

APPENDIX 4: Consultation Results\Analysis

Hastings – Cycling and Walking Network – Queensway to Silverhill Route

Analysis and summary of the comments returned

Consultation: Monday 11/11/2019 – Friday 13/12/2019

Hastings Cycling and Walking Network – Queensway to Silverhill route

Consultation Summary Report

Date: 06 January 2020



A partnership between:

COSTAIN CH2M
Supporting East Sussex



East Sussex Highways
The Broyle
Ringmer
East Sussex
BN8 5NP

Executive Summary

This report records the results of the public consultation on the proposals for the Hastings – Pedestrian and Cycling Improvement Scheme which ran between 11 November 2019 and 13 December 2019.

Included in this report is a summary of the scheme, the methodology and promotional activity, and a detailed analysis of responses.

1. Introduction

East Sussex County Council (ESCC) and Hastings Borough Council worked in partnership to develop a Hastings Walking & Cycling Strategy with involvement from a variety of walking and cycling groups. This was developed to link in with Hastings Borough Council's wider Local Plan and Hastings walking and cycling strategy adopted in February 2014. This involved the identification of a network of walking and cycling routes, which provided links between residential areas to key locations in the town, such as the Seafront, Town Centre, employment areas, education, health and leisure facilities. East Sussex Highways, a partnership between ESCC, Costain and Jacobs are working to consult, plan and eventually deliver this scheme for those who live, work and visit Hastings.

ESCC was awarded funding from the Government's Local Growth Fund (LGF) through the South East Local Enterprise Partnership (SELEP) specifically to introduce measures to improve conditions for those walking, cycling and using public transport in Bexhill and Hastings.

The public consultation was held between 11 November 2019 and 13 December 2019 to seek people's views and feedback on the proposed scheme.

2. Methodology

The following mechanisms were employed to inform and engage the local communities through the consultation period.

2.1 Letter to residents and questionnaire

Approximately 1500 letters with accompanying plans and a questionnaire were sent out to local residents, businesses, and community facilities (such as libraries and schools) in streets in and around the affected area.

2.2 Online

Additional detailed drawings related to each road or carriageway affected were made available to the public on the East Sussex Highways website at www.eastsussexhighways.com/consultations.

An online version of the questionnaire was open until 13 December 2019 for the public to share their views.

2.3 Public surgeries

Stakeholders and members of the public were invited to share their views, view plans, complete questionnaires, or take away questionnaires to complete later and talk to members of the project team at two surgeries held on 22 November 2019 and 23 November 2019.

Over the two surgeries, 15 people attended. 12 on 22 November and three on 23 November (including one ESCC councillor).

3. Publicity

3.1 Press release and social media

To publicise the consultation a press release was issued by the East Sussex County Council press team. East Sussex Highways also used social media, such as Facebook and Twitter to publicise the consultation and shared a link to the online consultation page.

3.2 Press

The scheme received the following coverage during the consultation period:

Date	Publication	+/-
15 November 2019	Community Ad (See Appendix B)	neutral
15 November 2019	Hastings and Rye Observer (See Appendix B)	neutral
11 December 2019	More Radio online https://moreradio.online/2019/12/11/st-leonards-cycle-walking-consultation-nearing-end/	neutral

4. Results

4.1 Questionnaire results

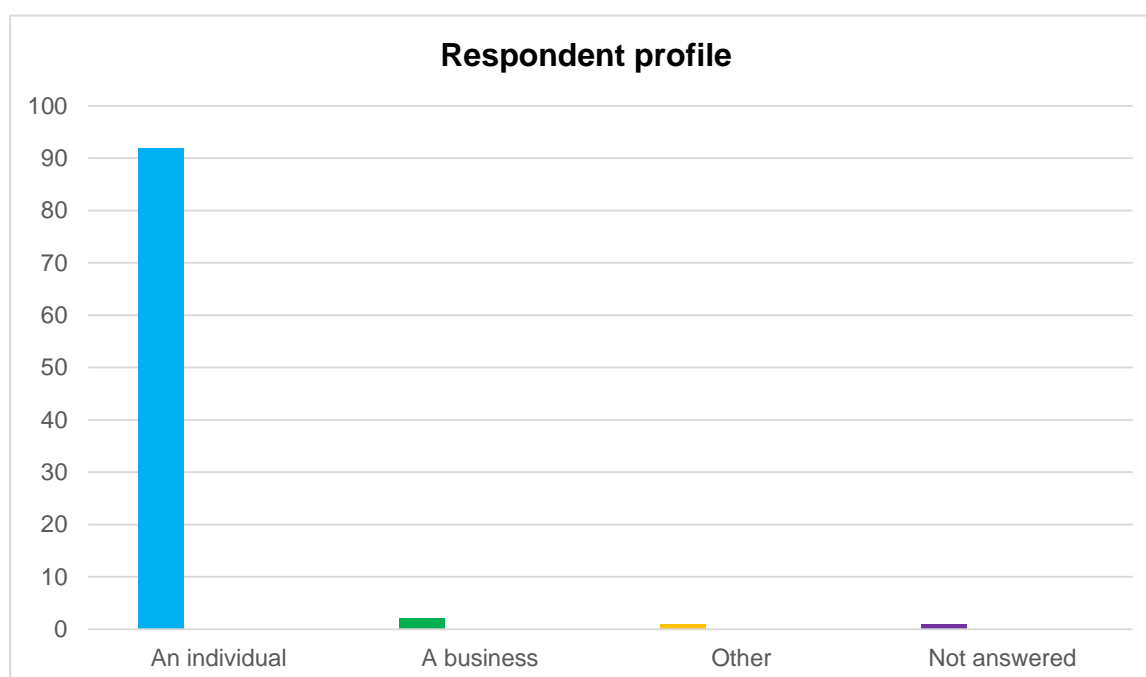
The questionnaire had three sections and 12 questions. The aim of the questionnaire was to give stakeholders the option to provide feedback and further comments on the scheme.

A total of 96 questionnaires were completed; 65 of these were returned by post and 31 were completed online.

4.1.1 Section 1 Question 1 – Respondent profile

Respondents were asked to indicate on the consultation questionnaire whether they were responding as an individual or on behalf of a business. The results are shown in the table below.

Respondent Status	Number of responses	% of responses
An Individual	92	96%
A Business	2	2%
Not Answered	2	2%
Total	96	100%



The majority of responses (96%) were by individuals; of these three people provided additional details, two were retired, and one noted that they were writing on behalf of a chapel in the area. Two responses were directly from businesses. Only two respondents did not give an answer for this question.

4.1.2 Section 1 Question 2 - Postcode

As part of the questionnaire respondents were asked to provide their postcode. This was only used to find the areas where respondents lived.

A total of 91 postcodes were given, this was 95% of the total respondents.

Postcode	Area	Frequency	Percentage
TN33	Battle	1	1%
TN34	Hastings	5	5.5%
TN35	Hastings	3	3%
TN37	St Leonards-on-Sea	4	4%
TN38	St Leonards-on-Sea	76	79%
TN40	Bexhill-on-Sea	2	2%
Not answered	N/A	5	5.5%
Total		96	100%

Of the total number of respondents, 79% were from the TN38 postcode and St Leonards-on-Sea. All the postal responses were from the TN38 postcode. It is worth noting that the location of the proposed scheme falls primarily within this area.

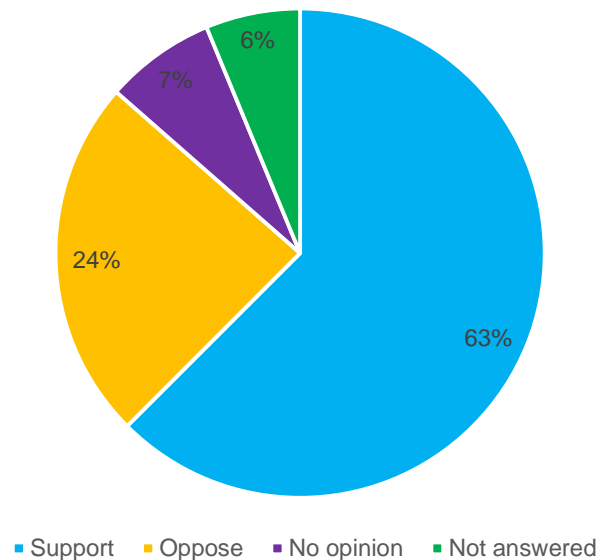
The online responses had more variety: 48% of the responses were from the TN38 postcode and the rest were from other postcodes in the area or the postcode was not given.

