Annex C** of the **Notes**) to the following:

N/a	the commons council or commoners' association (if there is one)
N/a	all active commoners
N/a	others with a legal interest e.g. tenants, those with easements, or other rights over the land and any other person occupying the land
<b>✓</b>	the relevant Commons Registration Authority (usually the county council or unitary authority), District or Borough Council
✓	Parish Council (where known)
<b>✓</b>	Natural England (Please send only to enquiries@naturalengland.org.uk)
✓	Historic England
N/a	National Park Authority (if the proposal is in a National Park)

N/a	AONB Conservation Board or Joint Advisory Committee (if the proposal is in an AONB)
✓	Open Spaces Society (Please send only to office2@oss.org.uk)
✓	The local authority archaeological service

Even if you have consulted any of these bodies before making this application you still need to send them a copy of the notice.

A notice has been prepared following the format at Annex C (Annex J to this application).

30. Which newspaper has the advertisement appeared in?

The Eastbourne Herald

On what date?

24th February 2023

On what date will the representation period end?

This date must be at least 28 days from the date the application is advertised. Incorrect notices are a common problem and may result in you having to re-advertise, so please read Section H of the Notes carefully.

27th March 2023

#### SECTION I - Maps

31. Please enclose two copies of the map that meet the requirements set out in **Note** 19.

Two copies of the map are enclosed.

#### SECTION J - Checklist (tick to confirm)

- 32. I have read the **Notes** in full. ✓
- 33. I have answered all the questions (where appropriate) on this form in full. ✓
  I have enclosed two copies of the map that meets the requirements of Note
  19. ✓
  - I have enclosed a copy of the commons register or register of town and village greens. This should include details of the land, rights, ownership and the register map.  $\checkmark$

I have obtained the consent to this application of any relevant leaseholder of, and the proprietor of any relevant charge over, the release land and any replacement land. N/A

I have enclosed a copy of any document mentioned in answering the questions on this form.  $\checkmark$ 

I have completed and enclosed a copy of the health and safety questionnaire  $\checkmark$  I understand that any of the application papers may be copied to interested parties on request and have informed people as necessary.  $\checkmark$ 

I have enclosed my application fee of £4,900. ✓

#### 34. I have:

advertised the proposal in one main local newspaper posted a copy of the notice at the main entry points to the lands sent a copy of the notice to all those listed at Section H placed a copy of the notice, map and application at the inspection point enclosed the letter based on the example at Annex D of the Notes confirming that the advertising requirements have been met.

#### SECTION K - Declaration

I/We hereby declare that:

All the owner(s) of the land(s) to be deregistered or deregistered and exchanged subject of this application have completed this Section.

\*No person is a relevant leaseholder, or holds a relevant charge, over any of the land(s) to be deregistered/exchanged.

\*I/We have obtained the written consent to this application of every person who is a relevant leaseholder, or holds a relevant charge, over any of the lands to be deregistered/exchanged.

\*delete as appropriate

The contents of this application are true and complete to the best of my/our knowledge and belief.

#### **Release Land:**

Signature of owner

Name

Date

Position and name of organisation (where appropriate).

Signature of co-owner (where applicable)
Name

Date

Position and name of organisation (where appropriate).

#### **Replacement Land:**

placed a copy of the notice, map and application at the inspection point enclosed the letter based on the example at Annex D of the Notes confirming that the advertising requirements have been met.

#### **SECTION K - Declaration**

I/We hereby declare that:

All the owner(s) of the land(s) to be deregistered or deregistered and exchanged subject of this application have completed this Section.

\*No person is a relevant leaseholder, or holds a relevant charge, over any of the land(s) to be deregistered/exchanged.

\*I/We have obtained the written consent to this application of every person who is a relevant leaseholder, or holds a relevant charge, over any of the lands to be deregistered/exchanged.

\*delete as appropriate.

The contents of this application are true and complete to the best of my/our knowledge and belief.

#### Release Land:

Signature of owner P. T. .

Name PETER J. A. UINE

Date 24 February 2023

Position and name of

Position and name of organisation (where appropriate).

Signature of co-owner (where applicable) Name

Date

Position and name of organisation (where appropriate).

