

Report to: Lead Member for Transport & Environment

Date of meeting: 18 June 2018

By: Director of Communities, Economy and Transport

Title: Hailsham/Polegate/Eastbourne Movement and Access Corridor

Purpose: To consider the outcomes of the consultation on the first phase of the Hailsham/Polegate/Eastbourne Movement and Access Corridor Study and the recommended package of proposals to be taken forward to detailed design and construction.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) note the outcome of the Hailsham/Polegate/Eastbourne Movement and Access Corridor consultation undertaken in Autumn 2017 as detailed in Appendix 1 of this report; and**
 - (2) approve the recommended package of proposals as set out in paragraph 2.4 to be taken forward to detailed design and construction.**
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1. Background

1.1. The South Wealden and Eastbourne Transport Study (SWETS), was completed in 2010 to support the now adopted Wealden Local Plan Core Strategy, and identified a number of infrastructure interventions necessary (at a strategic level) to mitigate the impact of the planned large scale development across the South Wealden and Eastbourne areas.

1.2. Movement and Access Strategies (MAS) for Hailsham and Hellingly, and for Polegate were developed in 2012 and 2013 respectively, to further evaluate the highway interventions identified in the SWETS Study. Both strategies identified that improvements to a number of key strategic junctions on the A22 and A27 were required, both on the Highways England and county road network - in order to mitigate for the increased traffic generated from the proposed housing development in the Eastbourne South Wealden area.

1.3. It was recognised in the 2010 SWETS that improvements to the key A22/A27 junctions alone, would not be sufficient to mitigate for the additional traffic generated by the proposed housing developments; improvements would also be required to the local road network, together with bus priority measures and cycling and walking measures, to provide a greater travel choice, and facilitate a 'step change' in the use of sustainable transport. This was accepted by both the Local Plan Inspectors at the respective Examinations in Public of the adopted Wealden and Eastbourne Local Plans.

1.4. Accordingly, the Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study was commissioned to identify and assess a package of local improvements with a particular focus on sustainable transport improvements for buses, cyclists and pedestrians on the A295, A22/A27, A2270 and A2021 corridors, linking Hailsham, Polegate and Eastbourne which would support the proposed development in the Eastbourne and South Wealden areas. The outcomes of the study were reported to the Lead Member for Transport and Environment's decision making meeting on 19 June 2017. The transport modelling study recently undertaken by the County Council and Wealden District Council in relation to the emerging Wealden Local Plan, and published in January 2018, re-affirms the need for the package of Movement and Access Corridor improvements to support the proposed growth in the south Wealden area.

1.5 A business case was submitted to the South East Local Enterprise Partnership (SE LEP) in November 2016 to release the £2.1m of Local Growth Fund monies available, for the delivery of the Movement and Access Corridor measures. The business case focussed on utilising the funding, subject to the outcomes of the consultation, to progress the first phase of measures (Willingdon) to detailed design and construction. The SE LEP approved the business case in February 2017, subject to this funding being spent by 2019/20. This phase has been prioritised, because it can be delivered independently, and then integrated with the other phases and other schemes within this area, as they come forward.

1.6 At the Lead Member for Transport and Environment's decision making meeting on 19 June 2017, it was resolved that consultation be undertaken on the proposed measures in September 2017, and that the outcomes of the consultation are reported back to a future decision making meeting, with the recommended package of proposals to be taken forward to detailed design and construction. Future phases relating to the other sections of the Hailsham/Polegate/Eastbourne Movement and Access Corridor will continue to be developed with our Highways team and consulted upon locally in due course.

2. Supporting information

2.1 Consultation on the first phase of the Movement and Access Corridor improvements which focussed on the section in Polegate and Willingdon took place between 15 September and 10 November 2017. As part of the consultation, two day exhibitions were held at Willingdon Community School and Ratton Academy and the consultation proposals were available on the East Sussex consultation hub. In summary, the consultation proposed the following measures:

- Wannock Road/Polegate High Street junction
 - Junction capacity improvements at the signalised junction including pedestrian phases on all four arms
- Eastbourne Road (A2270)
 - Bus lanes on the A2270 southbound from just north of Thurrock Close to Huggett's Lane; northbound from Thurrock Close to Broad Road and northbound from Coopers Hill to Huggett's Lane
 - Off-road shared footway/cycleways on eastern side of A2270 Eastbourne Road from Broad Road to Huggett's Lane and on western side from Huggett's Lane to Cooper's Hill along with removal of the existing on-road cycle lanes and widening of the existing traffic island near Broad Road to a pedestrian/cycle refuge
 - Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing and provision of cycle Advanced Stop Lines
 - Introduction of a new 30mph speed limit along Eastbourne Road between Cooper's Hill and A27 junction in Polegate
- Willingdon Road
 - Provision of an on-road cycle route along Cooper's Hill and Wish Hill (signage only) and an off-road cycle route on the western side of Willingdon Road from Wish Hill to Victoria Drive
 - Upgrade of the existing signalised junction to a Toucan crossing – allows cyclists to cross into Park Avenue
- Park Avenue/Park Lane
 - Signed cycle route from Willingdon Road to Kings Drive
 - 20mph zone along Park Avenue and Park Lane with traffic calming measures – in addition to the existing limited 20mph zone
- Victoria Drive
 - Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction with two options:
 - (1) Introduction of a 20mph speed limit (between Farlaine Road and the Willingdon Road junction) and limited number of parking bays of Victoria Drive (south side)

(2) Retain 30mph speed limit and introduce parking restrictions in Victoria Drive (south side between Farlaine Road and the Willingdon Road junction)

- Bus stop improvements along the length of the Phase 1 corridor

2.2 Following reports that residents in Ratton did not receive notification of the consultation, and a request from Ratton Neighbourhood Panel to discuss local concerns about the proposals for Park Road and Park Avenue as well as the cycle route alongside Eastbourne Road in the Ratton ward, a public meeting was held at Ratton Academy in January 2018 which was attended by over 100 people.

2.3 A summary of the consultation outcomes and recommendations for each of the proposals are set out at Appendix A to the report. Detailed comments received from the consultation and from stakeholders are attached at Appendix B to the report.

2.4 Based on the outcome of the consultation, including the public meeting of the Ratton Neighbourhood Panel, the following measures are recommended to be taken forward to detailed design:

- Wannock Road/Polegate High Street junction capacity improvements
- Eastbourne Road (A2270)
 - Bus lanes on the A2270 southbound from just north of Thurrock Close to Huggett's Lane; northbound from Thurrock Close to Broad Road and northbound from Coopers Hill to Huggett's Lane
 - Consider the off-road footway/cycleway on the eastern side of the road between Broad Road and Huggett's Lane
 - Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing and provision of cycle Advanced Stop Lines
 - Introduction of a new 30mph speed limit along Eastbourne Road between Cooper's Hill and A27 junction in Polegate
- Victoria Drive - northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction, with the retention of the 30mph speed limit and introduction of parking restrictions in Victoria Drive on south side between Farlaine Road and the Willingdon Road junction (Option 2)
- Bus stop improvements along the length of the Phase 1 corridor

2.5 In light of the concerns raised locally at the exhibitions and Neighbourhood Panel meeting regarding the loss of trees and the visual impact of the proposed raised path, it is recommended not to proceed with the cycle route alongside Willingdon Road. In addition, with the lack of support for the Wish Hill/Coopers Lane cycle route, it is recommended that this is not progressed. The provision of a quality cycle route connecting South Wealden and Eastbourne is an essential element of the HPE MAC, to ensure that the package meets with the overall scheme aim, in providing transport choices for all users. To enable a suitable route to be identified, which is acceptable to all parties, further work will be undertaken on scheme identification, as part of East Sussex County Council's Cycling & Walking Infrastructure Plan (LCWIP).