4.1.3 Section 2 Question 1 - To what extent do you support the proposed pedestrian and cycle scheme improvements?

Question 1 asked respondents about the extent to which they supported the proposed pedestrian and cycle scheme improvements. A total of 90 responses were given and the results are shown in the graph below, six did not give an answer.

Response	Number of responses	% of responses
Support	60	63%
Oppose	23	24%
No opinion	7	7%
Not answered	6	6%
Total	96	100%

To what extent do you support the proposed pedestrian and cycle scheme improvements?



As shown in the graph, 63% of respondents supported the proposed scheme improvements, 24% oppose the scheme, 7% had no opinion on the scheme and 6% did not respond. While this shows that nearly two thirds of respondents support the scheme, it should be considered that this is a sample of the total population in the scheme area.

4.1.4 Section 2 Question 2 - If you do not support the proposals, please tell us why. (Optional)

Question 2 gave those respondents who did not support the proposals the opportunity to provide feedback about their lack of support. Of the 96 responses received, 27 comments were given. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Some answers had more than one theme. Example responses from the respondents around the major sub-themes are also provided.

Where appropriate, East Sussex County Council has provided a response relating to that comment.

		Number of responses	Detailed response	ESCC response
Theme	Safety	18		
Sub-themes	More bikes on the road would be dangerous	4	Bodiam Drive is un-usable during school times having more bikes on the road would be dangerous	The existing footway is not wide enough to accommodate a shared pedestrian and cycle facility across the entire proposed route and this would also require the loss of on-street parking to enable such a facility. Bodiam Drive is a quiet residential area with existing traffic calming features & the 85 th percentile speed of 30mph in both directions, which is acceptable in terms of allowing cyclists to cycle on the carriageway.
	Pedestrian and cycle spaces should not mix	4	Shared spaces are extremely dangerous for those of us with sight and hearing impairment / mobility issues for elderly people and also for small children	Evidence from elsewhere in the county (Hastings, Bexhill and Eastbourne) clearly demonstrates that pedestrians and cyclists can successfully share the route. However, to ensure those users with impaired hearing / vision or mobility issues can do so, the proposal will include mobility improvements including upgraded crossing facilities, ramp upgrade, improved lighting and dropped kerb provisions in accordance with the

				'Inclusive Mobility' guidance. There will also be 'Share with Care' signage introduced to reinforce the shared facility for all users.
	Filling potholes should be prioritised over this scheme	3		<p>The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the Local Growth Fund bid.</p> <p>However, where required along the proposed cycle route, any potholes identified will be report to the highway maintenance team in conjunction with the county wide highway maintenance programme.</p>
	Street lighting is not good enough	2		Street lighting will be reviewed and improved as part of the detailed design process to ensure the route is lit to accord with necessary design standards.
	Overhanging vegetation impacts the safety of proposed route	2		Vegetation will be cut back and maintained as appropriate to maximise visibility for all users.
	The pavement is too narrow	1		The existing footway will be widened to 3m (where possible) and 2.5m absolute minimum which is suitable for shared use by pedestrians and cyclists and accords with design guidance on

				'Inclusive Mobility'.
	The road is dangerous	1		Shared cycling/pedestrian facilities work well locally and in other parts of the country. The proposed on-road cycle routes are through quiet residential areas with 85 th percentile speed of 30mph on both directions.
	Mixed spaces are dangerous for people with disabilities	1	Shared spaces are extremely dangerous for those of us with sight and hearing impairment / mobility issues for elderly people and also for small children	<p>Shared cycling/pedestrian facilities work well locally and in other parts of the country.</p> <p>Scheme has been designed according to national design guidance and best practice as below:</p> <p>TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes</p> <p>LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists</p> <p>LTN 2/08 – Cycle Infrastructure Design</p> <p>Cycling England Design Portfolio</p> <p>Manual for Streets (1 and 2)</p>
Theme	Cost	10		

Sub-themes	Money should go elsewhere	4	Money should go to welfare projects	Funding for this scheme was awarded from the Government's Local Growth Fund (LGF) specifically to introduce measures to improve conditions for those walking, cycling and using public transport.
	Money would be better spent on road improvements	3	This money would be better spent on road improvements i.e. removing pot holes in turn making roads safer	Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) specifically to introduce measures to improve conditions for those walking, cycling and using public transport. Where required along the route any pot holes discovered will be reported to the Highway maintenance team.
	Waste of money	3		Local Growth Funding is time limited spend and specific in its use.
Theme	Infrastructure	11		
Sub-themes	Reduced space for cycleway due to too much residential parking	3	No room for a cycle way on the roadway as there is a very large amount of street parking for residents. 6/4 & 5	We have interpreted that the respondent is referring to sections 6, 4 & 5 of the General Layout Drawing, specifically, to parking concerns on Wishing Tree Road, Redgeland Rise & Stonehouse Drive. The proposals for this route do not include dedicated cycle lanes and there will be no loss of parking. Cyclists will cycle on-road

				<p>as per current Highway Code regulations and the route will be signed appropriately.</p> <p>Scheme has been designed according to national design guidance and best practice as below:</p> <p>TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes</p> <p>LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists</p> <p>LTN 2/08 – Cycle Infrastructure Design</p> <p>Cycling England Design Portfolio</p> <p>Manual for Streets (1 and 2)</p>
	There is already not enough parking (particularly Wishing Tree Road)	6	I live on Wishing Tree Road. I am very concerned about the proposals. There is insufficient parking in the area and cars park down both sides of the road	<p>The proposals for this route do not include dedicated cycle lanes and there will be no loss of parking. Cyclists will cycle on-road as per current Highway Code regulations and signed appropriately.</p>
	Roads are poorly maintained	1		<p>This will be reported to our maintenance team to repair if the road is in an unacceptable condition.</p>
	Proposed route is too narrow	1		<p>The proposals for on-road route do</p>

				not include a dedicated cycle lane. Cyclists will cycle on-road as per current Highway Code regulations and the route will be signed appropriately. On the proposed off-road sections, the existing footway will be widened to a 3m width (where possible) and 2.5m absolute minimum which is suitable for shared use by pedestrians and cyclists.
Theme	General comments	7		
	Cyclist behaviour not monitored	4	There is no enforcement or education for cyclists to remind them of their responsibilities. The local authorities appear to consider the safety of cyclists to be more important than that of pedestrians	Sussex Police are responsible for any enforcement as they are for all users of the highways. Any incidents should be reported to them. For their action as appropriate.
	Will not increase levels of walking and cycling levels in the area	1		By introducing cycling infrastructure that links key attractors such as retail, schools, leisure facilities, residential areas, and industrial estates it is hoped that this will increase usage. The routes will be promoted to local cycle and walking groups and forms part of a wider of network being developed and delivered in Hastings which will also help to increase usage.
	This scheme will increase my journey time	1	The proposals will increase my travel time to work, especially the section regarding Stonehouse Drive	As the specific details of the respondent's journey are not

			and the proposed traffic lights	provided, direct comment cannot be made. However, the proposals for Stonehouse Drive do not change the road as it is proposed to solely sign cyclists on the road. The traffic lights at Ironlatch Avenue are currently a Puffin crossing and it is proposed to convert this to a wider 'toucan' crossing. The timings would remain the same, so there should not be any change to overall journey time.
	I do not walk or cycle	1		Noted

The most common themes were around the issue of safety with 67% of the comments mentioning issues that linked to safety as a reason they did not support the scheme. This also linked to another common point about a lack of space on the road for cyclists due to parked cars and the safety of pedestrians, particularly in relation to shared spaces with cyclists.

4.1.5 Section 2 Question 3 - If you have a specific comment on any of the drawings, please state the section number that your comment refers to (e.g. section 1).

Question 3 gave respondents an opportunity to comment on the specific scheme drawings. A total of 31 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Some answers had more than one theme. Example responses from the respondents around the major sub-themes are also provided.