#### Replacement Land:

Signature of owner

PETER J. A. VINE

Name

Page 99

placed a copy of the notice, map and application at the inspection point enclosed the letter based on the example at Annex D of the Notes confirming that the advertising requirements have been met.

#### SECTION K - Declaration

I/We hereby declare that:

All the owner(s) of the land(s) to be deregistered or deregistered and exchanged subject of this application have completed this Section.

\*No person is a relevant leaseholder, or holds a relevant charge, over any of the land(s) to be deregistered/exchanged.

\*I/We have obtained the written consent to this application of every person who is a relevant leaseholder, or holds a relevant charge, over any of the lands to be deregistered/exchanged.

\*delete as appropriate

The contents of this application are true and complete to the best of my/our knowledge and belief.

#### Release Land:

Signature of owner

Name

Date

Position and name of organisation (where appropriate).

Signature of co-owner (where applicable)

Name

Date

Position and name of organisation (where appropriate).

ROBERT DAVID VINE

24/2/23

NIA

#### Replacement Land:

Signature of owner

Name

Position and name of organisation (where N/A.

appropriate).

Signature of co-owner (where applicable) Name

Date

Position and name of organisation (where appropriate).

You should keep a copy of the completed form

#### **General Data Protection Regulation**

Your application will be in the public domain. Therefore all documents (both paper and electronic) associated with it may be disclosed during the application process to others, including other Central Government Departments, public bodies, local authorities, other organisations and members of the public.

#### How we use your information

The Planning Inspectorate takes its data protection responsibilities for the information you provide us with very seriously. To find out more about how we use and manage your personal data, please go to our privacy notice.

Date

Position and name of organisation (where appropriate).

Signature of co-owner (where applicable)

Name

COBERT DAVID VINE

Date

Position and name of organisation (where appropriate).

NA

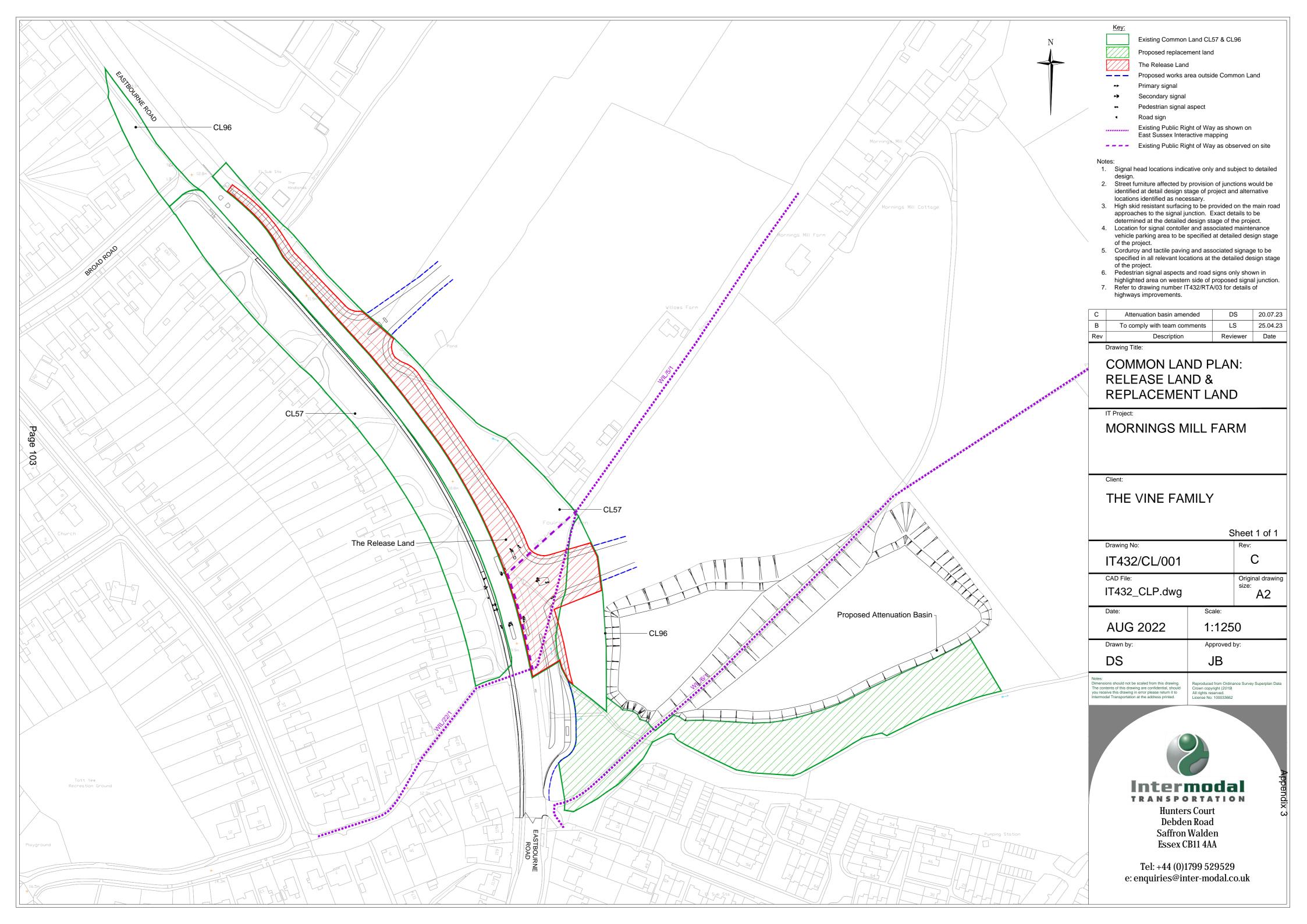
You should keep a copy of the completed form