2.6 In addition, whilst there was a level of support from the consultation there were some concerns raised about the necessity for the traffic calming or 20mph proposals for Park Lane and Park Avenue particularly at the Ratton Neighbourhood Panel meeting in January 2018. Therefore, in response to the consultation comments, it is recommended to not progress with any of the traffic calming or 20mph proposals for Park Lane and Park Avenue.

2.7 As highlighted in paragraph 1.5, the recommended Phase 1 improvements will be funded from £2.1m Local Growth Fund monies secured from the SE LEP towards the Hailsham/Polegate/Eastbourne Movement and Access Corridor Improvements

3 Conclusion and reasons for recommendations

3.1 The increase in traffic generated from the proposed additional housing and employment in the South Wealden and Eastbourne area, will result in increased levels of congestion on the road network unless a package of mitigation measures is delivered. The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study identified the need for improvements to key junctions, along with the provision of bus lanes and other bus infrastructure together with new cycle routes and pedestrian improvements.

3.2 The first phase of the Movement and Access Corridor proposals, focussed on the A2270 corridor from the Wannock Road/Polegate High Street junction to Victoria Drive through Polegate Willingdon and Ratton, were consulted upon in Autumn 2017. The responses and comments made by local residents and stakeholders through the consultation process have helped shape the recommended package of Phase 1 improvements, as set out in paragraph 2.4 of the report, to be taken forward to detailed design and construction.

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LOCAL MEMBERS

Councillors Belsey, D Shing, S Shing, Ungar

BACKGROUND DOCUMENTS

Stakeholder Consultation Summary Report (Amey)	Sept 2012
Existing Infrastructure Audit – Summary Report (Amey)	Sept 2012
Hailsham & Hellingly Movement & Access Strategy (Halcrow)	Nov 2012
Polegate Movement & Access Strategy (CH2M HILL)	Jan 2015
HPE MAC Phase 4 Report (Amey)	Feb 2015
HPE MAC Consultation Analysis Report (East Sussex Highways)	Nov 2017

HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR CONSULTATION OUTCOMES

INTRODUCTION

A consultation was held between 15 September and 10 November 2017 on highway proposals in Polegate, Willingdon and Eastbourne. This was the first of a series of public consultations on measures proposed along the Hailsham to Eastbourne transport corridor. Public exhibitions were held at the following locations/dates/times:

- Willingdon Community School, Broad Road, Willingdon
 - 15 September 6pm – 8pm
 - 16 September 10am – 3pm
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- Ratton School, Park Avenue, Eastbourne
 - 22 September 5pm – 8pm
 - 23 September 10am – 3pm

The consultation period ended on 10 November 2017.

PUBLICITY

To advertise the consultation, 60,000 postcards were printed and delivered to addresses within the areas covered by post codes BN20, BN21, BN22, BN23, BN26-5 and BN26-6. These were posted by Royal Mail week commencing 4 September 2017.

In addition to the postcards, advertisements were placed in the Eastbourne Herald on 8th, 15th, 22nd and 29th September. Social Media posts regarding the events started on 1st September, once a day until the events and then every couple of days afterwards with links to the consultation. East Sussex County Council also issued a Press Release on 6 September.

Details of the consultation were sent to Elected Members of East Sussex County Council, Eastbourne Borough Council, Wealden District Council, Polegate Town Council, and Willingdon Parish Council on 4 September.

In addition to the above, posters were located at the following locations on 8 September:

- Polegate library
- Polegate Town Council offices
- Willingdon Parish Council offices
- Hampden Park library
- Old Town library
- Eastbourne library

During the consultation, reports were received from some residents that they had not received a postcard. Royal Mail was asked to confirm that they delivered the postcards as requested by East Sussex Highways.

In response to a request from the Ratton Neighbourhood Panel, where the majority of residents reported not receiving notification of the exhibition, the County Council attended a public meeting was held on Monday 21 January at Ratton Academy to listen to the comments of local residents on the Willingdon Road and Park Lane/Park Avenue proposals.

CONCLUSIONS AND RECOMMENDATIONS

Although the number of completed questionnaires only totalled 264, this is normal for consultations on transport issues held on behalf of the County Council. Many comments were received as can be seen from the feedback shown in Appendix 2.

Many good comments were received in relation to the design of the measures and some of this feedback will result in design changes being taken forward.

The following summarises the level of support for each of the proposals for Phase 1 of the Movement and Access Corridors, lists the main design issues raised in relation to each of the measures proposed together with comments and recommendations on the way forward.

(1) Wannock Road/High Street Junction

Summary of Proposals

The proposals for Wannock Road/High Street junction comprised:

- Introduction of a left-turn slip road from the High Street into Eastbourne Road
- Provision of an additional lane for vehicles travelling north along Eastbourne Road
- Provision of an additional lane on the northern side of the junction to accommodate northbound traffic
- Pedestrian phases on all arms of the junction

Consultation response to proposals for Wannock Road/High Street junction

Response	Number	Percentage of responses
Strongly Support	58	21.97%
Support	97	36.74%
No Opinion	24	9.09%
Oppose	23	8.71%
Strongly Oppose	34	12.88%
Don't Know	14	5.3%
Not Answered	14	5.3%
TOTAL	264	

In summary 155 (58.71%) respondents were for the proposals with 57 (21.59%) against.

Design Issues for consideration

Design Issues Raised	Comments
The proposed traffic island preventing right turns into and out of the local access road was a major issue of concern.	It has been agreed that this right turn ban is flawed and further design will need to be undertaken. Stagecoach has confirmed that the northbound bus stop is still required. The design will need to be further developed to remove the island and still enable the bus lane to be retained.
2. It has been proposed that feeder lanes be provided to enable cyclists to reach the ASL's.	The design will be reviewed to see if there is enough space to provide these feeder lanes without compromising traffic flow or safety.

Design Issues Raised	Comments
3. It has been proposed that a yellow box will stop drivers from blocking the junction.	This will be investigated but we need to ensure that traffic flow is not compromised at such a busy junction. The calculation of the traffic signal timings will need to take account of the potential blocking issue.
4. It has been proposed that discussions be held between ESCC and HE in the provision of facilities for cyclists between this junction and the A27.	ESCC will discuss this with HE as the proposals for the A27 junction mature.

Recommendation

This measure received the most support from the public but concerns were raised about the dialogue between ESCC and HE in relation to the implementation of improvements to the A27.

It is recommended that this measure be progressed to detailed design and construction taking into account the issues raised above.