		Number of responses	Detailed response	ESCC response
Theme	Safety	6		
Sub-themes	Pavement not wide enough	2	[Section] 4 is only section that affects us, pavement area is only wide enough for either pedestrian or cyclist not both, currently you have to step aside if a cyclist approaches.	The existing footway will be widened to 3 metres to allow pedestrians and cyclists to share.
	Blind spots are dangerous for cars	1	[Section] 6 pulling out in a car is dangerous. Cars come up from Tesco so fast and the bend is blind cars are there before you know it. [Section] 7 crossing is also dangerous. Cars come up too fast to stop	Resident has referred to section 6, however the comment relates to section 9. The proposed design incorporates measures such as visibility 'splays' to ensure crossing movements can be undertaken safely.
	Allowing bikes could cause road accidents	1		<p>There is clear evidence both nationally and locally that cyclists sharing the road with cars works well.</p> <p>The scheme has been designed according to national design guidance and best practice as below:</p> <p>TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes</p>

				<p>LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists</p> <p>LTN 2/08 – Cycle Infrastructure Design</p> <p>Cycling England Design Portfolio</p> <p>Manual for Streets (1 and 2)</p>
	Pedestrians and cyclists do not mix	1		<p>There is clear evidence both nationally and locally that shared pedestrian/cyclist facilities work well.</p> <p>Scheme has been designed according to national design guidance and best practice as below:</p> <p>TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes</p> <p>LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists</p> <p>LTN 2/08 – Cycle</p>

				<p>Infrastructure Design</p> <p>Cycling England Design Portfolio</p> <p>Manual for Streets (1 and 2)</p>
	Measures should be put in to stop motorbikes/mopeds using this route	1		Motorbikes/Mopeds are permitted to use the on-road network as per the Highway Code. They would not be authorised to use the shared footways though and this would be an enforcement matter for Sussex Police.
Theme	Cost	4		
Sub-themes	Waste of money	4	Waste of money - will be very little used. Cyclists and pedestrians do not mix	Noted. However, the introduction of the Bulverhythe Coastal Link between Hastings and Bexhill demonstrates that pedestrians and cyclists can use routes together and it has a high level of use.
Theme	Section Drawing comments	17		
Sub-themes	Section 3 – Negative comment	1	Section 3 - Stonehouse Drive TN38 9DG and if bikes are allowed it would cause more havoc/accidents happening to people like myself. The pavements could be wider and more accessible	Stonehouse Drive is a residential area with traffic calming features. There would have to be a loss of

				on-street parking if the existing footway was widened. This would be to ensure that buses and larger service vehicles could still access the road. It is considered that the loss of on-street parking would be unacceptable locally.
	Section 4 – Negative comment	2	4 is only section that affects us, pavement area is only wide enough for either pedestrian or cyclist not both, currently you have to step aside if a cyclist approaches.	No shared footway facility would be introduced along this section. Cyclists will use the road.
	Section 4 – General comment	1	Section 4 and 5 - walking on footpaths would be much easier if cars were not parked on the footpaths. Are there bylaws on this and if so, how can they be enforced?	There are no plans to introduce bylaws as part of this scheme.
	Section 5 – Negative comment	1	No room for a cycle way on the roadway as very large amount of street parking for residents. [Sections] 6/4 & 5	The proposals for these sections do not include dedicated cycle lanes. Cyclists will cycle on-road as per current Highway Code regulations and the route will be signed appropriately
	Section 5 – General comment	4	[Section 5] parking is made worse when a football match is on at Gibbon's Field on a Saturday	Noted, this comment will be passed to ESCC Parking team.
	Section 6 – Negative comment	2	[Section 6] pulling out in car is dangerous. Cars come up from Tesco so fast and the bend is blind cars are	Resident has referred to section 6, however this

			there before you know it	comment relates to section 9. The proposed design incorporates measures such as visibility 'splays' to ensure crossing movements can be undertaken safely.
	Section 6 – General comment	2	Section 5 & 6. The best cycle route would be via Blackman Avenue and Ironlatch Avenue by using the grass verge as most cyclists insist on cycling on the footpath which is against the law, but a blind eye is turned to this	Whilst the footway on Blackman Avenue is wide enough, the footway along Marline Road which links Blackman Avenue to the Wishing Tree Road junction cannot be widened because of the limited width of the existing carriageway and loss of on-street parking.
	Section 7 – Negative comment	1	Section 7. The upper part of Wishing Tree Road with houses both sides by the big green. Residents have to park on both sides of the road, if a new cycle lane is put in place, residents will not be able to park anywhere in the area	The proposals for this route do not include dedicated cycle lanes. Cyclists will cycle on-road as per current Highway Code regulations and the route will be signed appropriately.
	Section 8 – Negative comment	1	Section 8. I live in Parsons Close and need to be able to get my mobility scooter out - as we are unable to use the bike lane this will make it harder to get out of the close	The proposals for this route do not include dedicated cycle lane. Cyclists will cycle on-road as per current Highway Code regulations and the

				route will be signed appropriately.
	Section 13- General comment	1	Section 13 - The Rosette Gardens estate doesn't exist according to your plan	This was not included on the plans as its not part of the proposed route.
	All sections	1	13,12,11,10,9,8,7,6,5,4,3,2,1 I live in box 133 and work on the Ridge - although I support the "cycle" incentive, I'm really disappointed at the route proposed. Your opening gambit reads identification of a network - between residential and key areas in town - seafront? Town centre? The proposals do not address these.	The proposed route forms one part of a wider package of cycle and walking infrastructure improvements as set out in Hastings Borough Council's Walking and Cycling Strategy 2014.
Theme	General comments	16		
Sub-themes	Pavements could be wider and more accessible	3		Where possible pavements will always be widened to improve accessibility for cyclists and pedestrians.
	Positive comments about the proposed cycle route	2	I think it's really good - a great addition to the town! Even better if you can run it through the Asda car park	Consideration has been given to such an option. However as this is private land, there would be no control of the route and potential difficulties with maintenance.
	Negative comments about the proposed cycle route	2	What a waste of time. The route is far too hilly for casual family cyclist	This part of Hastings has a steep topography. As part of the design the route was reviewed to ensure it

				utilised the least steep roads.
	Needs to link with other cycle routes	2	1. How is this going to link in with other cycle routes? E.g. the coastal route	Other cycle routes are planned for the borough, with the intention to link them as set out in Hastings Borough Council's Walking and Cycling Strategy adopted in 2014.
	Cannot read the details on the map provided	2	I am visually impaired I cannot see the drawings well enough to comment	Larger versions of the plans were available to view at Hollington Library, online and a phone number was provided to request additional information if requested.
	Roads are currently in a poor condition	1		The route will be reviewed for defects and any found will be reported to the maintenance team for further investigation.
	No room for cycleway due to street parking	1		No impact on parking and safe to use the road.
	I don't ride a bike or walk	1		Noted.
	This scheme will increase my journey time	1		Noted. No further comment can be provided as the journey details are

				unknown.
	Will not benefit cyclists or pedestrians	1		Noted

Of the responses which did mention a specific drawing or section, section 5 which covers the areas of Redgeland Rise and Wishing Tree Road was mentioned the most. The majority of these comments were about the lack of street parking or issues that street parking would bring to the proposal such as a lack of space for cyclists.

4.1.6 Section 2 Question 4 - Are there any additional comments that you would like to make about the proposal and how it might affect you?

Question 4 gave respondents an opportunity to give any further comments on the scheme. A total of 45 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Some answers had more than one theme. Example responses from the respondents around the major sub-themes are also provided.

