

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

**Date of meeting:** 23 September 2019

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

**Title:** The Ridge, Hastings - proposed pedestrian crossing facility

**Purpose:** To consider the results of the local consultation on the proposed pedestrian crossing facility on The Ridge, Hastings and to recommend how the scheme will be taken forward.

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

- (1) Note the comments from the local consultation; and**
  - (2) Approve the proposal to construct a pedestrian crossing on The Ridge, Hastings as set out in this report and as part of the 2019/20 Capital Programme for Local Transport Improvements.**
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## **1 Background Information**

1.1 The Ridge (B2093) in Hastings connects the A259 to the east and the A21/A2100 to the west. The stretch of The Ridge between Chowns Hill and Elphinstone Road serves the community of St Helen's to the south and provides access to Hasting Cemetery, Hastings Court Care Home, St Helen's Church and residential areas off Chowns Hill. A location plan is found in Appendix 1.

1.2 There have been numerous historical requests made to the County Council for the provision of a pedestrian crossing on The Ridge at the junctions of Chowns Hill and Elphinstone Road. These requests have previously been assessed through the County Council's Scheme Prioritisation Process but when assessed against all other transport infrastructure requests the County Council receives from across the County, none scored sufficiently highly to be funded through our limited local transport capital programme budget.

1.3 The County Council was, however, successful in securing external funding from the South East Local Enterprise Partnership's (SELEP) Local Growth Fund (LGF) programme in 2014 which has enabled the County Council to progress a range of walking, cycling and public transport interventions within Hastings and Bexhill as part of a Movement and Access Package. This funding has enabled the County Council to consider the provision of a new controlled pedestrian crossing on this section of The Ridge as part of the delivery of the package of improvements across the two towns.

## **2 Supporting Information**

2.1 A preliminary design was developed by East Sussex Highways in 2017 to identify the most appropriate location to provide a single pedestrian crossing facility on The Ridge between the junctions of Chowns Hill and Elphinstone Road. To inform the study, site observations such as site constraints (for example driveways and bus stop locations) were noted and surveys undertaken to determine vehicle flows and average vehicle speeds. The speed survey indicated

that between 07:00 and 19:00 the speed at or below which 85 percent of all vehicles observed was between 33 to 35 mph. From a safety perspective careful consideration had to be given to the layout of the B2093 between these two points. Specific consideration was given to the fact that the road bears left round a bend travelling west to east and rises to a crest.

2.2 In addition, consideration was also given to the crash data in the wider extent of The Ridge. In the last three year period up to April 2019 there were four slight accidents within the vicinity of Chowns Hill junction/St Helen's Church and none recorded in the vicinity of Elphinstone Road junction/Hastings Cemetery.

2.3 Pedestrian surveys were also undertaken to understand existing pedestrian movements. Pedestrian surveys were undertaken at three locations between Chowns Hill and Elphinstone Road, one in September 2017 and two in June 2019. The survey periods were from 07:00 to 19:00 to include the morning and evening peak periods. The data is presented in Appendix 2.

2.4 The results of the pedestrian surveys indicate that whilst there are many pedestrians in both locations, there appears to be a greater number in the St. Helen's Church area where they access Coopers Vets, St Helen's Church and the Conquerors March Public House. Additionally the close proximity of the east bound and west bound bus stops and the housing estates on Chowns Hill also contributed to the significant difference in footfall. Consideration was also given to the fact that the northern footway terminates immediately outside Hastings Court Nursing Home. It should be noted that to extend this footway would require building on private land and would rely on an agreement being negotiated with several separate land owners.

2.5 Taking into account the existing road geometry, the existing crash data in the vicinity of the Chowns Hill junction, and the higher existing levels of pedestrians crossing within the Chowns Hill vicinity, the most suitable location for the pedestrian crossing was identified to be in the vicinity of St. Helen's Church Hall. A plan of the proposal can be found in the consultation material in Appendix 3

2.6 A statutory consultation on the proposals was undertaken in May 2019, with Sussex Police, South East Coast Ambulance Service, East Sussex Fire and Rescue Service, the Freight Transport Association and the Road Haulage Association. No objections were received.

2.7 A local consultation was carried out between 6 May and 26 May 2019. A copy of the consultation letter, consultation plan and consultation questionnaire are shown in Appendix 3. Details of the consultation were also sent to the local County Councillor and Borough Councillors. County Councillor for the Hastings - St Helens and Silverhill ward, Councillor Clarke, is supportive of the proposed pedestrian facility.