(2) Eastbourne Road

Summary of proposals

The proposals for Eastbourne Road comprised:

- Provision of a southbound bus lane from just north of Thurrock Close to Huggett's Lane – 630m
- Provision of a northbound bus lane from Thurrock Close to Broad Road – 540m
- Provision of a northbound bus lane from Coopers Hill To Huggett's Lane – 70m
- Provision of an off-road shared footway/cycleway on the eastern side of Eastbourne Road from Broad Road to Huggett's Lane – 1000m
- Provision of an off-road shared footway/cycleway on the western side of Eastbourne Road from Huggett's Lane to Cooper's Hill – 70m
- Removal of existing on-road cycle lanes
- Upgrade of traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing
- Provision of cycle Advanced Stop Lines
- Widening of the existing traffic island near Broad Road to a pedestrian/cycle refuge
- Introduction of a new 30mph speed limits along Eastbourne Road between Cooper's Hill and A27 junction in Polegate

Consultation response to Eastbourne Road proposals

Response	Number	Percentage of responses
Strongly Support	43	16.29%
Support	83	31.44%
No Opinion	29	10.98%
Oppose	33	12.5%
Strongly Oppose	49	18.56%
Don't Know	12	4.55%
Not Answered	15	5.68%
TOTAL	264	

In summary 126 (47.73%) respondents were for the proposals with 82 (31.06%) against.

Design Issues for Consideration

Design Issues Raised	Comments
Stagecoach has suggested that the southbound bus lane be extended northwards at the expense of the northbound bus lane.	Transport modelling has been undertaken and there are no benefits in changing the current design.
It has been suggested that the shared footway/cycleway be located on the other side of Eastbourne Road to reduce the number of road crossings.	<p>Designs for a shared facility on either side of the road have been prepared but the option of taking the cycleway along the western side of the road was considered the better option as most of the existing properties were on that side of the road.</p> <p>The option of using the eastern side of the road will be reviewed.</p> <p>It should be noted that land either side of the road is classified as "Common Land" but there should be sufficient "highway" land on the eastern side of the road to avoid any conflict.</p>
The Mornings Mill Farm and Broderick Farm developments will impact on these proposals.	ESCC will need to work with Wealden District Council to ensure that the access roads do not impact on the proposals for Eastbourne Road
There have been a few comments about the proposed route along Coopers Hill and Wish Hill.	The route along Cooper's Hill and Wish Hill was originally suggested by the cycling group Bespoke.
Residents have suggested that cyclists should not be using this route.	An extension of the route along Eastbourne Road towards Willingdon Roundabout (via the old section of Willingdon Road) may be a possibility but this will need to be properly evaluated

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by both residents and cyclists that warrant a review of the cycling proposals along the northern section of Eastbourne Road.

There are two options that could be considered for progressing this scheme, these are:

- (1) Progress with the bus lane works but leave out all cycling measures until a route can be agreed following the outcomes of the consultation on the County Council's Local Cycling and Walking Implementation Plan.
- (2) Progress with the bus lanes and consider the off-road footway/cycleway on the eastern side of the road between Broad Road and Huggett's Lane. The route south of Huggett's Lane (ie, Wish Hill/Coopers Lane) is not progressed.

It is recommended that Option 2 is progressed at this juncture. In doing, it is recommended that provision is made as part of the Mornings Mill development to enable the off road footway/cycleway on the eastern side of the road between Broad Road and Huggetts Lane. The off-road route will need to tie into the current on-road cycle route on the A2270 at either end.

It is recommended that the proposed cycle route along Wish Hill/Coopers Hill is not progressed.

The Local Cycling and Walking Investment Plan, which will be subject to consultation this Autumn, will consider an appropriate and acceptable network of corridors, and measures within them, for cyclists within the town.

(3) Willingdon Road

Proposals for Willingdon Road

- Provision of an on-road cycle route along Cooper's Hill and Wish Hill – requires signage only
- Provision of an off-road cycle route on the western side of Willingdon Road – 420m
- Upgrade of the existing signalised junction to a Toucan crossing – allows cyclists to cross into Park Avenue

Consultation response to proposals for Willingdon Road

Response	Number	Percentage of responses
Strongly Support	39	14.77%
Support	87	32.95%
No Opinion	36	13.64%
Oppose	27	10.23%
Strongly Oppose	51	19.32%
Don't Know	9	3.41%
Not Answered	15	5.68%
TOTAL	264	

In summary 126 (47.72%) respondents were for the proposals with 78 (29.55%) against.

Design Issues for Consideration

Design Issues Raised	Comments
A lot of criticism was received about the proposed raised section of cycleway with the railings. The area has a high amenity value which may well be impacted by the proposals.	A route along the eastern side of the road may be possible (which will not require railings) but there are other issues that will need to be overcome. This would still involve loss of verge and some trees.
Several objections were received from the local community about the concept of a shared footway/cycleway along Willingdon Road.	Shared footway/cycleways are an acknowledged way of providing off-road cycling facilities where space is a premium. Few

Design Issues Raised	Comments
	pedestrians use the footway.

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by the public with regards to a shared facility along Willingdon Road.

With the current suggestions of extending the cycle route further along Eastbourne Road to Kings Drive, it is recommended that the Willingdon Road proposals are not taken forward.

The Local Cycling and Walking Investment Plan, which will be subject to consultation this Autumn, will consider an appropriate and acceptable network of corridors, and measures within them, for cyclists within the town.

(4) Park Avenue/Park Lane

Proposals

- Provision of a signed cycle route from Willingdon Road to Kings Drive
- Introduction of a 20mph zone along Park Avenue and Park Lane with traffic calming measures – improves safety for cyclists and children attending Ratton School (in addition to the existing limited 20mph zone)

Support for proposals for Park Avenue/Park Lane

Response	Number	Percentage of responses
Strongly Support	34	12.88%
Support	85	32.2%
No Opinion	61	23.11%
Oppose	18	6.82%
Strongly Oppose	36	13.64%
Don't Know	17	6.44%
Not Answered	13	4.92%
TOTAL	264	

In summary 119 (45.08%) respondents were for the proposals with 54 (20.46%) against.

Design Issues for consideration

Design Issues Raised	Comments
Concern was raised about the need for speed humps.	A different option for traffic calming could be considered.
Some properties had no off-road parking and these residents would be severely affected	The exact location of the speed humps could be reviewed to accommodate the residents with no off-road parking.

Recommendation

Although this measure received support from the public, sufficient concerns have been raised by the public through the consultation and January 2018 public meeting with regards to the need for the proposed speed humps and the parking restrictions.

Therefore, it is recommended that the proposals for Park Avenue /Park Lane are not progressed at this time.

(5) Victoria Drive

Summary of proposals

Option 1

- Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction
- Introduction of a 20mph speed limit (between Farlaine Road and the Willingdon Road junction)
- Provision of a limited number of parking bays of Victoria Drive (south side)

Option 2

- Provision of a northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction
- Introduction of parking restrictions in Victoria Drive (south side between Farlaine Road and the Willingdon Road junction)
- Retention of 30mph speed limit

Consultation response to Victoria Drive proposals

Response	Number	Percentage of responses
Strongly Support	30	11.36%
Support	80	30.2%
No Opinion	62	23.48%
Oppose	24	9.09%
Strongly Oppose	29	10.98%
Don't Know	16	6.06%
Not Answered	23	8.71%
TOTAL	264	

In summary 110 (41.56%) respondents were for the proposals with 53 (20.07%) against.