		Number of responses		ESCC response
Theme	Safety	5		
	The current roads are dangerous	2	It would be helpful if kerbs were dropped in Ironlatch Avenue to assist people on mobility scooters who at present have to use the very busy and dangerous road.	This is not part of the proposed cycle route, but the request will be considered as part of the wider dropped-kerb programme.
	Used as a rat-run	1		Noted.
	Anti-bike railings on footpaths cause accidents	1		No pedestrian guard railings have been introduced along the proposed cycle route apart from the new toucan crossing points in Ironlatch Avenue and Marline Road which would replace the existing pedestrian guard railings.
	Paths near roads are not safe if walking alone in the dark	1		As part of the overall proposed route, the street lighting will be reviewed.
Theme	Cost	5		
Sub-themes	Money should be allocated to welfare	2	Why has money been allocated to these improvements and not to welfare for those that need it?	Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) which was specifically allocated to introduce measures to improve conditions for those walking, cycling and using public transport in Bexhill and Hastings.
	Money better spent filling pot holes and street lighting	2		Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) which was specifically allocated to introduce measures to

				improve conditions for those walking, cycling and using public transport in Bexhill and Hastings. Where required along the route any pot holes discovered will be reported to the Highway maintenance team.
	General	1		Noted.
Theme	Section Drawing comments	6		
Sub-themes	Section 2- General comment	2	Need to know if these proposals will be applicable for those of us who are disabled and use mobility scooters in particular Section Number 2. Drawing Number: EAC-SCH0020-DR-CH-0011. There are many of us who live on Stonehouse Drive who have difficulty going to area's for our shopping. We are also in desperate need of a Zebra crossing on Stonehouse Drive as vehicles do not slow down and buses are frequent, thus making it extremely dangerous for both pedestrians, cyclists and those of us who have mobility issues	The proposed route is designed to all national standards and specifications. These take into account all user groups. Unfortunately, the introduction of a Zebra Crossing as suggested would lead to loss of on-street parking. There are also existing traffic calming features which reduce speeds of vehicles accessing Stonehouse Drive. Therefore, there are no proposals to introduce a Zebra Crossing as part of this scheme.
	Section 3 – General comment	1	I use the pavements in Section 3 Stonehouse Drive and section 2 Merryrest Road and Section 1 Theaklen Drive walking and especially Section 3 pavement up to bus shelter, it needs re-paving, difficult to walk on Stonehouse Drive or tarmacking.	This will be reviewed as part of the scheme design.
	Section 5 – Negative comment	1	The whole of section 5 & 6 suffers from people parking on pavements especially between the football pitch and Marline Road makes using the footpath impossible. Tried walking the dogs	ESCC Parking Team will be advised of this in relation to enforcement

			around the block on mobility scooter & due to people parking over the few drop kerbs you have to use the road to get round.	
	Section 6 – Negative comment	1	As above.	Noted.
Theme	Infrastructure/Design	4		
Sub-themes	Proposed pedestrian scheme might be more accessible for the disabled	2	My father is a paraplegic and therefore any proposed pedestrian schemes help him get around more and makes it more accessible for him to visit us independently in his electric wheelchair	Noted.
	ESH need to maintain cycleways better	1		Noted.
	Parking allocation	1	It will be interesting to see how you integrate these proposals with car parking allocation. A number of these roads are end to end cars the majority of the time. Many with no options for off road parking	There will be no parking removed as part of the proposal. Cyclists will be advised to cycle on-road in the sections presented, and as per existing highway code conduct.
Theme	General comments	19		
Sub-themes	Happy with the proposal	11	Full support for cycle & pedestrian route and upgrades	Noted.
	Negative comment about current condition of road/pavement	1		Noted.
	Do not narrow carriageway to accommodate cycle lane	1		Dedicated cycle lanes have not been proposed. The carriageway width will remain the same and cyclists will cycle on the carriageway in the on-road sections presented and as per existing highway code.
	Would use proposed route if I had a mobility scooter	1		Yes, the route is wide enough to accommodate a scooter in accordance with the 'Inclusive

				Mobility' design guidance.
	Dropped kerbs would be helpful (especially disabled users)	1		Dropped kerbs will be provided along the proposed route.
	Cannot read the details on the map	1		Noted.
	Cyclists do not pay taxes	1		Noted.
	General	1		Noted.
Theme	Area specific	8		
	Route through Asda	3	It will be most positive enabling the route to go through Asda car park would be beneficial to all our wellbeing and community	Noted but as this is private land, no access is permitted though Asda car park.
	Battle Road/Ironlatch Avenue	2	By using the grass verge, you could run a cycle route from Battle Road to Ironlatch Avenue roundabout	The proposed route presented is considered the most viable to maximise links to residential areas as well as schools, retail outlets, and industrial areas. However, this could be considered at another design phase, subject to future external funding allocations.
	Stonehouse Drive	1	There are many of us who live on Stonehouse Drive who have difficulty going...for our shopping.	The proposed route is designed to all national standards and specifications.

			We are also in desperate need of a Zebra crossing on Stonehouse Drive as vehicles do not slow down and buses are frequent, thus making it extremely dangerous for both pedestrians, cyclists and those of us who have mobility issues	These take into account all user groups. An alternative route investigation has taken place. This showed that taking the cycle route via Stonehouse Drive was the most viable and cost-effective solution. Unfortunately, the introduction of a Zebra Crossing would lead to loss of on street parking. There are also existing traffic calming features which reduce speeds of vehicles accessing Stonehouse Drive. Therefore, there are no proposals to introduce a Zebra Crossing. (see report attached).
	Ironbatch Avenue	1	It would be helpful if kerbs were dropped in Ironlatch Avenue to assist people on mobility scooters who at present have to use the very busy and dangerous road	There is an existing pedestrian-controlled crossing to assist with mobility scooters and push-chairs. It is not possible to introduce dropped kerbs along the overall stretch of Ironlatch Avenue but could form part of a future study. The request for dropped kerbs has been passed onto ESCC to consideration through their dropped kerb prioritisation process.
	Churchwood	1	It would be good to have a path that runs the length of Church Wood Drive. The amount of people that walk in the road is dangerous	Our scheme does not cover the entire length of Churchwood Drive However, there is the path in the section where we run the proposed route.

The most common answer was that they were happy with the scheme (24%). Other comments included criticisms about the current condition of the roads and pavements and the need for dropped kerbs.

4.1.7 Section 3 - Equality Survey – (About You)

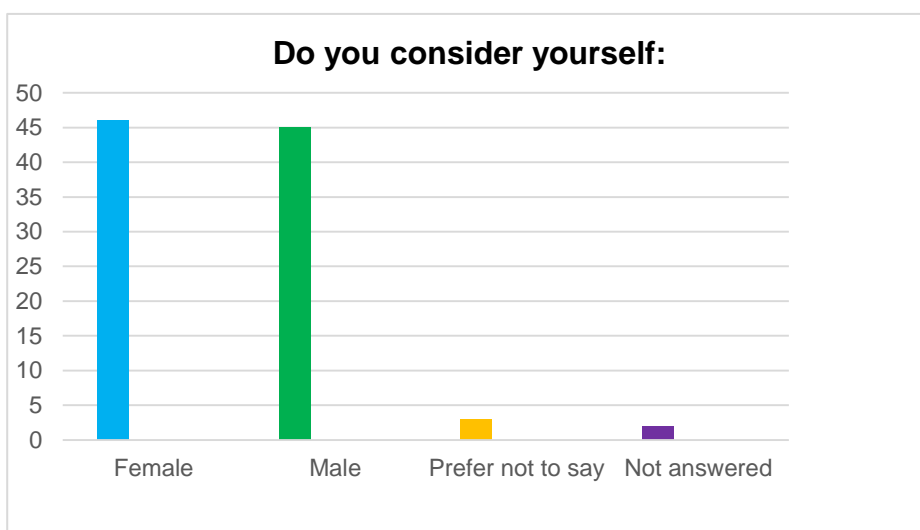
The equality questions were asked to make sure there was a representative view of all persons impacted by the proposal either directly or indirectly. Respondents were under no obligation to provide any responses to the below questions.

All responses received are treated in the strictest confidence. ESH & ESCC use the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal.

4.1.8 Section 3 Question 1 - (Gender) Do you consider yourself:

We asked respondents to provide details about their gender. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