2.8 71 responses were received to the consultation. Of these, 56 (79%) respondents either 'strongly supported' or 'supported' the proposals, with 13 (18%) of respondents indicating that they either 'opposed' or 'strongly opposed' the proposals. Many of these respondents provided a short explanation for their objection or preferred alternative solutions.

2.9 A table summarising the results of the consultation exercise can be found in Appendix 4. Additionally, a short synopsis of the objections received and a response to those objections is also provided. The most common reason for opposing the proposed crossing was the belief that there is a greater need for a pedestrian crossing either at the junction of The Ridge with Elphinstone Road or near the cemetery entrance. Several respondents also indicated that they had concerns that the proposed location was dangerous being near to a bend in the road.

2.10 Whilst there is evidence of a need to provide pedestrian facilities in both locations, to introduce two crossings in close proximity on The Ridge would further impact on traffic flow on this important part of the road network in the town and create additional congestion issues. In

addition an independent road safety audit has been conducted which did not highlight a visibility risk at the proposed location for the crossing. Therefore on balance, and as highlighted in section 2.5 when taking into consideration a range of factors including the existing pedestrian usage, crash data, and the proximity of local trip attractors for pedestrians, the most appropriate location for the pedestrian crossing on The Ridge is as proposed near St Helen's Church Hall.

### **3 Conclusion and Reasons for Recommendations**

3.1 The County Council has previously received requests to provide pedestrian crossing facilities on The Ridge at the junctions of Chowns Hill and Elphinstone Road. Securing external funding has enabled the identification of the most appropriate location and a design to introduce a controlled pedestrian crossing, just to the east of the junction with Chowns Hill in the vicinity of St Helens Church Hall.

3.2 The local consultation exercise identified a majority of respondents supported the scheme. Whilst there were some objections received suggesting that the crossing should be provided instead near the junction of Elphinstone Road, it is considered for the reasons set out in section 2 of the report that the significant accessibility improvements which the installation of a signalised pedestrian crossing near the Chowns Hill junction will provide to the local community outweigh these objections. The Lead Member is therefore recommended to approve the proposed installation of a signalised pedestrian crossing just to the east of the junction with Chowns Hill as set out in this report which will be delivered as part of the 2019/20 Capital Programme for Local Transport Improvements.

**RUPERT CLUBB**

Director of Communities, Economy and Transport

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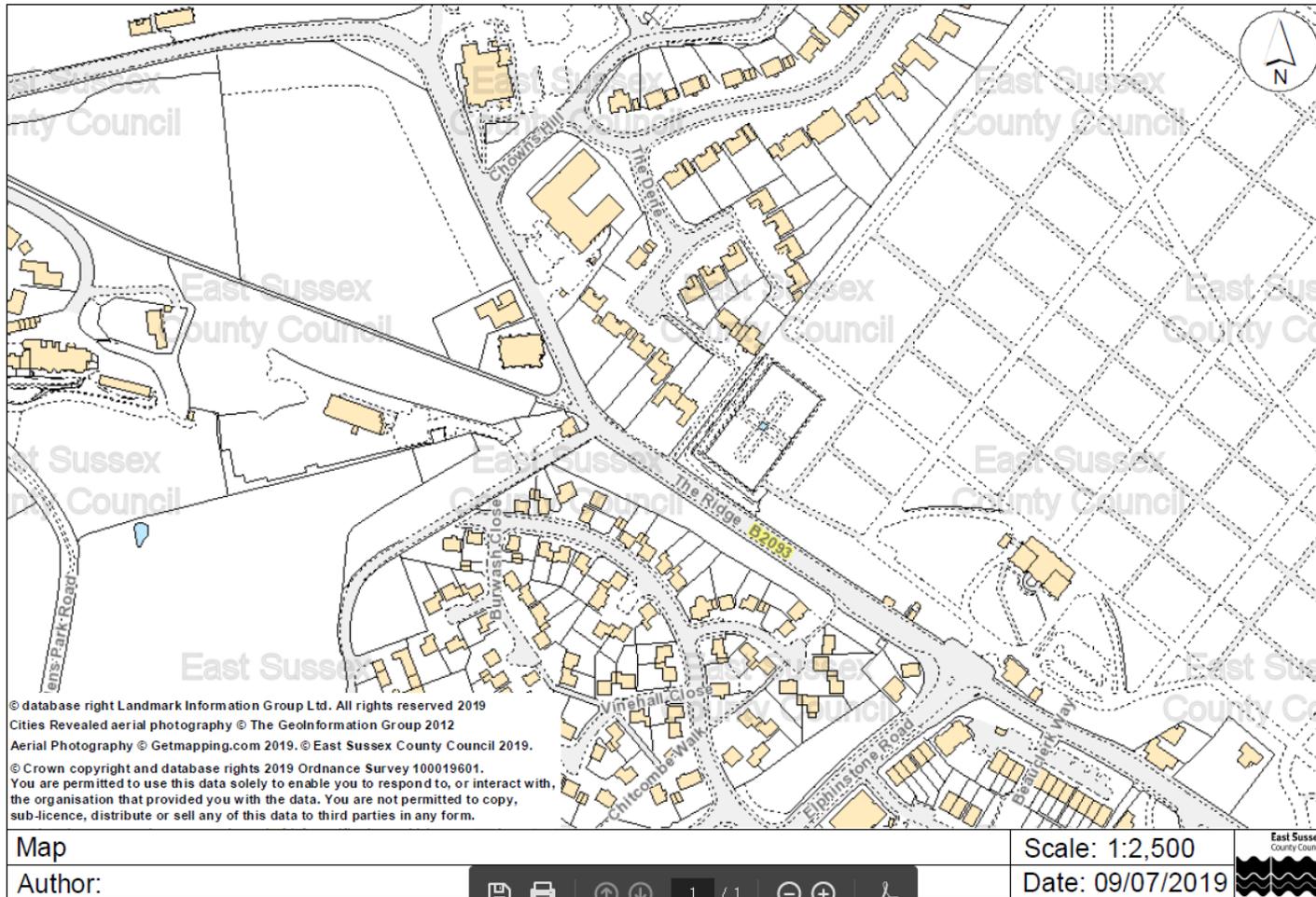
#### LOCAL MEMBERS