Respondents were asked which of the two options - introduction of a 20mph speed limit and the retention of on-street parking or retain 30mph speed limit but remove on-street parking was preferred.

Response	Number	Percentage of responses
Option 1 - Introduction of a 20mph speed limit and the retention of onstreet parking	63	23.86%
Option 2 - Retain 30mph speed limit but remove on-street parking	101	38.26%
Undecided, either option	34	12.88%
Neither option	38	14.39%
Not answered	28	10.61%
TOTAL	264	

Design Issues for Consideration

Design Issues Raised	Comments
There were many residents reporting that the on-street parking was the major issue contributing to congestion, especially a school times.	This is reflected in that many of residents responding to this question chose Option 2.
Concern was raised about the need for speed humps	A different option for traffic calming could be considered.
Many people objected to the 20mph speed limit	The speed reduction would be necessary to provide a safe route for cyclists (on road) if on-road parking was retained.

Recommendation

The majority of residents were supportive of this measure. The Option that received most support was the one that retained the 30mph speed limit but removed parking (Option 2). This was also the opinion of many in the comments made. Option 2 would also avoid the loss of trees.

It is recommended that Option 2 be progressed to detailed design and construction. Since the Willingdon Road proposals are also not recommended, it is recommended that the cycling measures are removed from the Victoria Drive proposals.

(6) Bus Stop Improvements

Proposals

As part of the Phase 1 work bus stops along this section of the corridor will be improved to provide better facilities for passengers. This will include the construction of raised kerbs, shelters, flag poles and Real Time Passenger Information signs. At some stops space is limited and therefore it may not be possible to provide all the facilities needed. A list of the bus stops proposed to be improved as part of the Phase 1 works are below:

Polegate

- opp St George's Church
- adj St George's Church
- adj Brightling Road
- opp Brightling Road
- adj Wannock Road Rec
- opp Wannock Road Rec
- adj Farmlands Way
- opp Farmlands Way

Lower Willingdon

- adj Broad Road
- opp Broad Road
- adj Thurrock Close
- opp Thurrock Close
- opp The Triangle
- adj The Triangle
- adj Coppice Avenue Post Office
- opp Coppice Avenue Post Office
- opp Tott Yew Road
- adj Tott Yew Road
- N/B at Broad Road
- S/B at Broad Road
- adj Farmlands Way Shops
- opp Farmlands Way Shops
- adj Coopers Hill
- opp Coopers Hill
- S/B at Church Street
- N/B at Church Street

Eastbourne

- adj Woodland Avenue
- opp Woodland Avenue
- adj Park Avenue
- adj Garnet Drive
- opp Garnet Drive
- opp Wish Hill
- adj Wish Hill
- adj Willingdon Golf Club
- opp Willingdon Golf Club

Consultation response to bus stop improvements proposals

Response	Number	Percentage of responses
Strongly Support	48	18.18%
Support	66	25%
No Opinion	79	29.92%
Oppose	20	7.58%
Strongly Oppose	20	7.58%
Don't Know	12	4.55%
Not Answered	19	7.2%
TOTAL	264	

In summary 114 (43.18%) respondents were for the proposals with 40 (15.16%) against.

Recommendation

Although there were mixed opinions about the need for bus stop improvements, the proposal did receive a good level of support from the public.

It is recommended that the bus stops are improved along the corridor covered by the Phase 1 proposals (i.e. from Wannock Junction to the junction of Willingdon Road and Victoria Drive).

**HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR
DETAILED COMMENTS FROM CONSULTATION AND OTHER CORRESPONDENCE**

KEY ISSUES RAISED BY RESPONDENTS (THEMES)

Wannock Road/High Street Junction

Theme	Description	Number of respondents making this comment	Comments
1	Will not improve matters until A27 junction is improved	30	As part of the package of smaller scale interventions announced in September 2017, Highways England will be improving the capacity of the A27/A2270 signalised junction as well as provided two lanes in both directions from the signals to the Cophall roundabout. HE are currently programmed to commence work on this junction by 2020 at the latest. Both junctions need to be upgraded to achieve the improvements in traffic flow.
2	Changes proposed will achieve little/waste of money	11	The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package (as part of a series of wider transport improvements) is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
3	The slip road will not reduce traffic queues (unless longer)/ unsafe for pedestrians and/or cyclists	11	There is limited space for a longer slip road. The small slip road will make a slight improvement in traffic flow. All arms of the junction (including the slip lane) are signal controlled which will make it safer for pedestrians to cross.
4	There is no safe route for cyclists travelling north through the junction/no ASL feeder lanes	11	The main purpose of this scheme is to improve the traffic capacity of the junction and introduce a bus lane. We will investigate if feeder lanes for cyclists to reach the ASL can be introduced.
5	Good proposal to have two northbound lanes	9	Noted

Theme	Description	Number of respondents making this comment	Comments
6	There will still be a problem turning right from Wannock Road towards Eastbourne/provide filter lanes to allow drivers to turn right from High Street and Wannock Road would be safer. Phase the lights.	6	The proposals already include dedicated lanes for right turning movements from High Street and Wannock Road. The new signals will be phased according to the amount of traffic approaching the junction.
7	Implementing the proposals will have a positive impact on traffic flow.	6	Noted
8	The slip road is a good idea	5	Noted
9	The removal of the right turn facility in/out of the access lane is unacceptable	5	Agreed. This part of the scheme will be reviewed to allow right turns into and out of this access.
10	Planning proposals will have an impact	5	The proposed development at Mornings Mill and its access arrangements will need to be factored into the detailed design for the elements taken forward on the Eastbourne Road section of the scheme.
11	Would like to see a link from Cophall roundabout to the A27, by-passing Polegate.	5	As part of the package of smaller scale interventions announced in September 2017, Highways England will be improving the capacity of the A27/A2270 signalised junction as well as provided two lanes in both directions from the signals to the Cophall roundabout
12	Traffic signals not working as they should/need rephasing	4	The existing traffic signals will be fully upgraded as part of the proposals.
13	Synchronise the signals of the two Polegate junctions	3	Noted. The potential for synchronising the two sets of signals will be investigated further in conjunction with Highways England through the detailed design stage.
14	Cyclists could use the Cuckoo Trail	3	The current consultation relates to Phase 1 of the HPE MAC proposals. Proposals relating to the Cuckoo Trail will be the subject of a future consultation.
15	Need dual carriageway as far south as possible	3	Where possible we will seek to extend the approaches to the junction to increase capacity but only where land is available. In this instance, there is limited highway land south of the Wannock Road/High Street junction to construct a two lane approach.