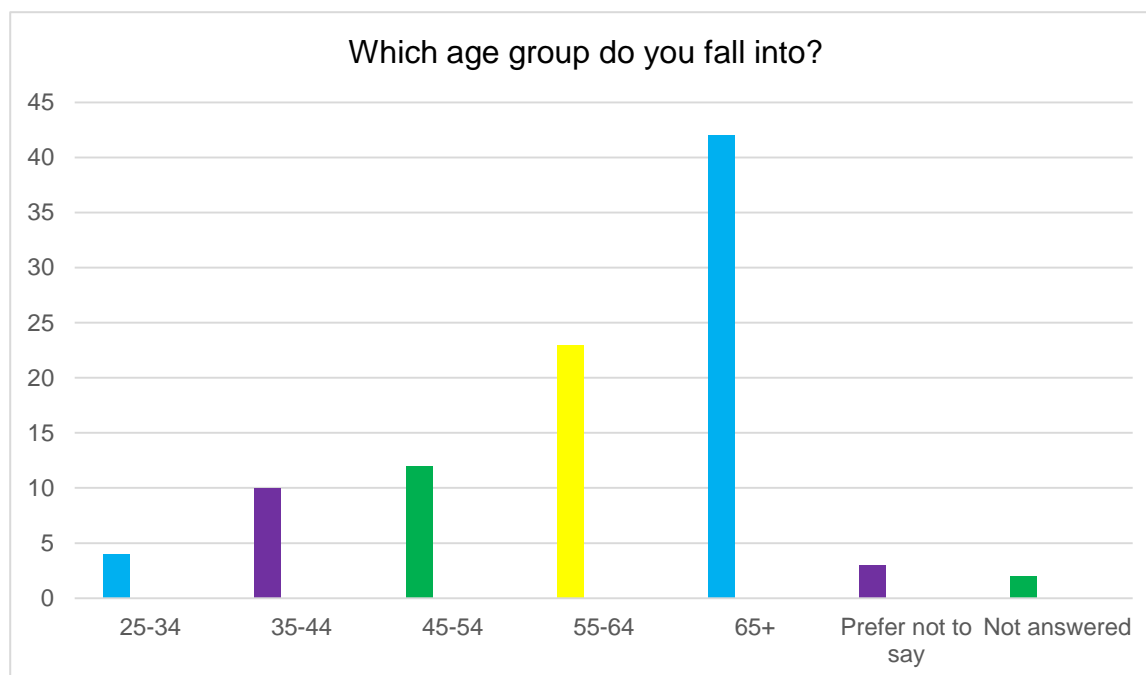
Response	Number of responses	% of responses
Female	46	48%
Male	45	47%
Prefer not to say	3	3%
Not answered	2	2%
Total	96	100%



4.1.9 Section 3 Question 1 - Which age group do you fall into?

We asked respondents to provide their age to gauge the age range of respondents in the area in relation to the scheme. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

Age	Number of responses	% of responses
25-34	4	4%
35-44	10	10%
45-54	12	13%
55-64	23	24%
65+	42	44%
Prefer not to say	3	3%
Not answered	2	2%
Total	96	100%

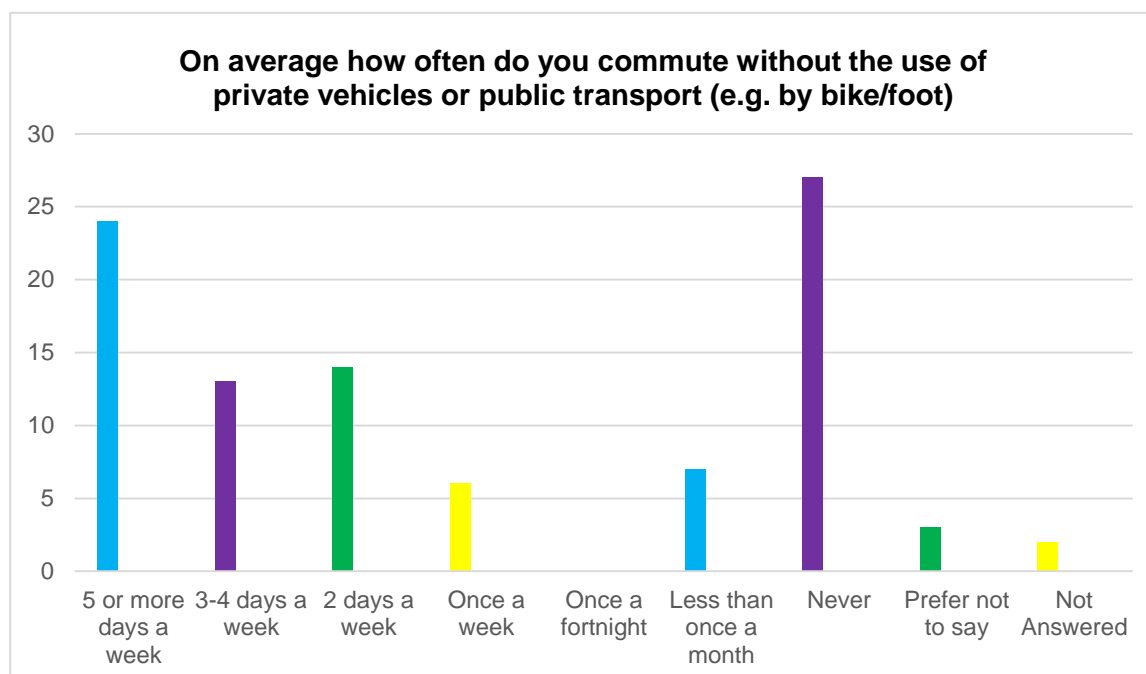


A significant number of the respondents were over 65 (44%) which reflects the sample and not necessarily the profile of the area.

4.1.10 Section 3 Question 3 - On average how often do you commute without the use of private vehicles or public transport (e.g. by bike/foot)

We asked respondents to note how often they commute without the use of private vehicles or public transport. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

On average how often do you commute without the use of private vehicles or public transport	Number of responses	% of responses
5 or more days a week	24	25%
3-4 days a week	13	14%
2 days a week	14	15%
Once a week	6	6%
Once a fortnight	0	0%
Less than once a month	7	7%
Never	27	28%
Prefer not to say	3	3%
Not Answered	2	2%
Total	96	100%

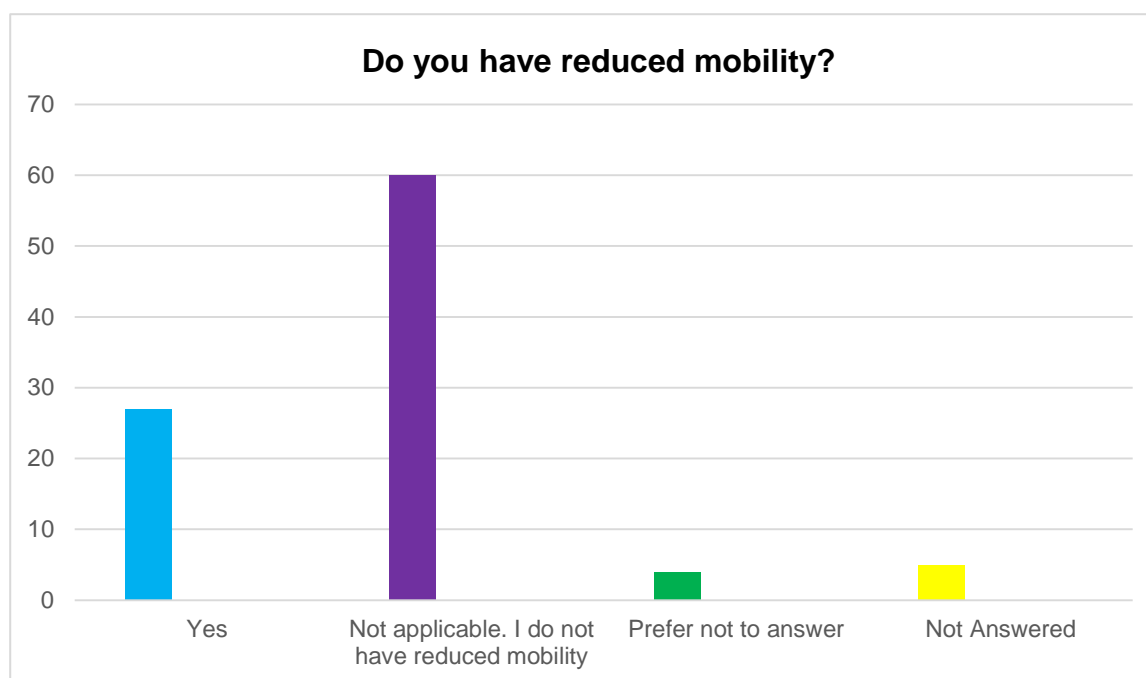


Out of all the respondents: 28% said that they would never commute with a private vehicle or public transport; 67% of respondents do commute at least once a month; 5% noted that they commute without a private or public vehicle more than five days a week.

4.1.11 Section 3 Question 4 - Do you have reduced mobility?

We asked respondents to note if they had reduced mobility. If they did, we asked three further questions: If yes, is this route suitable? And if yes, is this route accessible? If they had any further comments about this, they could add them. Some people who put not applicable also added an answer in this space as well.

Do you have reduced mobility?	Number of responses	% of responses
Yes	27	28%
Not applicable. I do not have reduced mobility	60	63%
Prefer not to say	4	4%
Not answered	5	5%
Total	96	100%



Out of all the respondents, 63% noted that they do not have reduced mobility. However, 28% noted that they did and 74% of people who are over 65 noted they had reduced mobility. Eight respondents who noted that they had reduced mobility also added that they believe the route is suitable, with 19 choosing not to give an answer. Eight respondents also chose to add that they believe the route is accessible.