County Council Member: Councillor Martin Clarke

#### BACKGROUND DOCUMENTS

None

# Appendix 1: Location Plan, The Ridge, Hastings.



## Appendix 2: Pedestrian data.

		Location 1- The Ridge- Between Chowns Hill & St Helen's Church							
		Summary 14.09.17	Summary 06.06.19			Summary 21.06.19			
Duration of Survey 0700-1900		TOTAL Crossings	Adult	Child	TOTAL Crossings	Adult	Child	TOTAL Crossings	
From The Ridge (West)	To Chowns Hill	1	1	3	4	2	0	2	
	To Hastings Court	0	0	2	2	0	0	0	
	EB along The Ridge	6	1	3	4	10	3	13	
From Chowns Hill	WB on The Ridge	5	0	3	3	4	1	5	
	EB on The Ridge	10	3	0	3	3	0	3	
	EB to Hastings Court	0	0	0	0	0	0	0	
From Hastings Court	WB to Chowns Hill	0	0	0	0	0	0	0	
	WB along The Ridge	4	0	0	0	1	0	1	
	EB along The Ridge	2	0	1	1	5	0	5	
From The Ridge (East)	To Hastings Court	2	3	0	3	5	1	6	
	To Chowns Hill	6	0	0	0	2	0	2	
	WB along The Ridge	14	1	5	6	14	0	14	
<b>TOTAL</b>		<b>50</b>	<b>9</b>	<b>17</b>	<b>26</b>	<b>46</b>	<b>5</b>	<b>51</b>	<b>Average Ped movement for 3 surveys</b>
									<b>42</b>

Location 2- The Ridge between brow of Hill and St Helen's Church								
		Summary 14.09.17	Summary 06.06.19			Summary 21.06.19		
Duration of Survey 07:00-19:00		TOTAL Crossings	Adult	Child	TOTAL Crossings	Adult	Child	TOTAL Crossings
From The Ridge (West)	To vets/gdn ctr	0	0	0	0	0	0	0
	To footpath by church	0	0	0	0	0	0	0
	EB along Ridge	1	2	0	2	5	0	5
	To Footpath North	0	0	0	0	0	0	0
From Vets/Gdn ctr	WB along Ridge	0	1	0	1	0	0	0
	To footpath by church	0	0	0	0	0	0	0
	EB along Ridge	4	1	0	1	0	0	0
	To Footpath North	0	0	0	0	1	0	1
From footpath by church	WB along Ridge	2	0	0	0	0	0	0
	To vets/gdn ctr	0	0	0	0	0	0	0
	EB along Ridge	0	3	0	3	1	0	1
	To Footpath North	0	0	0	0	0	0	0
From Footpath North	EB along Ridge	0	4	0	4	0	0	0
	To vets/gdn ctr	0	0	0	0	0	0	0
	To footpath by church	0	0	0	0	0	0	0
	WB along Ridge	0	0	0	0	1	0	1
From The Ridge (East)	To footpath by church	3	0	0	0	0	0	0
	To vets/gdn ctr	0	0	0	0	0	0	0
	To footpath north	0	2	0	2	0	0	0
	WB along Ridge	4	4	1	5	3	0	3
<b>TOTAL</b>		<b>14</b>	<b>17</b>	<b>1</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>11</b>