Theme	Description	Number of respondents making this comment	Comments
16	Need a yellow box to prevent vehicles blocking the junction	3	Noted - this may be considered as part of the detailed design work.
17	Should be good for buses	3	Noted
18	Do not support the bus lane	3	The introduction of the bus lanes will improve bus journey times and improve reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor.
19	Could a slip road be provided from Wannock Road northbound?	2	This has been considered previously but was discounted as it would increase rat running via Farmlands Way/Coppice Avenue.
20	Air pollution already high	2	Noted. Air pollution is directly associated with the volume of traffic and whether it is moving or stationary. Improving the flow of traffic should reduce pollution. As part of the before and after monitoring we will evaluate the impacts on air pollution.
21	Would it be possible to create a roundabout?	2	There is not enough space available to provide the appropriately sized roundabout to accommodate the volume of traffic currently traveling through the junction.
22	What will be the impact on the Manor Park Doctor's surgery?	2	With the introduction of the improvements to the traffic signals at the A2270/Wannock Road/Polegate High Street junction, there is not expected to be any negative impacts – the existing Keep Clear markings into the Surgery car park will remain.
23	Should improve safety	2	Noted
24	Welcome proposals that will encourage more walking, cycling and use of public transport	2	Noted
25	The proposals will make the junction worse	2	Transport modelling has shown that the traffic flow through this junction will improve following the implementation of the changes proposed.
26	More traffic calming along Farmlands Way needed due to speeding traffic/rat running an issue	2	This is not within the scope of the HPE MAC scheme. Speeding traffic is a matter for Sussex Police who are responsible for the enforcement of speed limits.

Theme	Description	Number of respondents making this comment	Comments
27	Biggest problem is the railway crossing	2	It is acknowledged that the level crossing in Polegate High Street does create queuing issues both north and south of the crossing. The level crossing is the responsibility of Network Rail and the timings of the level crossing are dictated by trains as they run through the signalling system along the East Coastway line on which Polegate sits. Therefore, there is little that East Sussex County Council as the highway authority can do to address this.
28	Happy to see more provision for cyclists	2	Noted
29	Need to carry out highway improvements before houses are built	2	We acknowledge that there is a need for the timely delivery of infrastructure in conjunction with the delivery of housing, however the delivery of infrastructure is subject to securing the necessary funding which means sometimes this is not always possible.

Eastbourne Road

Theme	Description	Number of respondents making this comment	Comments
1	Bus lanes add little value/will not encourage more bus travel	13	<p>The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor.</p> <p>Where bus lanes have been used elsewhere in East Sussex (A259 South Coast Road), they have been successful in increasing the number of bus journeys and passengers.</p>
2	Banning the left turn from Eastbourne Road into Coopers Hill serves no purpose and will result in increased traffic through the village.	11	<p>This ban is required to allow the safe operation of the bus lane and at present very little traffic makes this left turn.</p> <p>Access to the village from the south can be achieved via Wish Hill or Church Street.</p> <p>Any proposed restriction would be subject to the advertisement of a Traffic Regulation Order</p>
3	Will not reduce traffic queues/will increase congestion	10	<p>The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use thereby relieving congestion along the corridor.</p>
4	Disagree with shared footway/cycleways, need segregation	8	<p>Shared footway/cycleways are an accepted method of providing safe cycling routes where space is limited. The proposed shared facilities are 3m in width. Segregated walking and cycling routes require more space than this.</p>
5	The use of Coopers Hill/Wish Hill is dangerous, should continue along main road	7	<p>This route was proposed by the cycling group who were consulted on the HPE MAC proposals. However, following the outcomes of the consultation it is proposed not to take this element of the proposals forward</p>
6	You cannot do 30mph along Eastbourne Road now/speed limit unnecessary	7	<p>The speed limit is required to meet the safety requirements necessary for the construction of bus lanes.</p>

Theme	Description	Number of respondents making this comment	Comments
7	Waste of money	7	The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
8	The new Mornings Mill Farm development will cause traffic problems	6	Wealden District is responsible for considering planning applications in consultation with statutory consultees including East Sussex County Council. The County Council will provide its advice on the transport impacts of the development to the District Council based on the information provided by the developer, and it will be for the District Council to determine the application.
9	Need bus lanes on both sides of the road/ need bus lanes to Polegate/extend bus lanes	6	<p>The extent of the proposed bus lanes is dictated by two factors.</p> <p>(1) The benefits of a bus lane are on the approach to busy junctions as buses can bypass the queue to reach the junction. It is not cost effective to build bus lanes where queues are minimal or are non-existent.</p> <p>(2) The existing road space is not sufficient to construct longer bus lanes.</p>
10	Prefer continuous cycleways with priority at junctions/no Toucan crossings	6	<p>It is not always possible to provide continuous cycle routes with priority at junctions and this will be dependent on the location etc.</p> <p>Therefore, the proposed cycle routes are being provided within the constraints of the existing highway network.</p>
11	Proposals do not tackle the traffic problem/will make matters worse	5	<p>The proposals will improve the traffic flow at key junctions and providing infrastructure to make public transport and cycling more attractive along the A2270 corridor through Polegate and Willingdon.</p> <p>By improving travel choices and providing facilities for public transport, cycling and walking, the proposals along the whole corridor seek to limit the increase in congestion generated by the proposed housing developments in the Eastbourne/South Wealden area.</p>

Theme	Description	Number of respondents making this comment	Comments
12	No provision for cyclists travelling between Broad Road and Polegate	5	<p>The purpose of the HPE MAC Study was to create a safe off-road cycle route between Hailsham and Eastbourne.</p> <p>This identified the upgrade of the Cuckoo Trail, which will be brought forward as part of a future phase of the MAC, which would take cyclists to Pevensy Road and then across to Eastbourne Road via the development identified within the Wealden Local Plan (Mornings Mill Farm - SD4).</p> <p>As part of the Study we considered routes via the A2270/Polegate High Street/Wannock Road junction and no safe options were identified.</p>
13	Cyclists have to cross road twice	5	Noted. The proposal necessitated the need for two crossings because of constraints on highway land. However, following the outcomes of the consultation, it is proposed to review this element of the scheme and provide a cycle route on the eastern side of the road which would avoid the need for multiple crossings.
14	Need to improve the A27	4	A study is currently being undertaken to investigate the feasibility for a new dual carriageway road between Lewes and Polegate running north of the existing A27.
15	Good for residents/Good idea	4	Noted
16	Happy with bus lanes	4	Noted
17	Reducing the carriageway width to get a bus lane in will cause congestion	3	The existing capacity of the road network (for general traffic) will be unaffected by the bus lane being introduced with two lanes (one in each direction) being maintained. The necessary roadspace is being gained by the removal of the existing two 1m wide on-road cycle lanes, removing some central hatching and reducing the traffic running lane width slightly.
18	Provide more traffic capacity along Eastbourne Road (more lanes/dual carriageway)	3	There is limited scope to provide additional traffic capacity, in terms of more lanes etc, on Eastbourne Road without the loss of properties or verges/trees which is likely to be publicly unacceptable. Therefore, the focus of the Movement and Access Corridor is to provide capacity at junctions where possible but also provide measures which encourage the use of public transport, cycling and walking.