#### General Data Protection Regulation

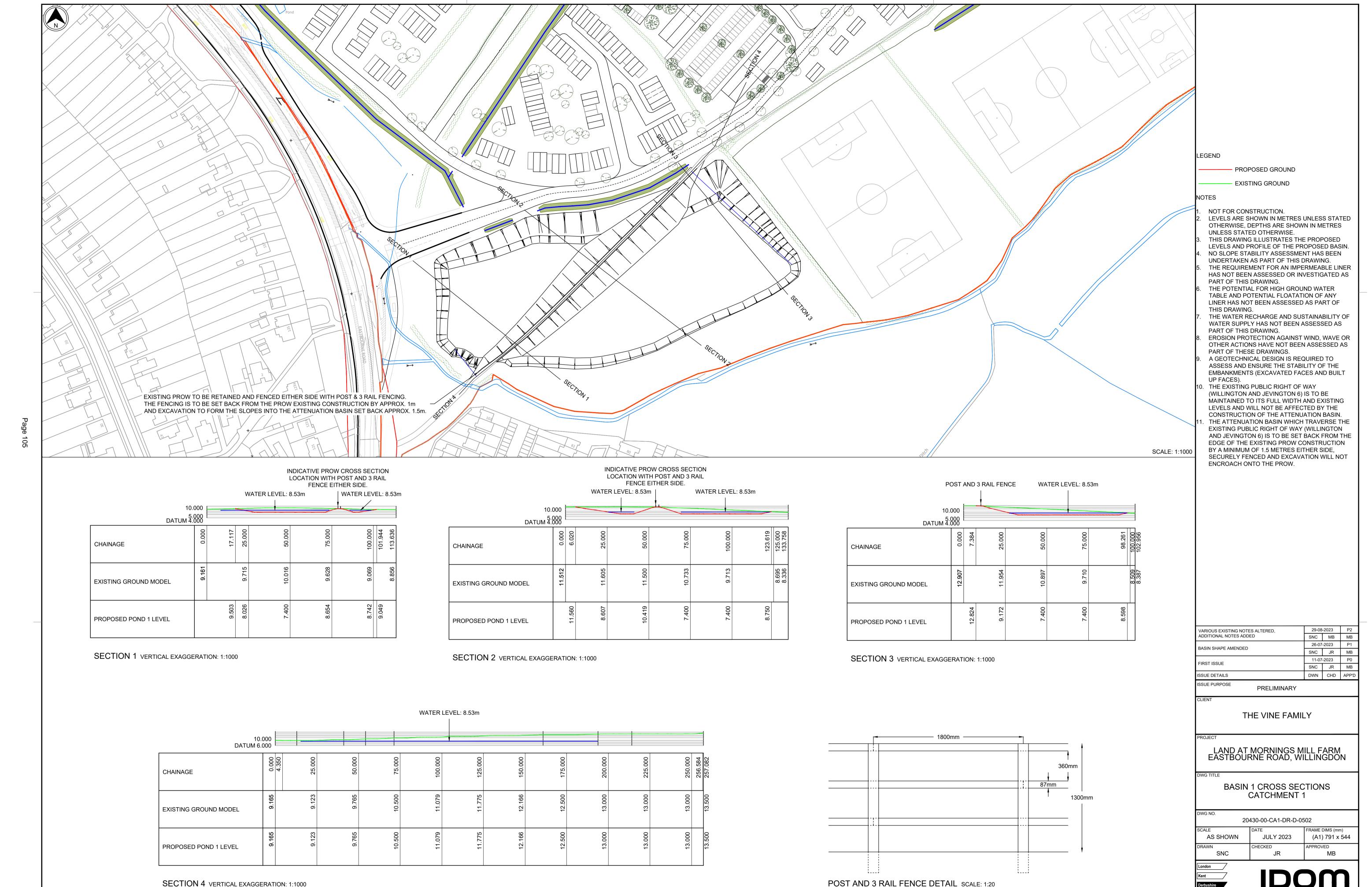
Your application will be in the public domain. Therefore all documents (both paper and electronic) associated with it may be disclosed during the application process to others, including other Central Government Departments, public bodies, local authorities, other organisations and members of the public.