Average Ped movement for 3 surveys

14

Location 3 - The Ridge between brow of hill and Elphinstone Road junction								
		Summary 14.09.17	Summary 06.06.19			Summary 21.06.19		
Duration of survey 0700-1900		TOTAL Crossings	Adult	Child	TOTAL Crossings	Adult	Child	TOTAL Crossings
From The Ridge (west)	To cemetery	5	4	0	4	3	0	3
	To Elphinstone Rd	2	3	0	3	1	0	1
	EB along Ridge	9	0	0	0	3	1	4
From cemetery	WB along Ridge	5	0	0	0	3	0	3
	To Elphinstone Rd	1	6	0	6	0	0	0
	EB along Ridge	0	2	0	2	2	0	2
from Elphinstone Rd	WB along Ridge	0	1	0	1	1	0	1
	To cemetery	0	3	0	3	3	0	3
	EB along Ridge	1	0	0	0	2	1	3
from The Ridge (east)	To Elphinstone Rd	0	2	0	2	0	0	0
	To cemetery	0	1	0	1	1	3	4
	WB along Ridge	4	3	0	3	4	0	4
<b>TOTAL</b>		<b>27</b>	25	0	<b>25</b>	23	5	<b>28</b>

Average Ped movement for 3 surveys

27

## **Appendix 3: Consultation material.**

### **A. Consultation Letter**

*6 May 2019*

#### **Subject: Proposed Puffin Crossing, The Ridge, Hastings**

Dear Resident,

East Sussex Highways are proposing to put in place a signal-controlled pedestrian crossing on The Ridge, just to the south of the junction with Chowns Hill to aid safe pedestrian movement. From the pedestrian surveys conducted as part of the design process, it was evident that this is the most appropriate location for use by pedestrians who wish to access the existing bus stops as well as local amenities such as St. Helens church and hall, as well as nearby care residence.

The attached drawing shows the proposed location of the signal controlled pedestrian crossing. Associated changes also include:

- Introduction of 2 new street lighting columns with traffic signals at the location of the crossing;
- Installation of new lighting columns on both of the approaches to the crossing to ensure lighting levels meet current standards;
- Relocation of the existing north bound bus stop adjacent to St Helen's Church. As indicated on the enclosed drawing;
- The introduction of a dropped kerb adjacent to St Helen's Church to facilitate off street parking for the church, and
- New road markings and signs.

#### **Commenting on the proposals**

We are writing to residents near the proposed crossing to see if they have any comments regarding the scheme. You can provide feedback on the proposals by completing the enclosed questionnaire and returning it in the envelope provided, or alternatively by visiting our website and leaving your comments <https://consultation.eastsussex.gov.uk/economy-transport-environment/puffin-crossing-the-ridge/>

Comments should be submitted by 26 May 2019.

#### **What happens next?**

Subject to the feedback received from this consultation process we will look to introduce

the new pedestrian crossing in the early 2020. Duration of the works is estimated to take about 5-6 weeks. A further letter will be distributed to provide exact dates for construction when such a timescale has been confirmed.

Should you have any queries relating to the scheme, please do not hesitate to contact me on.