Theme	Description	Number of respondents making this comment	Comments
19	Proper off-road cycleways are a must	3	Noted
20	Provide a Park & Ride scheme to reduce traffic coming into town	2	<p>Park and Ride can only realistically be successful as part of an overall parking strategy for the town which includes a parking restraint policy and resident parking schemes coupled with the promotion of walking, cycling and public transport and the associated infrastructure.</p> <p>In order for park and ride to be successful, cost effective and attract motorists, the following are considered necessary:</p> <ul style="list-style-type: none"> • There needs to be limited supply of on and off street parking • Cost of parking in the town centre is high • The number of private non-residential parking in the town centre is limited • Park and ride buses must offer competitive journey times relative to travelling by car into the town centre with bus priority/lanes on the key routes from the site direct into the town centre • There are suitable sites, with at least 500 – 600 spaces to ensure a cost effective and viable bus operation, on the edge of the urban area and on the key radial routes coming into the town.
21	Make sure buses increase in numbers to fill bus lanes	2	Stagecoach is actively looking at ways to invest in passenger growth by introducing new fleets of lower emission buses fitted with attractive features such as wi-fi, charging points and upgraded seating.
22	Drivers should use Jubilee Way and not the A2270 into Eastbourne	2	The traffic signs on the A27 west of Polegate and the A22 south of Hailsham positively direct traffic into Eastbourne via the A27 and A22 Golden Jubilee Way. Whilst we can positively encourage road users to use particular routes, with the increased use of sat-nav systems and local knowledge of the road network in the area, then road users will use routes that are known to them,
23	Need to review right turn movements into Eastbourne Road from The Triangle and visa versa.	2	This is not within the scope of the HPE MAC Study and as a consequence these proposals are not currently being investigated.
24	The whole road is inadequate now	2	The proposals will improve the traffic flow at key junctions and provide infrastructure to make public transport and cycling more attractive along the A2270 corridor through

Theme	Description	Number of respondents making this comment	Comments
			<p>Polegate and Willingdon.</p> <p>By improving travel choices and providing facilities for public transport, cycling and walking, the proposals along the whole corridor seek to limit the increase in congestion generated by the proposed housing developments in the Eastbourne/South Wealden area.</p>
25	More people should be encouraged to use the bus	2	<p>Noted. The introduction of the bus lanes will improve bus journey times and improve bus reliability, which are both objectives of the HPE MAC, and will help encourage greater public transport use on the corridor thereby relieving congestion along the corridor.</p> <p>ESCC will be working with Stagecoach to make improvements to the bus fleet.</p>
26	Current cycling provision not good/safe	2	The purpose of the off-road cycle routes is to provide a safer cycling experience.
27	Support bus lanes	2	Noted

Willingdon Road

Theme	Description	Number of respondents making this comment	Comments
1	Shared footway/cycleway is ugly	19	<p>It is recognised that the artists impression of the final shared route along Willingdon Road did look "harsh" and the fence shown sought to prevent cyclists from falling into the carriageway.</p> <p>However, it is recommended that the shared footway/cycleway proposal alongside Eastbourne Road is not taken forward.</p>
2	The proposals offer no environmental improvements/object to lost trees and verges	19	<p>Noted. It was recognised that there would be a loss of tree and verges with the proposed cycle route alongside Willingdon and a replanting scheme would have been provided, in agreement with the local community, to compensate for any trees/verges lost.</p> <p>However, it is recommended that the shared footway/cycleway proposal alongside Eastbourne Road is not taken forward.</p>
3	Problems with shared footway/cycleway	18	<p>Shared footway/cycleways are an accepted method of providing safe cycling routes where space is limited. The proposed shared facilities are 3m in width. Segregated walking and cycling routes require more space than this.</p>
4	Coopers Hill/Wish Hill is a dangerous route	13	<p>This potential route alignment was agreed with the cycling group Bespoke as it is less dangerous than cycling along the main Eastbourne Road.</p> <p>However, following feedback from the consultation it is recommended not to take forward this aspect of the Movement and Access corridor.</p>
5	Off-road cycle lane good idea/good for students	13	Noted
6	Waste of money	8	<p>The proposed housing developments will increase traffic congestion and the work undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor</p>

Theme	Description	Number of respondents making this comment	Comments
			<p>improvements.</p> <p>However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.</p>
7	Cannot see many people using the cycle lane	7	<p>At present, cyclists are dissuaded from cycling because of the perceived (or actual) dangers of cycling on road due to the speed and volume of traffic. Therefore, the proposed construction of the cycle lanes sought to provide a safer facility that encouraged increased levels of cycling.</p> <p>However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.</p>
8	Don't build any houses until we have a major road improvement	4	The need for house building is such that it may not be possible to secure resources/agreements on the necessary road improvements in time.
9	Need to make the Butts Lane/Wish Hill junction safer for pedestrians and cyclists	3	Following the consultation outcomes, it is recommended not to take forward the proposed cycle route along Coopers Lane/Wish Hill.
10	Good for residents/positive way forward	3	Noted
11	Need to improve the A27	3	A study is currently being undertaken to investigate the feasibility for a new dual carriageway road between Lewes and Polegate running north of the existing a27.
12	Unlikely to improve traffic flow	2	<p>Traffic flow along Willingdon Road is not the main problem seeking to be addressed by the MAC proposals.</p> <p>From our analysis of the traffic along the A2270 corridors, queues form in particularly at the A27/A2270 and the A2270/Polegate High Street/Wannock Road junction, and in turn the impacts this has going into and coming out of Eastbourne.</p> <p>Therefore, the focus of the Movement and Access Corridor is to provide capacity at junctions where possible but also provide measures which encourage the use of public transport, cycling and walking.</p>

Theme	Description	Number of respondents making this comment	Comments
13	Footway little used by pedestrians	2	Noted.
14	Junctions should have cycle priority	2	It is not always possible to provide continuous cycle routes with priority at junctions and this will be dependent on the location etc. At signalised junctions, where possible advanced cycle lanes are provided.
15	Place new cycle lanes in Kings Drive	2	There are proposals to introduce a shared footway/cycleway along Kings Drive but this will be the subject of consultation on a future phase of the Movement and Access Corridor.
16	Pedestrian/cycle path should be wider	2	<p>The minimum recommended width of a shared footway/cycleway is 3m. This was the width of the proposed scheme and there was no scope to provide a wider facility due to the limited space available.</p> <p>However, following the feedback from the consultation the proposed shared footway/cycleway along Willingdon will not be taken forward.</p>
17	Proposals will improve traffic situation when housing development occurs.	2	Noted