4.1.12 Section 3 Question 4 - If you have any additional comments relating to mobility please add them here.

This part of question 4 gave respondents the opportunity to add additional comments about mobility. Of the 96 respondents 25 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Some answers had more than one theme. Responses in relation to the most frequent sub-themes are also provided.

		Number of responses	Example of response	ESCC response
Theme	Safety	10		
	The pavement is difficult to walk on/dropped kerbs needed	6	It would be helpful if kerbs were dropped in Ironlatch Avenue to assist people on mobility scooters who at present have to use the very busy and dangerous road.	This is not part of the proposed cycle route but will be reported to ESCC to consider as part of the wider dropped-kerb programme.
	Replace yellow lines on the roads	1		Where required yellow lines would be replaced as part of the route.
	The roads are too steep	1		It is acknowledged that the road network and footways are influenced by the local topography of Hastings.
	Paths by roads are not safe if walking in the dark	1		The street lighting along the proposed route will be reviewed and if required improved to meet current guidelines.

	There are issues between pedestrians and cyclists	1		<p>There is clear evidence both nationally and locally that shared cycling and pedestrian facilities work well.</p> <p>Scheme has been designed according to national design guidance and best practice as below:</p> <p>TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes</p> <p>LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists</p> <p>LTN 2/08 – Cycle Infrastructure Design</p> <p>Cycling England Design Portfolio</p> <p>Manual for Streets(1 and 2)</p>
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Theme	Cost	1		
Sub-themes	Waste of money	1		Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) specifically allocated to introduce measures to improve conditions for those walking, cycling and using public transport in Bexhill and Hastings
Theme	Infrastructure/Design	2		
Sub-themes	Make special provision for mobility scooters in the bike lane	2	If special provision for mobility scooters could be made in the bike lanes this would help a lot - the pavements are so bumpy they hurt so much, and the roads are dangerous.	This would have to be permitted at a national level as part of the highway code before this could be considered.
Theme	General comments	11		
Sub-themes	Don't walk or cycle so does not affect me	3	I drive a car and don't cycle or walk so will not be affected by a cycle or footpath, unless the road is narrowed in order to put these in place.	Noted
	Needs more forward planning from ESCC	2	It would have been a really positive step for ESCC and the environment to have built additional cycle lanes on the new road from Hollington to Bexhill. The distinct lack of forward planning for a greener future/	The Combe Valley 'Greenway' is in place, linking North Bexhill to Hastings.

			environment seriously lacks lustre.	This scheme is to continue that link, using the toucan pedestrian crossing along Queensway and linking into the Silverhill area.
	Impact on alternative modes of transport	1	I am 71 years old and disabled. I use my car to get to the shops, social etc. I don't think this route will affect me, but I hope this would not affect the bus route as this is very important.	Noted. The proposal will not impact upon the bus routes.
	Parking on footpaths is an issue	2	The whole of section 5 & 6 suffers from people parking on pavements especially between the football pitch and Marline Road makes using the footpath impossible. Tried walking the dogs around the block on mobility scooter & due to people parking over the few drop kerbs you have to use the road to get round.	HBC who are responsible for parking enforcement will be advised of this.
	Not enough information	2	Not enough information but mobility scooters can't use bike lanes.	Noted
	General	1	20 mph maximum speed limit on sections on the highway.	The introduction of a 20mph speed limit would require: <ul style="list-style-type: none"> • various speed reduction measures such as road humps, speed tables, chicanes to physically calm traffic. • Mean speed to be at or below 24 mph

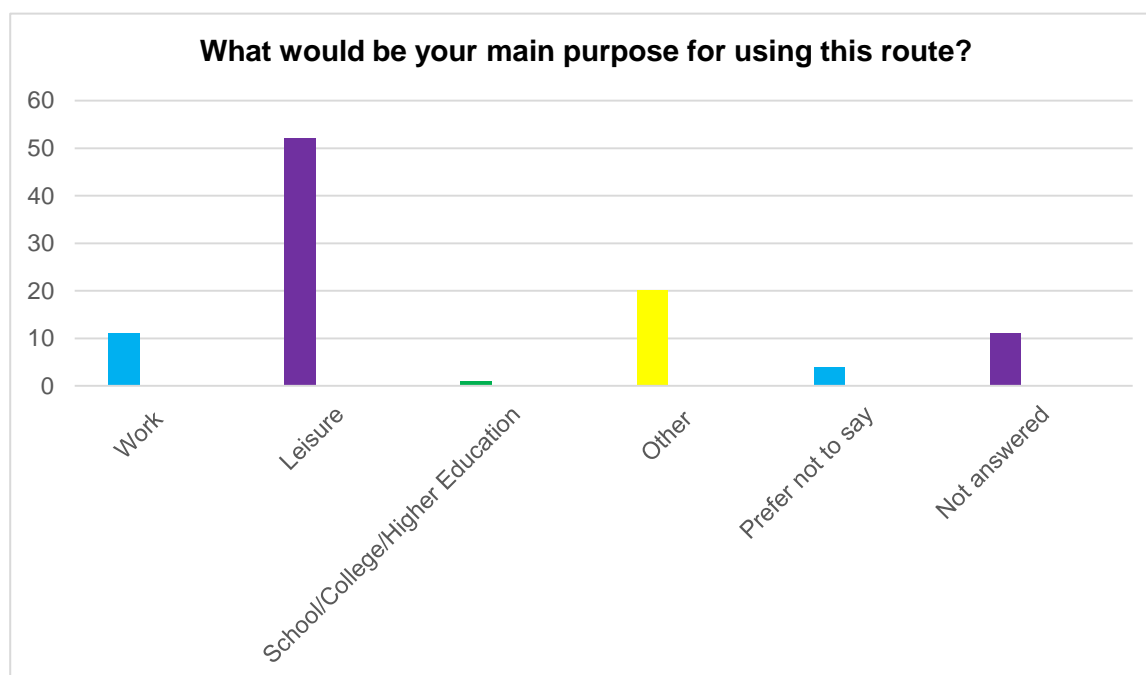
				on a road Therefore, there is no intention to introduce such an initiative for this scheme.
Theme	Area Specific	1		
	Wishing Tree Road	1	The cycle route down Wishing Tree Road is not suitable	Noted. Following careful review, this section of the route proved most effective for connecting the industrial area to the schools.

The most common response was that the condition of the pavements and lack of dropped kerbs were an issue for people with reduced mobility. The use of mobility scooters on the route and how they will be incorporated was a concern.

4.1.13 Section 3 – Question 5. What would be your main purpose for using this route?

This question was asked to find out the main reason people would use the proposed route. The options given were Work, Leisure, School/College/Higher Education, Other, Prefer not to say. Some people put more than one option.

What would be your main purpose for using this route?	Number of responses	% of responses
Work	11	11%
Leisure	52	53%
School/College/Higher Education	1	1%
Other	20	20%
Prefer not to say	4	4%
Not answered	11	11%
Total	99	100%