**Tel:** 0345 60 80 193

**Email:** [customer@eastsussexhighways.com](mailto:customer@eastsussexhighways.com)

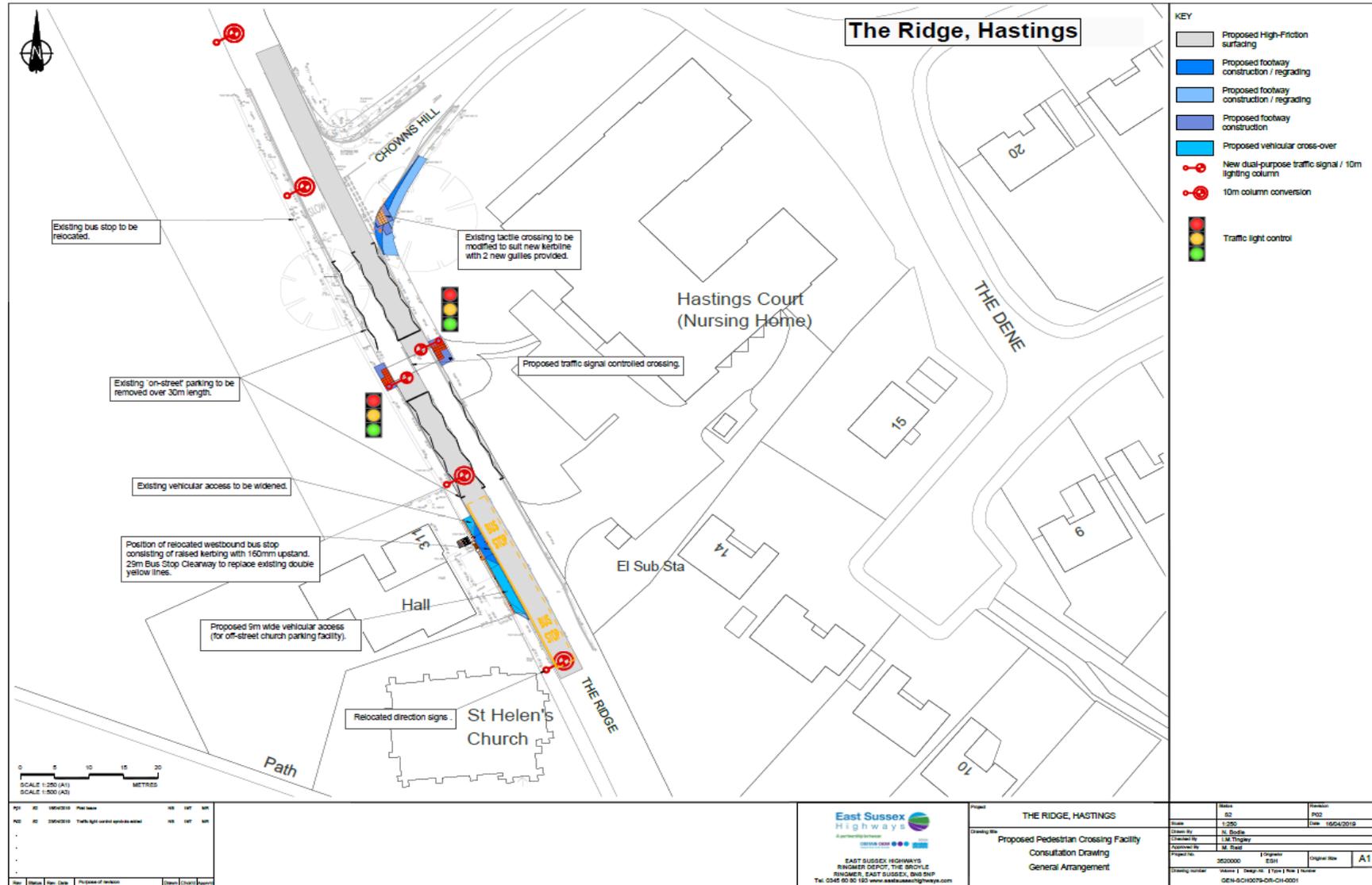
Yours faithfully

A handwritten signature in black ink, appearing to read 'M Reid', with a long horizontal stroke extending from the top left of the signature.

**Matthew Reid | Project Manager**

Department | East Sussex Highways

# B. Consultation Drawing



## C. Consultation Questionnaire

### Freeport East Sussex Highways

#### The Ridge, Hastings – Signalized pedestrian Crossing

#### Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals:

XXXXXXXXXXXX

Please return your completed questionnaire by **26 May 2019** in the envelope provided using the 'Freeport East Sussex Highways' address. (All you need to put on the envelope is Freeport East Sussex Highways)

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#### **Data Protection**

East Sussex Highways respects your privacy and is committed to protecting your personal information when you use our services. East Sussex Highways is part of East Sussex County Council. For more information about your rights or how we use your information, to request copies of the information we hold about you, to request that information is deleted or to make a complaint, please see further information on data protection on the East Sussex County Council website here:

[www.eastsussex.gov.uk/yourcouncil/about/keydocuments/foi/dataprotection/](http://www.eastsussex.gov.uk/yourcouncil/about/keydocuments/foi/dataprotection/)