Park Avenue/Park Lane

Theme	Description	Number of respondents making this comment	Comments
1	No speed humps/use other forms of calming/use cameras instead	16	<p>The traffic calming measures were required to achieve a 20mph speed limit. Other forms of traffic calming could be introduced (e.g. chicanes) but these will be more expensive and may result in more parking being removed.</p> <p>. Speed cameras may only be installed at sites where there is a proven casualty record associated with excessive speed, and as such, there are strict criteria which must be met before a speed camera can be investigated further.</p> <p>However, following the outcomes of the consultation, and the concerns raised about the introduction of traffic calming measures, it is recommended not to progress with the Park Lane and Park Avenue elements of the consultation proposals</p>
2	Support 20mph	12	Noted
3	Will make it safer	9	Noted
4	Will they make any difference/waste of time and money	7	The proposed housing developments will increase traffic flow and we cannot do nothing otherwise congestion will become worse. Money is available from the governments "Local Growth Fund" to make such improvements.
5	No mention of pollution	6	Pollution is not a specific issue in Park Avenue or Park Lane
6	Double yellow lines will cause me problems in parking outside my house/parking is a premium	4	Most residences have off-road parking. There is ample on-road parking. Residents do not have a legal right to park outside their properties.
7	Extend the double yellow lines further along Park Avenue (east)	3	<p>Extending the double yellow lines is unnecessary to achieve the 20mph speed limit in Park Avenue.</p> <p>Following the outcomes of the consultation, and the concerns raised about the introduction of traffic calming measures, it is recommended not to progress with the Park Lane and Park Avenue elements of the consultation proposals</p>

Theme	Description	Number of respondents making this comment	Comments
8	Footpath needed in Park Lane	3	This is outside the remit of the HPE MAC scheme
9	No to 20mph speed limits	3	Reduced speed limits are required in Park Avenue and Park Avenue to improve the safety of cyclists and school children.
10	Need to look at the junction of Broad Road, Farmlands Avenue and Coppice Avenue (accident waiting to happen)/traffic calming.	2	This is outside the remit of the HPE MAC scheme
11	Makes sense to introduce traffic calming	2	Noted
12	Traffic calming already exists (i.e. parked cars)	2	Following the outcomes of the consultation, it is recommended that the traffic calming scheme in Park Lane and Park Avenue are not progressed.
13	Need raised tables for cyclists	2	Not necessary along Park Avenue/Lane
14	Parking to drop off/pick up children is a dangerous problem	2	Noted. A school safety zone was introduced outside Ratton Academy in 2016 to help highlight the presence of the school and that children are being dropped off/picked up
15	Need to remove parking	2	The loss of parking is potentially an emotive issue and therefore is not something being considered.

Willingdon Road and Park Lane/Park Avenue proposals - Questions raised by Ratton Neighbourhood Panel

Many of the issues raised through the consultation were raised at the meeting on the Ratton Neighbourhood Panel held at Ratton Academy on 21 January 2018. However a number of specific questions were raised following the meeting which are outlined below.

Question	Description	Comments
1	Has a survey been undertaken re the number of cyclists currently using these roads?	A variety of traffic surveys were undertaken, including of vehicles and non-motorised users, to inform the development of the proposals
2	Was a safety audit carried out regarding the proposal?	Yes a safety audit was undertaken on the preliminary designs which were subject to the public consultation.
3	Is the auditor fully trained in 'access issues'?	As part of the Road Safety Audit, the auditor would consider the safety of vulnerable road users to ensure that the proposed design being put forward is safe. In doing so, they would highlight any areas of concern and make recommendations for consideration by the scheme designer
4	Has ESCC carried out an environmental impact assessment?	No EIA was undertaken
5	Which company executed the assessment?	
6	Has a property impact assessment taken place and, if so, who carried this out?	No. As these were only consultation proposals, no property assessment had taken place.
7	If properties are negatively impacted (price) have owners been consulted?	See answer to Qu. 6 above
8	Has a costing exercise been undertaken regarding long term maintenance to a concrete embankment which will attract more anti-social behaviour such as dog fouling, litter and graffiti?	No costing exercise has been undertaken regarding the long term maintenance – this would only be done on proposals as they progress to detailed design. However, following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
9	Government guidelines state shared paths should be a minimum width of 3 metres. If the paths have physical barriers lining the outer edges of the path, the path needs to be wider than 3 metres. Can you advise the width of the	The proposed cycle path was 3 metres wide and would have required special dispensation. However, following the outcome of the consultation, it is recommended

Question	Description	Comments
	proposed path adheres to these Government guidelines?	that the shared footway/cycleway along Willingdon Road is not progressed
10	A letter from the Department for Transport to Eastbourne Access Group clearly stated that they prefer pedestrians to remain separate from cyclists and commented that pedestrians should always be prioritised. Fast commuter cycle routes should be as direct as possible. Cycles are vehicles and as such vehicles should not be passing close to multiple entrances and exits (driveways for example) stairwell, staircases, business entrances and exits, which will include bridal paths.	<p>The proposed cycle routes are designed in accordance with the Department for Transport's Local Transport Note (LTN) 1/12 – Shared Use Routes for Pedestrians and Cyclists which is informed by LTN 2/08 Cycle Infrastructure Design.</p> <p>There are a number of underlying principles when designing a scheme for pedestrians and cyclists, which include convenience, accessibility, safety, comfort and attractiveness. The design is further influenced by the category of likely users of the route (utility, recreational, adult or child) and traffic speeds and flows.</p> <p>Finally the availability of highway space or other land within which to construct the cycling facility will also be a determining factor in the design options.</p>
11	Grass verges are useful tools in helping to soak up rainwater and currently Garnet Drive and Ratton Drive are like small streams and the drains struggle to cope. Has an environmental survey been undertaken as to how to address the anticipated increase of surface water on the A2270 and potential hazard thus created?	<p>Issues relating to drainage and surface water run off would be considered in more detail at the detailed design stage.</p> <p>Following the outcome of the consultation, it is recommended that the shared footway/cycleway is not progressed and therefore the grass verges will be retained.</p>
12	Has ESCC paid attention to the Government's recently published policy document "A green future: our 25 year plan to improve the environment."? The very first policy in this document is "embedding an 'environmental net gain' principle for development, including housing and infrastructure". The scheme needs to meet this requirement. Please advise.	'A green future' was published in January 2018 which was after the development of the proposals and the consultation; therefore there was not the opportunity to reflect the 'environment net gain' principle within the design process.
13	Has the Arboriculturist at Eastbourne Borough Council been consulted re these proposals to remove recently planted trees and could we have a copy of his comments please?	<p>Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed.</p> <p>Therefore the trees along the verge of Willingdon Road will be retained.</p>

Question	Description	Comments
14	The Park Avenue scheme will have a pinch effect and cause major problems or both Park Lane and Selmeston Road, both of which are struggling already with various issues. Can you provide a copy of ESCC proposals to mitigate this anticipated effect please?	Following the outcomes of the consultation, and the concerns raised regarding the introduction of traffic calming and the 20mph limits in Park Avenue and Park Lane, and the impacts this would have, it is recommended not to progress with this element of the Movement and Access Corridor proposals.
15	Will the adoption of ESCC proposals include the widening of the current cycle lanes which currently do not show the design engineer is familiar with best practice	Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
16	Will the adoption of your proposals include moving the bus stop on the Willingdon Road near the traffic lights junction with Victoria Drive and Park Avenue as currently it causes the bus to have to cross two lanes of traffic to resume its route turning right into Victoria Drive. This causes many bus drivers to ignore passengers at that stop if the traffic is heavy?	Following the outcome of the consultation, it is recommended that the shared footway/cycleway along Willingdon Road is not progressed
17	Could we be made aware please of the engineer's calculations regarding sight lines when proposing the installation of railings along the 'shared area' which will restrict the view of vehicles entering Ratton Drive who will not be able to see vehicles exiting Willingdon Road until the last moment. The question of causal knowledge has been called into question when it comes to the importance of sight lines.	
18	There is no consideration for 'escape route' for cyclists using the road as they would be trapped by a guard rail.	
19	We would like details of the rationale behind the thinking that there is a need to widen the pavement along the A2270. It is currently used by children going to school and using their bicycles, scooters or on foot with no issues having arisen thus far. The Home Office has released very clear guidelines about allowing young cyclists to use the pavement where sensible.	