#### How we use your information


The Planning Inspectorate takes its data protection responsibilities for the information you provide us with very seriously. To find out more about how we use and manage your personal data, please go to our privacy notice.



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NOTE: This section contains the registration of the land comprised in this register unit

Registration authority

## East Sussex County Council

Register unit No. CL 57

Edition No. 1

See Overleaf for Notes

### COMMONS REGISTRATION ACT 1965

# **Register of Common Land**

LAND SECTION - Sheet No. 1

I No. and date of entry	Description of the land, reference to the register map, registration particulars etc.  The tract of land called Foulride Green, Lower Willingdon, as coloured green and marked with a green verge line inside the boundary on sheet TQ50SE of		
21 Jun 1968	the register map and distinguished by the number of this register unit. Registered pursuant to application No.482 made 20 May 1968 by Herbert William Hall Esq., 169 Eastbourne Road, Willingdon, Sussex. (Registration provisional)		
2 15 Oct 1970	The registration at entry No.1 above, being undisputed, became final on 1 October 1970.		

No. and date	Notes	No. and date of note	Notes
of note 1 5 Aug 1968	The application of Barclays Bank Limited, Trustee Department, 63/7 Terminus Road, Eastbourne, Sussex, No.698 made 27 June 1968, is noted in respect of the registration at entry No.1.	of note	
2 27 Feb 1970	The South Eastern Electricity Board of Queen's Gardens, Hove, Sussex claim to have acquired for the purposes of their undertaking rights for underground electricity cables over land comprised in this register unit. (Application No.1200)		es :
3 14 Feb 1973	The area of the land comprised in this register unit is 1.138 hectares.		
4 28 Mar 1978	A right of way at all times and for all purposes over land known as Foulride Green leading from the highway (Eastbourne Road) to 191 Eastbourne Road, Lower Willingdon. (Application No.1262)	-	
5 13 Jul 1992	Cecelia Freda Hicks and Daisy Florence Hicks both of 157 Eastbourne Road, Lower Willingdon claim a right of way for all purposes from Eastbourne Road across the land comprised in this register unit to No.157.		g a
Page 110	(Application No.1302)		
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NOTE: This section contains the registration of every right of common registered under the Act as exercisable over the whole or any part of the land described in the land section of this register unit.

Registration authority

## East Sussex County Council

Register unit No. CL 57

Edition No. 1

See Overleaf for Notes

# Register of Common Land

RIGHTS SECTION - Sheet No. 1

1 No. and date of entry	2 No. and date of application	3 Name and address of every applicant for registration, and the capacity in which he applied	4 Particulars of the right of common, and of the land over which it is exercisable	5 Particulars of the land (if any) to which the right is attached
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No. and date of note	Notes	No. and date of note	Notes
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# **Register of Common Land**

OWNERSHIP SECTION - Sheet No. 1

NOTE: This section contains the registration of every person registered under the Act as owner of any of the land described in the land section of this register unit. It does not contain any registration in respect of land of which the freehold is registered under the Land Registration Acts 1925 and 1936, but the absence from this section of a registration in respect of any land described in the land section does not necessarily indicate that the freehold of that land is registered under those Acts.