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

**SECTION 1 – Your Status**

**Q1. Are You...**  An individual  A business  Other

If business or other please provide details:

**SECTION 2 – About the proposals**

**Q2. To what extent do you support the proposed introduction of a signalised pedestrian crossing at this junction?**

- |   |                                  |                                     |
|---|----------------------------------|-------------------------------------|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Support | <input type="checkbox"/> No opinion |
| <input type="checkbox"/> Strongly oppose  | <input type="checkbox"/> Oppose  | <input type="checkbox"/> Don't know |

**Q3. If you do not support the proposals please tell us why.**

**Q5. Are there any comments that you would like to make about your response or**

**about how the proposals may affect you?**

**Q6. Please provide a contact email address if you would like us to respond to your comments**

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**Thank you for taking part, your views are important to us.**

## Appendix 4: Consultation results

Table 1: Summary of the results of the consultation exercise.

Response Category	Number of Respondents	Percentage of overall	Positive Respondents as a percentage	Negative Respondents as a percentage
Support	11	15.50%	78.90%	
Strongly Support	45	63.4%		
Oppose	8	11.3%		18.30%
Strongly Oppose	5	7.0%		
No Opinion	1	1.4%		
Don't Know	1	1.4%		
<b>TOTAL</b>	<b>71</b>			

Table 2: As part of the consultation process respondents were asked if they supported the scheme and if they didn't to please indicate why. The table below shows those respondents who provided a reason to their objection and the response provided by ESH to the points raised.

<b>If you do not support the proposals please tell us why</b>	
The respondent indicated that the chosen location for the pedestrian crossing was not appropriate and was inaccessible.	The pedestrian surveys that were undertaken as part of the scheme development process indicate that there are a greater number of pedestrians in the St. Helens Church area, where pedestrians visit Coopers Vets, St Helen's Church and the Conquerors March P.H, than other locations reviewed such as

	<p>near Elphinstone Road. Additionally the close proximity of the east bound and west bound bus stops and the housing estates on Chowns Hill also contributed to the significant difference in footfall recorded. As the pedestrian surveys indicate the proposed position of the crossing would be accessible to pedestrians coming from the north west and the south side of The Ridge, providing access to many local facilities. Unfortunately, it is not possible to construct a footway approaching the crossing from the north-east as the land is privately owned.</p>
<p>The respondent indicated that he was concerned that if a pedestrian crossing was put in the proposed location, this may cause traffic to queue across the junction with Chowns Hill on the east bound approach. It is suggested that a 'yellow box' is put in place at this junction to keep the junction clear of queueing traffic.</p>	<p>As part of the Detailed Design consideration will be given to the placement of Road Markings to keep the junction of Chowns Hill and The Ridge clear of traffic queuing traffic at the traffic lights associated with the pedestrian crossing.</p>
<p>The respondent indicated that they did not believe there was a demand for a pedestrian crossing and that the introduction of a crossing would restrict traffic flow.</p>	<p>There have been numerous historical requests made to the County Council for the provision of a pedestrian crossing on the Ridge between the junctions of Chowns Hill and Elphinstone Road. The consultation carried out as part of this scheme development received seventy-one responses 56 (79%) of respondents either 'strongly supported' or 'supported' the proposals. It is recognised that this stretch of the A259 can become congested at peak times. The design for the pedestrian crossing at this location allows us to relocate the bus stop currently adjacent to Chowns Hill and remove on street parking by St Helen's Church, both of which are potentially having a negative impact on traffic movement. There</p>

	<p>is no evidence to indicate that the proposed location for the pedestrian crossing would contribute to traffic congestion. Additionally, the pedestrian surveys that were carried out as part of the scheme development process indicate that pedestrian demand for the crossing will mean that it is not in constant use and thus its impact on traffic movement will be limited.</p>
<p>The respondent indicated that the introduction of a pedestrian crossing at the proposed location would cause traffic congestion.</p>	<p>It is recognised that this stretch of the A259 can become congested at peak times. The design for the pedestrian crossing at this location allows us to relocate the bus stop currently adjacent to Chowns Hill and remove on street parking by St Helen's Church, both of which are potentially having a negative impact on traffic movement. There is no evidence to indicate that the proposed location for the pedestrian crossing would contribute to traffic congestion. Additionally, the pedestrian surveys that were carried out as part of the scheme development process indicate that pedestrian demand for the crossing will mean that it is not in constant use and thus its impact on traffic movement will be limited.</p>
<p>The respondent indicated that the proposed location of a crossing is inappropriate as it not located where there is the greatest demand. The respondent indicated that they believed there was a greater demand for a crossing nearer to the junction with Elphinstone Road.</p>	<p>Due to limited funding only one crossing could be installed. Pedestrian surveys indicated a greater demand for a crossing near St Helen's Church.</p>
<p>The respondent indicated that the introduction of a pedestrian crossing at the proposed location would cause congestion.</p>	<p>It is recognised that this stretch of the A259 can become congested at peak times. The design for the pedestrian crossing at this location allows us to relocate the bus stop</p>