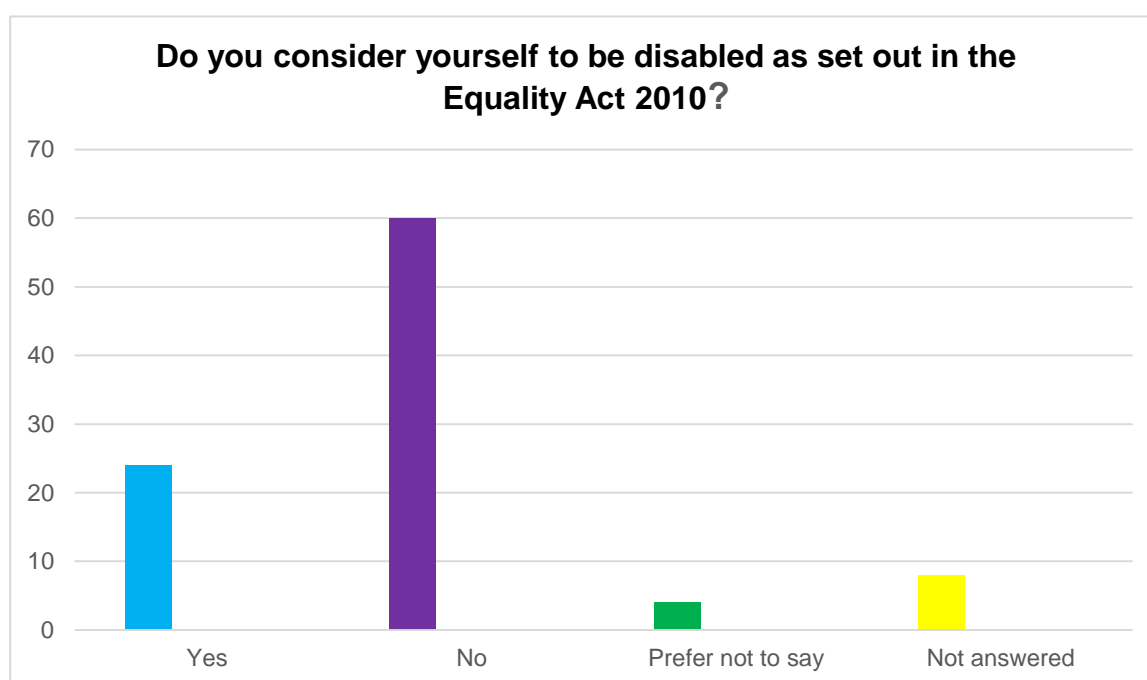


Most respondents (53%) cited leisure as the main reason for using the route. Work was 11% suggesting that the sample do not see the route as a primary route for commuting.

4.1.14 Section 3 – Question 6. Do you consider yourself to be disabled as set out in the Equality Act 2010?

We asked respondents if they consider themselves disabled. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

Do you consider yourself to be disabled as set out in the Equality Act 2010?	Number of responses	% of responses
Yes	24	25%
No	60	63%
Prefer not to say	4	4%
Not answered	8	8%
Total	96	100%



Disabled interests are represented within the sample, with a quarter of the sample stating that they considered themselves to be disabled.

5. Conclusion

- Overall, the respondents were generally supportive of the proposed scheme, with 63% expressing support for it.
- Concerns about safety were the most commonly expressed, particularly with regard to shared spaces with cyclists and pedestrians.
- Other concerns raised included: parked cars hindering the success of the walking and cycling route, particularly in the Wishing Tree Road area.
- There was a high proportion of respondents who noted that they had either reduced mobility or considered themselves to have a form of disability. Of these respondents, many noted their concerns around accessibility along the route, particularly the lack of dropped kerbs and the condition of pavements.

Appendix A. Letter to stakeholders and questionnaire



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SCH-020 – Hastings Cycling and Pedestrian Scheme - DRAWING INDEX

For your ease of understanding, please see below list of sections and the roads associated to the drawings. As advised within the letter attached additional detailed drawings related to each road or carriageway affected will be available on our website: www.eastsussexhighways.com/consultations. These drawing will provide more detail of the changes that will be required in order to facilitate the entire scheme.

Section Number	Drawing Number	Related Roads/Streets connected to the scheme
General Layout	EAC-SCH0020-DR-CH-0024	Full Scheme Layout
1	EAC-SCH0020-DR-CH-0010	Sedlescombe Road South Ponswood Road Theaklen Drive
2	EAC-SCH0020-DR-CH-0011	Theaklen Drive Chichester Road Menzie's Road Stonehouse Drive
3	EAC-SCH0020-DR-CH-0012	Stonehouse Drive
4	EAC-SCH0020-DR-CH-0013	Stonehouse Drive Redgeland Rise Ironlatch Avenue Blackman Avenue
5	EAC-SCH0020-DR-CH-0014	Redgeland Rise Wishing Tree Road
6	EAC-SCH0020-DR-CH-0015	Wishing Tree Road
7	EAC-SCH0020-DR-CH-0016	Wishing Tree Road Marline Road Church Wood Drive
8	EAC-SCH0020-DR-CH-0017	Church Wood Drive Parsons Close Tile Barn Road
9	EAC-SCH0020-DR-CH-0018	Church Wood Drive
10	EAC-SCH0020-DR-CH-0019	Church Wood Drive Ingleside Brunel Road Highfield Drive
11	EAC-SCH0020-DR-CH-0020	Highfield Drive Sidney Little Road
12	EAC-SCH0020-DR-CH-0021	Highfield Drive Bodiam Drive Icklesham Drive
13	EAC-SCH0020-DR-CH-0022	Bodiam Drive Mayfield Lane Queensway Whittington Way

Note:

- If you have any comments related to any drawing, please reference the section number. This will allow us to have a better idea of what your response relates to. You can add these comments using the questionnaire attached.
- If you would like a hard copy of the drawings listed. Please contact our customer contact centre by phone or email and a copy will be sent to you. Alternatively, please visit our website: www.eastsussexhighways.com/consultations to view the online versions.

Date: 11th November 2019

Dear Sir/Madam

Subject: SCH-020 - Hastings Cycling and Pedestrian Route Proposal

East Sussex County Council (ESCC), and Hastings Borough Council worked in partnership to develop a Hastings Walking & Cycling Strategy, with involvement from a variety of walking and cycling groups. ESCC was awarded funding from the Government's Local Growth Fund (LGF) specifically to introduce measures to improve conditions for those walking, cycling and using public transport. This involved the identification of a network of walking and cycling routes, which provided links between residential areas to key locations in the town, such as the Seafront, Town Centre, employment areas, education, health and leisure facilities. East Sussex Highways, a partnership between ESCC, Costain and Jacobs will now work to consult, plan and eventually deliver this scheme for those who live, work and visit Hastings.

The aim of the scheme is to improve safety for pedestrians & cyclists in order to encourage more use of these dedicated facilities as shown on consultation drawing attached. The route runs between Sedlescombe Road South and Ponswood Road to Queensway. The scheme will include:

- Shared cycle/pedestrian footways and cycleway/carriageway.
- Proposed new footway, footway widening, and pedestrian/cycling ramp to improve access between Stonehouse Drive and Menzie's Road.
- Upgrading the existing puffin crossing on Ironlatch Avenue just before the corner of Redgeland Rise. This will be converted into a toucan crossing. Anti-skid surfacing to help reduce stopping distances on each approach. Zig-zag road markings on each approach.
- Upgrading the existing zebra crossing in the vicinity of Marline Road and Wishing Tree Road. This will be relocated and replaced with a toucan crossing with zig-zag road markings on each approach.
- New street lighting columns and relocation of pedestrian refuge islands.
- New road markings and cycling/pedestrian road signs.

In the interest of collaboration and engagement, we are contacting all interested stakeholders to see if they have any comments regarding the scheme, with a view to starting construction around the middle of summer 2020 following the conclusion of the consultation. As part of the consultation we will also be hosting a drop-in surgery, where you will be able to view the plans in person. The date and times of these surgeries will be as follows: Friday the 22nd November 2019, 2pm – 6pm and Saturday the 23rd November 2019 10am – 2pm. The Surgery will be hosted at the: Four Courts Community Centre, 33 Sydney Cl, St Leonards-On-Sea, TN38 9DD.

Please see attached questionnaire and free post envelope. You can also get in touch with us by phone (see above) and email customer@eastsussexhighways.com.