Registration authority

## East Sussex County Council

Register unit No. CL 57

Edition No. 1

See Overleaf for Notes

1 No. and date of entry	2 No. and date of application	3 Name and Address of person registered as owner	4 Particulars of the land to which the registration applies
1 14 Feb 1973		David Aubrey Vine, Mornings Hill Farm, Willingdon, Eastbourne, Sussex. (see note No.1 overleaf)	The whole of the land comprised in this register unit.
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No. and date	Notes	No. and date	Notes
of note		of note	A A
1 14 Feb 1973	The registration of ownership at entry No.1 overleaf was made in pursuance of Section 8(2) of the Act by the Direction of the Chief Commons Commissioner dated 1 February 1973 under reference 37/U/22.		
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		1	
		7.	

NOTE: This section contains the registration of the land comprised in this register unit

Registration authority

# East Sussex County Council

Register unit No. CL 96

Edition No. 1

See Overleaf for Notes

### **COMMONS REGISTRATION ACT 1965**

# **Register of Common Land**

LAND SECTION - Sheet No. 1

o, and date of	Description of the land, reference to the register map, registration particulars etc.
1 5 Aug 1968	The two pieces of land at Foulride Green in the Parish of Willingdon, as marked with green verge lines inside the boundaries on sheet TQ50SE of the register may and distinguished by the number of this register unit. Registered pursuant to application Nos.696 and 698 made 27 June 1968 by Barclays Bank Limited, Trustee Department, 63/7 Terminus Road, Eastbourne, Sussex. (Registration provisional)
2 5 Jan 1973	The registration at entry No.1 above, being now undisputed following the withdrawal of objection No.225 as noted overleaf, became final on 3 December 1972.

No. and date	Notes	No. and date	Notes
of note		of note	
1 27 Feb 1970	The South Eastern Electricity Board of Queen's Gardens, Hove, Sussex claim to have acquired for the purposes of their undertaking rights for underground electricity cables over land comprised in this register unit. (Application No.1212)		
2 14 Aug 1972	The objection No.225 of David A Vine, Esq., of Mornings Mill Farm, Willingdon, Eastbourne, Sussex, made 31 July 1972 is noted in respect of part of entry No.1 in this section.		
3 5 Jan 1973	Objection No.225, noted above, has been withdrawn by the objector.		·
4 14 Feb 1973	The area of land comprised in this register unit is 0.202 hectares.		
5 28 Mar 1978	A right of way at all times and for all purposes over area of land known as Foulride Green leading from the highway (Eastbourne Road) to 191 Eastbourne Road, Lower Willingdon. (Application No.1263)		
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NOTE: This section contains the registration of every right of common registered under the Act as exercisable over the whole or any part of the land described in the land section of this register unit.

Registration authority

## East Sussex County Council

Register unit No. CL 96

Edition No. 1

See Overleaf for Notes

# **Register of Common Land**

RIGHTS SECTION - Sheet No. 1

l No. and date of entry	2 No. and date of application	3 Name and address of every applicant for registration, and the capacity in which he applied	4 Particulars of the right of common, and of the land over which it is exercisable	5 Particulars of the land (if any) to which the right is attached
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No. and date	Notes	No. and date	Notes
of note		of note	
1 14 Aug 1972	Every objection to the registration, whether as common land or as a town or village green, of any land comprised in this register unit has effect as an objection to any registration (whenever made under Section 4 of the Commons Registration Act 1965 of any rights over that land, whether that registration appears in this register or in the Register of Town or Village Greens. If any of the land is also registered as a town or village green, a note to that effect will appear in each section of this register unit.		
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# Register of Common Land

OWNERSHIP SECTION - Sheet No. 1

NOTE: This section contains the registration of every person registered under the Act as owner of any of the land described in the land section of this register unit. It does not contain any registration in respect of land of which the freehold is registered under the Land Registration Acts 1925 and 1936, but the absence from this section of a registration in respect of any land described in the land section does not necessarily indicate that the freehold of that land is registered under those Acts.