	<p>currently adjacent to Chowns Hill and remove on street parking by St Helen's Church, both of which are potentially having a negative impact on traffic movement. There is no evidence to indicate that the proposed location for the pedestrian crossing would contribute to traffic congestion. Additionally, the pedestrian surveys that were carried out as part of the scheme development process indicate that pedestrian demand for the crossing will mean that it is not in constant use and thus it's impact on traffic movement will be limited.</p>
<p>The respondent indicated that the proposed location of a crossing is inappropriate as it not located where there is the greatest demand. The respondent indicated that they believed there was a greater demand for a crossing nearer to the junction with Elphinstone Road.</p>	<p>The pedestrian surveys that were undertaken as part of the scheme development indicate that there are a greater number of pedestrians in the St. Helens Church area, where pedestrians visit Coopers Vets, St Helen's Church and the Conquerors March P.H, than other locations reviewed such as near Elphinstone Road. Additionally, the close proximity of the east bound and west bound bus stops and the housing estates on Chowns Hill also contributed to the significant difference in footfall recorded.</p>
<p>The respondent indicated that the proposed location of a crossing is inappropriate as it not located where there is the greatest demand. The respondent indicated that they believed there was a greater demand for a crossing nearer to the junction with Elphinstone Road.</p>	<p>The pedestrian surveys that were undertaken as part of the scheme development indicate that there are a greater number of pedestrians in the St. Helens Church area, where pedestrians visit Coopers Vets, St Helen's Church and the Conquerors March P.H, than other locations reviewed such as near Elphinstone Road or the cemetery. Additionally, the close proximity of the east bound and west bound bus stops and the housing estates on Chowns Hill also contributed to the significant difference in footfall recorded.</p>

<p>The respondent indicated that there wasn't a need for a pedestrian crossing at this location.</p>	<p>There have been numerous historical requests made to the County Council for the provision of a pedestrian crossing on the Ridge between the junctions of Chowns Hill and Elphinstone Road. The consultation carried out as part of this scheme development received seventy-one responses 56 (79%) of respondents either 'strongly supported' or 'supported' the proposals.</p>
<p><i>The following was received from the respondent. ' Why there? It's just after a limited view bend on a busy road. And why is a crossing priority over a mini roundabout at the top of Elphinstone Road? That should take priority and a crossing just beyond the opposite bus stops where the road is wide with good view. That would make much more sense with safe crossing and traffic flow.</i></p> <p><i>The church is hardly used, a few cars on a Sunday but that does not warrant a decision being made on that basis and it is rare to get a visitor to the care home park park on the main road, they generally get parked in their car park or park in Chowns Hill and walk round without having to cross the main road. I know this from experience.'</i></p>	<p>The pedestrian surveys that were undertaken as part of the scheme development indicate that there are a greater number of pedestrians in the St. Helens Church area. The independent Road Safety audit associated with the scheme did not indicate that the location of the crossing was dangerous in relation to the bend in the A259 to the west of the junction with Chowns Hill. The pedestrian surveys indicate that a crossing at the proposed location will help pedestrians access Coopers vets, the Conquerors March P.H. both the east bound and west bound bus stops near to the proposed location as well as local housing estates, Hastings Court Nursing Home as well as the St Helen's Church.</p>
<p><i>The following was received from the respondent</i></p> <p><i>1. The proposed crossing is on a dangerous section of The Ridge i.e adjacent to a double bend to the west of the crossing. Drivers approaching from the west will need to navigate the Stonestile Lane junction , the Chowns Hill junction and the proposed crossing with no clear line of site. The crossing is</i></p>	<p>The proposed location for the crossing has been audited by an accredited Road Safety Assessor. A number of recommendations were made by the auditor which has been incorporated into the design. Another inspection will be carried out by the auditor once the crossing has been constructed. Any recommendations to address any safety concerns will be implemented. The scheme has also been assessed by Surrey</p>