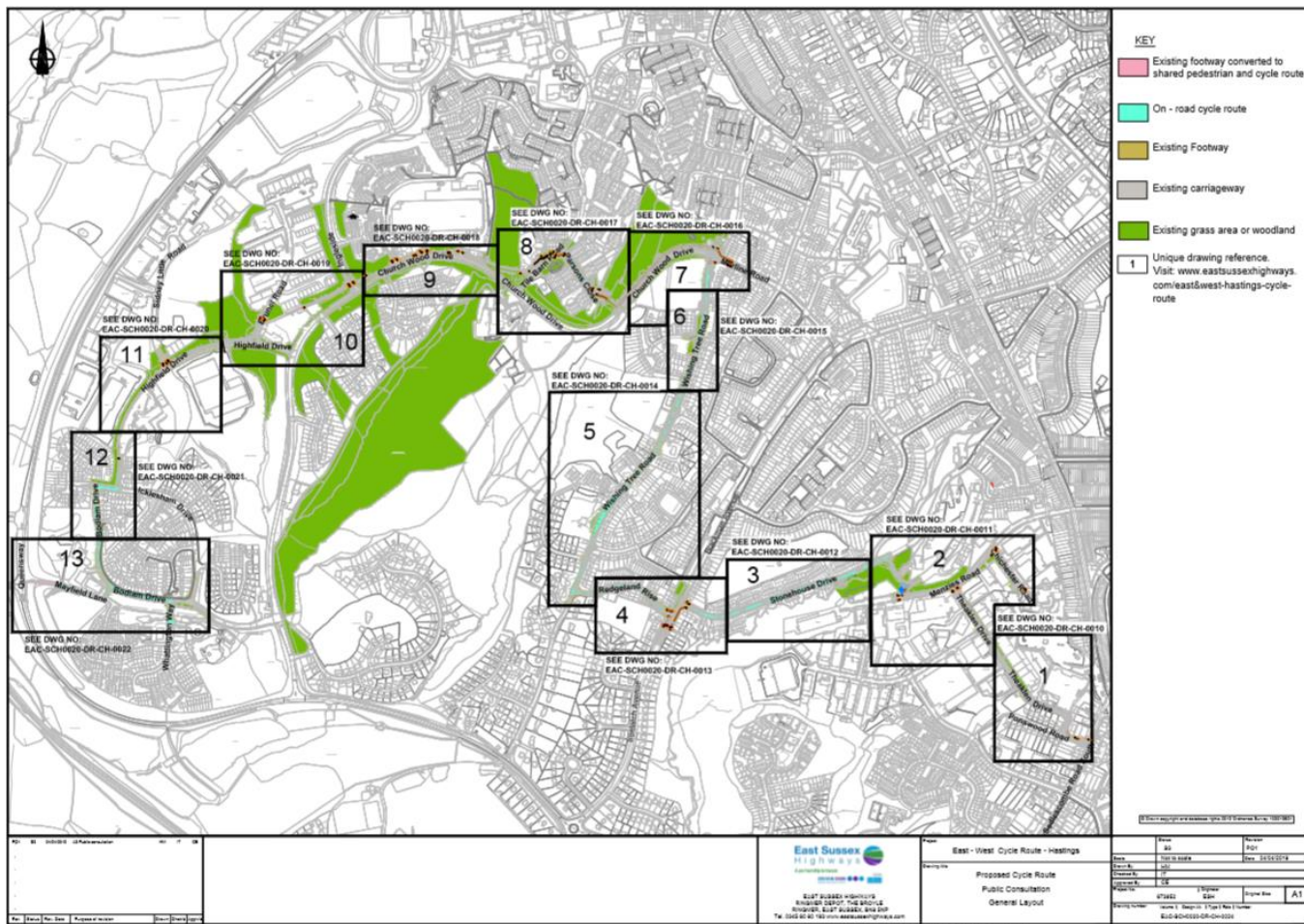
Additional detailed drawings related to each road or carriageway affected will also be available on our website: www.eastsussexhighways.com/consultations. These drawings will provide more detail of the changes that will be required in order to facilitate the entire scheme. Should you wish for hard copies, these can be provided upon request or viewed on our website online. A set of the drawings will also be available to view at Hollington Library, 96 Battle Rd Hastings, TN37 7AG until the end of the consultation period.

Please submit your comments by **Monday the 11th December 2019**.

We thank you for your time and kind understanding.

Yours Sincerely

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Q5 What would be your main purpose for using this route?

- ☐ Work
- ☐ Leisure
- ☐ School/College/Higher Education
- ☐ Other
- ☐ Prefer not to say

Q6 Do you consider yourself to be disabled as set out in the Equality Act 2010?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

The Equality Act 2010 describes a person disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months, and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Thank you for taking part in this survey, your views are important to us.

Please return the questionnaire by 1) Reuse the envelope provided. 2) Refold this questionnaire in two, ensuring that the "Freepost East Sussex Highways" appears in the window of the envelope provided. 3) Seal envelope and place in the post.

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

Hastings – Pedestrian and Cycling Improvement Scheme

Freepost East Sussex Highways

Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals: www.eastsussexhighways.com/consultations

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see the website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

Please return your completed questionnaire by (Monday the 11th December 2019) using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

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

SECTION 1 – Your Status

Q1. Are You...

- ☐ An individual
- ☐ A business
- ☐ Other

If business or other, please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

SECTION 2 – About the proposals

Q1. To what extent do you support the proposed pedestrian and cycle scheme improvements?

- ☐ Support
☐ Oppose
☐ No opinion

Q2. If you do not support the proposals, please tell us why. (Optional)

Q3. If you have a specific comment on any of the drawings, please state the section number that your comment refers to e.g. section 1 (please see the attached drawing index for more information)

Q4 Are there any additional comments that you would like to make about the proposal and how it might affect you?

SECTION 3: Equality Survey – (About You)

We are asking these questions as we want to make sure that we have a representative view of all persons impacted by the proposal either directly or indirectly. Please be advised that you are under no obligation to provide any responses to the below questions. All responses received will be treated in the strictest confidence. ESH & ESCC will use the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal.

Q1 Do you consider yourself?

- ☐ Male
☐ Female
☐ Prefer not to say

Q2 Which age group do you fall into?

- ☐ 16-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+
☐ Prefer not to say

Q3 On average how often do you commute without the use of private vehicles or public Transport (e.g. by bike/foot)

- ☐ 5 or more days a week
☐ 3-4 days a week
☐ 2 days a week
☐ Once a week
☐ Once a fortnight
☐ Less than once a month
☐ Never
☐ Prefer not to say

Q4 Do you have reduced mobility?

- ☐ Yes
☐ Not applicable. I do not have reduced mobility.
☐ Prefer not to say.

- ☐ If yes, is this route suitable?
☐ If yes, is this route accessible?

Do you have any additional comments relating to this? Please state them below:

Appendix B. Additional Information

Have your say on cycling and walking scheme

People are being asked to give their views on proposals to improve cycling and walking facilities in St Leonards.

East Sussex Highways has launched a consultation – including two public drop-in events – on the plans, which would affect roads running between Queensway and Sedlescombe Road South.

They include sections of shared cycling and pedestrian routes on pavements, cycle lanes on roads, upgrading pedestrian crossings and installing new road markings and signage.

The scheme is aimed at improving links between residential areas and key locations such as the town centre, seafront, employment areas and education, health and leisure facilities.

It forms part of a wider walking and cycling strategy for Hastings and St Leonards developed by East Sussex County Council and Hastings Borough Council.

An East Sussex County Council spokesman said: "Cycling and walking have huge benefits for people's health and wellbeing, as well as improving air quality and reducing carbon emissions.

"These proposals are aimed at making it easier and safer for people to choose healthier, more environmentally-friendly options for their day-to-day journeys around town.

"It's really important that we get people's feedback on the specific proposals, so we can take their views into account before formulating any final plans."

Subject to the outcome of the consultation, it's hoped work on the scheme, funded by cash from the Government's Local Growth Fund, would be completed next summer.

Residents can see the plans in person and find out more information at drop-in events at Four Courts Community Centre, in Sydney Close, on Friday, November 22 2019 from 2pm to 6pm and Saturday, November 23 2019 from 10am to 2pm.

People can also view the plans and comment before the deadline of Monday, December 11 2019 online at www.eastsussexhighways.com/consultations



Community Ad 15/11/2019 Online

Have a say on bike and walking routes

People are being asked to give their views on proposals to improve cycling and walking facilities in St Leonards.

East Sussex Highways has launched a consultation on the plans, which would affect roads running between Queensway and Sedlescombe Road South.

They include sections of shared cycling and pedestrian routes on pavements, cycle lanes on roads, upgrading pedestrian crossings and installing new road markings and signage.

The scheme is aimed at improving links between

residential areas and key locations such as the town centre, seafront, employment areas and education, health and leisure facilities. A county council spokesman said: "Cycling and walking have huge benefits for people's health and wellbeing, as well as improving air quality and reducing carbon emissions.

"These proposals are aimed at making it easier and safer for people to choose healthier, more environmentally-friendly options for their day-to-day journeys around town.

"It's really important that we get people's feedback on the specific proposals, so we can take their views into account before formulating any final plans."

Subject to the outcome of the consultation, it is hoped work would be completed next summer. People can see the plans at drop-in events at Four Courts Community Centre, in Sydney Close, on Friday, November 22 from 2pm to 6pm and Saturday, November 23 from 10am to 2pm, or online at www.eastsussexhighways.com/consultation



Plans aim to improve cycling and walking routes

Hastings and Rye Observer 15/11/2019 p.20