Registration authority

## East Sussex County Council

Register unit No. CL 96

Edition No. 1

See Overleaf for Notes

1 No. and date of entry	2 No. and date of application	3 Name and Address of person registered as owner	4 Particulars of the land to which the registration applies
1 5 Aug 1968	697 27 Jun 1968	Barclays Bank Limited, Trustee Department, 63/7 Terminus Road, Eastbourne, Sussex (As trustees of the Will of William Erskine Mawhood, deceased). (Registration provisional)	That part of the land comprised in this register unit situated on the east side of Eastbourne Road. (see note No.1 overleaf)
2 8 Aug 1972		The registration at entry No.1 above, being undisputed, became final on 1 August 1972.	
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No. and date of note	Notes	No. and date of note	Notes
1 23 May 1973	The land comprised in this register unit not registered in entry No.1 overleaf, being on the west side of Eastbourne Road, is registered at H M Land Registry.	of note	
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# Agenda Item 7

Report to: Lead Member for Transport and Environment

Date of meeting: 20 November 2023

By: Director of Communities, Economy and Transport

Title: Hastings Towns Fund - Grant Funding Agreement with Hastings

**Borough Council** 

Purpose: To approve East Sussex County Council, as the scheme delivery

partner, entering into a grant funding agreement with Hastings Borough Council in relation to the Hastings Town Centre Public

Realm and Green Connections project.

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

(1) Approve East Sussex County Council, as the scheme delivery partner, entering into a grant funding agreement with Hastings Borough Council in relation to the £9,754,458 of Town Fund allocated for the delivery of the Hastings Town Centre Public Realm and Green Connections project: and

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

### 1 Background Information

- 1.1. The town of Hastings was awarded £24.4m from the Government's Towns Fund programme in November 2019. The aim of the funding programme is to drive the economic regeneration of Hastings to deliver long term economic and productivity growth through investment in urban regeneration, infrastructure, and connectivity.
- 1.2. Hastings was one of 101 towns eligible to bid for up to £25 million from the Towns Fund, with Hastings Borough Council (HBC) designated as the lead organisation for managing the development of the Town Deal, including the Town Investment Plan (TIP). The programme, which was built around seven project themes, offers Hastings an incredible and exciting opportunity to drive forward sustainable growth and prosperity, ensuring that Hastings will continually thrive as a healthy, vibrant, and innovative seaside town that attracts people to visit, live, and work in.
- 1.3. The Hastings Town Centre Public Realm and Green Connections project will build on the character of Hastings as an energetic and creative coastal community to support resurgence of its centre as a thriving, well-connected and healthy place. This will be achieved through the delivery of high quality, relevant and catalytic public realm initiatives, bringing nature into the town and promoting active travel.
- 1.4. The County Council supported HBC in the development of a business case for £3.38m of Towns Fund for the first phase of the Hastings Town Centre Public Realm and Green Connections. This was approved by the Towns Deal Board in September 2022. In early 2023 the Towns Deal Board identified further funding available to the project. The County Council supported the development of a secondary business case for an additional £6.91m to include a wider project boundary. This business case was approved in May 2023, and after HBC spend, there is a total of £9,754,458 secured, in addition to £400k match funding from the Local Growth Fund.

### 2 Supporting Information

#### Hastings Town Centre Public Realm and Green Connections project

- 2.1. The scheme focusses on the Havelock Road and Harold Place corridor supporting the ease of movement from the rail station as a key gateway into the town, through the heart of the town centre and across the A259, which runs parallel to the seafront promenade, to the beach beyond. This will be achieved by removing vehicular carriageway and reallocating road space for pedestrian and cycle infrastructure as well as improvements to the junctions to encourage safe and permeable movement at either end of the corridor.
- 2.2. A central, adaptable public space will be created at the confluence of Havelock Road, Queens Road, Harold Place and Robertson Street, known as 'Albert Circus' or 'The Haven', to provide a focal point which can accommodate a range of events, activities and festivals across the year. The town centre's public realm will be improved along the Havelock Road/Harold Place corridor, as well as in Wellington Place towards the Albert Road underpass.
- 2.3. This will be complemented with increased tree planting and the introduction of biodiverse ecologies that brings together urban, and coastal landscapes that reflect Hastings' character.
- 2.4. The proposals have been developed to date to RIBA2 stage (Royal Institute of British Architects concept design stage) to reflect the need for improvements in the town centre identified through previous consultation exercises with stakeholders, taking account of the views and ideas that came forward through the development of the Hastings Town Deal on the town centre, active travel and increasing biodiversity, and also more recent engagement with key stakeholders on the challenges and opportunities in the town centre.
- 2.5. Elements of this scheme include, but are not limited to, the enhanced pedestrian footways, Sustainable Urban Drainage System (SuDS) planting, segregated two-way cycle lane which is compliant with the Government's Local Transport Note 1/20 on cycle design, one-way bus lane with new bus stops, alongside the potential re-routing of a one-way bus route along Queens Road.