<p><i>likely to cause accidents therefore.</i></p> <p><i>2. The crossing would be better sited further east towards the Elphinstone Rd junction. The proposed junction does not benefit pedestrians coming from the north east side of The Ridge as there is NO PAVEMENT. The crossing is likely to cause accidents therefore.</i></p> <p><i>3. There are more priority areas where road improvements along The Ridge are necessary. Most noticeably the lack of pavement to the frontages of Lands View cottages. A major accident waiting to happen here.</i></p> <p><i>4. No survey of traffic volumes along The Ridge has taken place to my knowledge since the Bexhill Link Rd was opened so how is the proposed crossing justified?’</i></p>	<p>Police Force who have not expressed any concerns regarding the safety of the proposed crossing. The pedestrian surveys that were undertaken as part of the scheme development indicate that there are a greater number of pedestrians in the St. Helens Church area. Consideration was given to the fact that the northern footway terminates immediately outside Hastings Court Nursing Home, however it was recognised that to extend this footway would require building on private land and would rely on an agreement being negotiated with the land owners and would significantly increase the cost of the scheme, which has a limited budget.</p>
<p><i>The following was received from the respondent- ‘This part of the Ridge. Is often congested and traffic is frequently delayed. The frequency of pedestrians wishing to cross the road, at this point is very low. The effect of the proposal would be to create additional delays and danger to motorists and pedestrians. Additionally, the expenditure on this project would be hard to justify against a negative and dangerous result.</i></p> <p><i>The expenditure would be better spent by repairing the dangerous road surfaces of the roads in Hastings’ .</i></p>	<p>It is recognised that this stretch of the A259 can become congested at peak times. The design for the pedestrian crossing at this location allows us to relocate the bus stop currently adjacent to Chowns Hill and remove on street parking by St Helen's Church, both of which are potentially having a negative impact on traffic movement. There is no evidence to indicate that the proposed location for the pedestrian crossing would contribute to traffic congestion. Additionally, the pedestrian surveys that were carried out as part of the scheme development process indicate that pedestrian demand for the crossing will mean that it is not in constant use and thus it's impact on traffic movement will be limited. The funding for this scheme is from the Local Growth Funding (LGF) which is ringfenced to enable the County Council to progress a range of</p>

	<p>walking, cycling and public transport interventions within Hastings and Bexhill as part of a Movement and Access Package, it cannot be utilised for generic highway maintenance.</p>
<p>The following was received from the respondent- <i>'In the immediate vicinity of the proposed crossing there are two broad groups of potential users.</i></p> <p><i>1: Residents of Chowns Hill (and its 'feeder' roads) and Stonestile Lane, residents, staff and visitors to Hastings Court, staff and cliental of the Conquerors March, and visitors to St.Helen's Church and the church hall.</i></p> <p><i>2: Residents of: Beauclerk Way/Elphinstone Road, De Chardin Drive, Centurion Rise and Ore Place, and staff and visitors to the cemetery.</i></p> <p><i>The proposed crossing may meet the needs of Group 1: but owing to its location does not serve the needs of Group 2 - which is possibly the larger of the two groups, and owing to demographics, has the greater need for a safe means of crossing The Ridge.</i></p> <p><i>I understand the validity of the 2017 survey has been contested. Irrespective of the perceived benefit of the proposed crossing, it does appear to be over-elaborate (and hence costly), requiring as it does the relocation of the west-bound bus stop, changes to vehicular access (dropped curb, demolished wall????) to the church hall (for maybe half a dozen vehicles at most), and pavement modifications at</i></p>	<p>1.The pedestrian surveys that were undertaken as part of the scheme development indicate that there are a greater number of pedestrians in the St. Helens Church area, where pedestrians visit Coopers Vets, St Helen's Church and the Conquerors March P.H, than other locations reviewed such as near Elphinstone Road or the cemetery. Additionally, the close proximity of the east bound and west bound bus stops and the housing estates on Chowns Hill also contributed to the significant difference in footfall recorded.</p> <p>2. Two further pedestrian surveys were undertaken in 2019 in addition to the survey undertaken in 2017.</p> <p>3. Zebra crossings are considered unsuitable where significant numbers of vulnerable road users such as unaccompanied children, elderly and people with disabilities are expected and on roads with high volumes of traffic such as the A259.</p>

*Chowns Hill.*

*Why does the proposed crossing have to be 'controlled'. The crossings on either side of the proposed crossing are not controlled, so why this one? Even in the 21st century, I would like to believe that pedestrians can still rely on the kindness of strangers.'*