Question	Description	Comments
20	<p>Can you give the rationale please of why there is a slip lane for cyclists at the junction of Willingdon Road and Park Avenue which encourages cyclists to go up the nearside of cars (which may well intend turning left) so that they can access the space immediately in front of the lights. This is particularly dangerous and we would be pleased to know why the engineers could have designed such a manoeuvre?</p>	

Victoria Drive

Theme	Description	Number of respondents making this comment	Comments
1	On street parking (particularly at school times) is the cause of the traffic problems	12	<p>The objective of the proposals for Victoria Drive is to improve the journey time for buses on the approach to Willingdon Road.</p> <p>The problem of parking outside or near Ocklynge School is not within the remit of this scheme and a proposed school safety zone scheme for the school will be implemented this financial year (2018/19) through the capital programme of local transport improvements</p>
2	Cannot see point of bus lane especially if no priority at the junction/no justified for bus lane	10	The bus lanes not only serve to reduce bus journey times (when queues are present) but also to improve reliability. The latter is key to Stagecoach improving the bus timetables.
3	Don't want speed humps/pollution issue/use other forms of calming (e.g. cameras)	7	<p>The installation of speed humps is a legitimate method by which to reduce the speed at which drivers travel, especially where space is a premium.</p> <p>Without speed humps, it would be difficult to achieve a 20mph speed limit.</p> <p>However, following the outcome of the consultation it is proposed to retain the 30mph (Option 2)</p>
4	Impact of displaced parking	5	The existing parking along the section of road where the bus lane is proposed is relatively minor. It is therefore not expected that there will be much displaced parking.
5	There is not much parking already/Need on street parking	5	Many households have off-road parking leaving many spaces for other drivers to park. The provision of parking spaces is outside the remit of the HPE MAC Study.
6	Introducing a 20mph speed limit is ridiculous/unnecessary	4	<p>The introduction of the 20mph speed limit was necessary to provide safety for cyclists as part of the proposals put forward for Option 1.</p> <p>However, following the outcome of the consultation it is proposed to retain the 30mph (Option 2)</p>
7	Proposals unnecessary/waste of money	4	The proposed housing developments will increase traffic congestion and the work

Theme	Description	Number of respondents making this comment	Comments
			undertaken as part of the South Wealden and Eastbourne Transport Study in 2010 and the Wealden Local Plan Transport Study in 2017, the Movement and Access Package as part of a series of wider transport improvements is required to support the growth in the area. The funding for the scheme has been secured from Government's Local Growth Fund to specifically deliver the Movement and Access Corridor improvements.
8	Ban parking near school	4	Parking near schools is an emotive subject and is an issue not just in East Sussex but across the country. ESCC do seek to encourage schoolchildren where possible to walk or cycle to school (or use public transport depending on the distance travelled). In Eastbourne, which has civil parking enforcement, any illegal parking outside schools can be enforced by the parking officers.
9	Bad parking an issue	3	If drivers park in a way that causes an obstruction to people carrying out their lawful business, then Sussex Police should be informed. See also theme (1) above
10	Removing on-street parking not fair on people living in the area	3	Many residents have off-road parking so will not be disadvantaged by the removal of some parking. The removal of parking will only be required for Option 2.
11	Option 2 is better as parking space lost is not much used, keeping trees more important	3	Noted. Following the outcomes of the consultation, the recommended option to be taken forward is Option 2.
12	Need speed humps along Victoria Drive/Need speed cameras on all roads near schools	3	Speed cameras may only be installed at sites where there is a proven casualty record associated with excessive speed, and as such, there are strict criteria which must be met before a speed camera can be investigated further.
13	How does slower speeds and less parking help the Town?	3	East Sussex County Council are responsible for ensuring that traffic flows as best as possible and providing a road network that is safe for all road users. The reduction in speed or removal of some parking is necessary to provide the required level of safety for cyclists travelling up Victoria Drive from Willingdon Road.
14	Residents can use their driveways	2	Noted

Theme	Description	Number of respondents making this comment	Comments
15	Provide double yellow lines outside school/dangerous for cyclists	2	See theme (1) above.
16	Not sure how either option will improve situation/would inconvenience everyone	2	The benefit of both options is to improve public transport reliability and so encourage more people to use public transport. Whilst it is acknowledged that some people may be inconvenienced slightly, this is outweighed by the reduction in congestion on the network.
17	Controlled parking is needed, not a bus lane	2	The introduction of bus lanes is required to improve journey time and reliability for buses. Eastbourne introduced civil parking enforcement in 2008 and parking restrictions are enforced by the County Council through the use of parking enforcement officers.
18	Victoria Drive not wide enough for a bus lane (parked cars).	2	There is ample space to incorporate a bus lane and retain sufficient width for two opposing lanes of traffic. The option that retains parking (Option 1) involves moving this parking partly onto the existing verge.
19	Intermittent on-street parking causes problems for cyclists	2	This problem is resolved in both Options 1 and 2 that were put forward as part of the consultation. Following the consultation outcomes, it is recommended that Option 2 is taken forward.
20	Will be good/Improve traffic flow	2	Noted
21	Cyclists will use side roads	2	Noted
22	Will the 20mph speed limit be enforced?	2	Moving traffic offences are enforced by Sussex Police.
23	Reducing the speed of cars and the number of parked cars is welcome	2	Noted

Bus stop improvements

Theme	Description	Number of respondents making this comment	Comments
1	Waste of money/Will not achieve growth in public transport use	9	The improvement of the bus stops is part of the comprehensive package of improvements for public transport use along the Movement and Access Corridor which will provide an overall uplift in the quality of bus infrastructure with the introduction of raised kerbs, real time passenger information at key stops, shelters etc
2	Reliable bus indicator boards should be installed at all bus stops	5	The most appropriate locations for real time passenger information signs will be discussed with Stagecoach, the local bus operator.
3	Would like hybrid/electric buses	4	As part of the introduction of the improvements to bus infrastructure along the corridor, we will explore with Stagecoach the opportunities for the introduction of hybrid/electric buses along the Hailsham – Polegate – Eastbourne route as well as elsewhere in the town
4	Not enough buses to warrant the changes	3	The introduction of the bus improvements along the corridor will improve bus journey times and reliability, thereby encouraging greater use of public transport. In turn, we will explore the potential for the bus operator to improve the frequency of bus services on the corridor.
5	Bus fares too costly/not flexible enough	3	Noted
6	Need to reduce car use	2	Noted
7	Need to improve facilities for bus users	2	Noted
8	Maybe more people will use buses with more reliable, real time information	2	Noted
9	Good idea	2	Noted