#### Grant Funding Agreement

- 2.6. Following their successful Towns Fund bid, Hastings Borough Council has entered into a grant funding agreement with the Government to receive their £24.4m Towns Deal allocation.
- 2.7. The County Council, acting as a delivery partner for the Hastings Town Centre Public Realm and Green Connections element of Hastings' Towns Deal package, will be required to enter into a grant funding agreement with Hastings Borough Council to enable the £9,754,458 of Towns Fund funding allocation to be defrayed to enable delivery by the end of the Towns Fund funding period on 31 March 2026.
- 2.8. The County Council has completed the concept design stage for the Hastings Town Centre Public Realm and Green Connections project and has procured transport consultants, ARUP to begin the preliminary designs and public consultation and engagement elements of the programme; a Key Decision was taken by the Director of Communities, Economy and Transport on 22 September 2023 to carry out a direct procurement award. Current cost estimates indicate that the Towns Fund allocation will fund the design and delivery of the scheme, however exact details of costs will be achieved through detailed design development and in discussions with Hastings Borough Council.
- 2.9. East Sussex County Council has reviewed the draft grant funding agreement from Hastings Borough Council. To address financial risks, additional clauses have been proposed to ensure both parties (Hastings Borough Council and East Sussex County Council) agree that if the intended scope of the project may result in overspend, methods of amending and de-scoping the project, to ensure an overspend is not incurred and the integrity and core outcomes of the project are maintained, will be agreed.

#### Programme Delivery

2.10 The current delivery programme for the project will see preliminary design, engagement, public consultation, and the development of the detailed design continue throughout 2023/24, with planning applications to be submitted Spring 2024. Detailed design and construction to be procured through the East Sussex County Council Highways Contract is programmed to commence in April 2024 with construction due to complete by March 2026.

#### 3 Conclusion and Reasons for Recommendations

- 3.1. In 2019 Hastings Borough Council successfully secured £24.4m from the Government's Towns Fund programme towards driving the economic regeneration of Hastings to deliver long term economic and productivity growth, through investment in urban regeneration, infrastructure, and connectivity. The Hastings Town Centre Public Realm and Green Connections project builds on the character of Hastings and will deliver a high-quality public realm improvement that will support revival of its centre whilst also bringing nature into the town and promoting active travel.
- 3.2. The County Council, acting as the scheme delivery body, will be required to enter into a grant funding agreement with Hastings Borough Council to defray the funding allocation to the County Council, progress the consultation, detailed design and construction by the end of the Towns Fund period on 31 March 2026. A grant funding agreement will also reiterate precisely what the body is being asked to do and provide reasons for proposed course of action.
- 3.3. The Lead Member is therefore recommended to approve East Sussex County Council entering into a grant funding agreement with Hastings Borough Council in relation to the £9,754,458 of Towns Fund allocated to the Borough Council for the delivery of the Hastings Town Centre Public Realm and Green Connections project; and delegate authority to the Director of Communities, Economy, and Transport, in consultation with the Chief Finance Officer and Assistant Chief Executive to negotiate and agree the terms and conditions of the grant agreement.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Ellie McDaniel, Project Manager, Scheme Delivery

Email: Ellie.McDaniel@eastsussex.gov.uk

#### LOCAL MEMBERS

Councillor Godfrey Daniel (Hastings - Braybrooke and Castle)

### BACKGROUND DOCUMENTS

Hastings Town Investment Plan

Town Centre Public Realm & Green Connections — Hastings Town Deal

