

PUBLIC CONSULTATION REPORT

SCH-109: London Road, Bexhill

Prepared for

East Sussex County Council (ESCC)

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East Sussex Highways
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A partnership between:

COSTAIN CH2M
Supporting East Sussex



Contents

| Section | Page |
|--|-------------|
| Acronyms and Abbreviations | vi |
| Executive Summary | 1-1 |
| Consultation Process..... | 1-2 |
| Consultation Findings | 1-3 |
| Conclusion & Next Steps..... | 1-4 |
| 1. Introduction..... | 1-5 |
| 1.1 Purpose of this Note | 1-5 |
| 1.2 Report Structure | 1-5 |
| 1.2.1 Supporting Information..... | 1-5 |
| 1.3 Project Summary | 1-5 |
| 2. About the Consultation..... | 2-8 |
| 2.1 Purpose | 2-8 |
| 2.2 Potential outcomes | 2-8 |
| 2.3 Who we consulted and when | 2-8 |
| 2.4 What we asked | 2-9 |
| 2.5 Methods of responding | 2-9 |
| 2.6 Consultation materials and publicity | 2-9 |
| 2.6.1 Website | 2-9 |
| 2.6.2 Letters..... | 2-10 |
| 2.6.3 Emails to stakeholders | 2-10 |
| 2.6.4 Press and media activity | 2-10 |
| 2.6.5 Public meetings and events | 2-10 |
| 2.7 Equalities Assessment..... | 2-10 |
| 2.8 Analysis of consultation responses..... | 2-10 |
| 3. Additional Stakeholder response..... | 3-11 |
| 3.1 Introduction | 3-11 |
| 4. About the respondents | 4-15 |
| 4.1 Introduction | 4-15 |
| 4.2 Number of respondents | 4-15 |
| 4.3 Respondent gender | 4-15 |
| 4.4 Respondent age | 4-15 |
| 4.5 Accessibility and disabilities..... | 4-16 |
| 4.6 Respondent postcodes | 4-16 |
| 4.7 Relationship between respondent and scheme area | 4-17 |
| 4.8 Summary of consultation responses..... | 4-18 |
| 5. Scheme specific consultation responses | 5-19 |
| 5.1 About this chapter..... | 5-19 |
| 5.2 Town Hall Square – Option A | 5-19 |
| 5.2.1 Scheme specific questions..... | 5-20 |
| 5.2.2 Specific Themes and Trends in the Qualitative Responses .. | 5-20 |
| 5.3 Town Hall Square – Option B | 5-24 |
| 5.3.1 Scheme specific questions..... | 5-25 |
| 5.3.2 Specific Themes and Trends in the Qualitative Responses .. | 5-25 |
| 5.4 Buckhurst Place j/w Sackville Road | 5-26 |
| 5.4.1 Scheme specific questions..... | 5-27 |

| | | |
|-----------|--|-------------|
| 5.4.2 | Specific Themes and Trends in the Qualitative Responses .. | 5-28 |
| 5.5 | Beeching j/w London Road | 5-29 |
| 5.5.1 | Scheme specific questions..... | 5-29 |
| 5.5.2 | Specific Themes and Trends in the Qualitative Responses .. | 5-30 |
| 6. | Conclusion | 6-32 |
| 6.1 | Summary | 6-32 |

Appendix(ices)

| | |
|------------|--|
| Appendix A | Preliminary cycle route design plans |
| Appendix B | Catchment areas for consultation |
| Appendix C | Consultation communication ESH Leaflet and Questionnaire |
| Appendix D | Consultation communication 'General Public Responses' |
| Appendix E | Press and media adverts |
| Appendix F | Stakeholder Engagement response report |

| | | |
|-----------|--|------|
| Table 4.1 | Survey Gender Responses | 4-15 |
| Table 4.2 | Accessibility and disabilities - Responses | 4-16 |
| Table 4.3 | Respondent postcodes | 4-17 |
| Table 4.4 | Relationship between respondent and scheme | 4-17 |
| Table 5.1 | Survey Respondent view – Town Hall Square – Option A..... | 5-20 |
| Table 5.2 | Received Feedback and ESH Response – Town Hall Square – Option A..... | 5-21 |
| Table 5.3 | Survey Respondent view – Town Hall Square – Option B..... | 5-25 |
| Table 5.4 | Received Feedback and ESH Response – Town Hall Square – Option B | 5-25 |
| Table 5.5 | Survey Respondent view – Buckhurst Place/Sackville Road junction..... | 5-27 |
| Table 5.6 | Received Feedback and ESH Response – Buckhurst Place/Sackville Road..... | 5-28 |
| Table 5.7 | Survey Respondent view – Beeching Road/London Road junction..... | 5-30 |
| Table 5.8 | Received Feedback and ESH Response –Beeching Road/London Road..... | 5-30 |
| Table 6.1 | Scheme response summary | 6-32 |

| | | |
|------------|--|------|
| Figure 1.1 | Study area | 1-6 |
| Figure 4.1 | Survey Responses – Age Range..... | 4-16 |
| Figure 4.2 | Consultation Responses by Postcode | 4-17 |
| Figure 5.1 | Town Hall Square – Option A..... | 5-19 |
| Figure 5.2 | Town Hall Square – Option B | 5-24 |
| Figure 5.3 | Buckhurst Place j/w Sackville Road..... | 5-27 |
| Figure 5.4 | Buckhurst Place j/w Sackville Road..... | 5-29 |

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| Role | Name | Signature | Date |
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ESH Approval

| Role | Name | Signature | Date |
|--------------------|-------------|--------------------|-------------------------------|
| Associate Director | A. Thompson | <i>A. Thompson</i> | 20 th January 2022 |

Acronyms and Abbreviations

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

Executive Summary

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

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

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

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

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

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

Town Hall Square

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

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

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

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

Beeching Road/London Road Junction

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

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

Buckhurst Place/Sackville Road Junction

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

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

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

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

Consultation Process

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

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

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

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

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

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

Consultation Findings

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

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

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

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

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

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

Table 1.1 Survey Responses

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

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

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

Parking

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

Congestion and Road Safety

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

Conclusion & Next Steps

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

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

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

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

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

1. Introduction

1.1 Purpose of this Note

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

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

1.2 Report Structure

This report is structured as follows;

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

1.2.1 Supporting Information

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

1.3 Project Summary

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

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

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

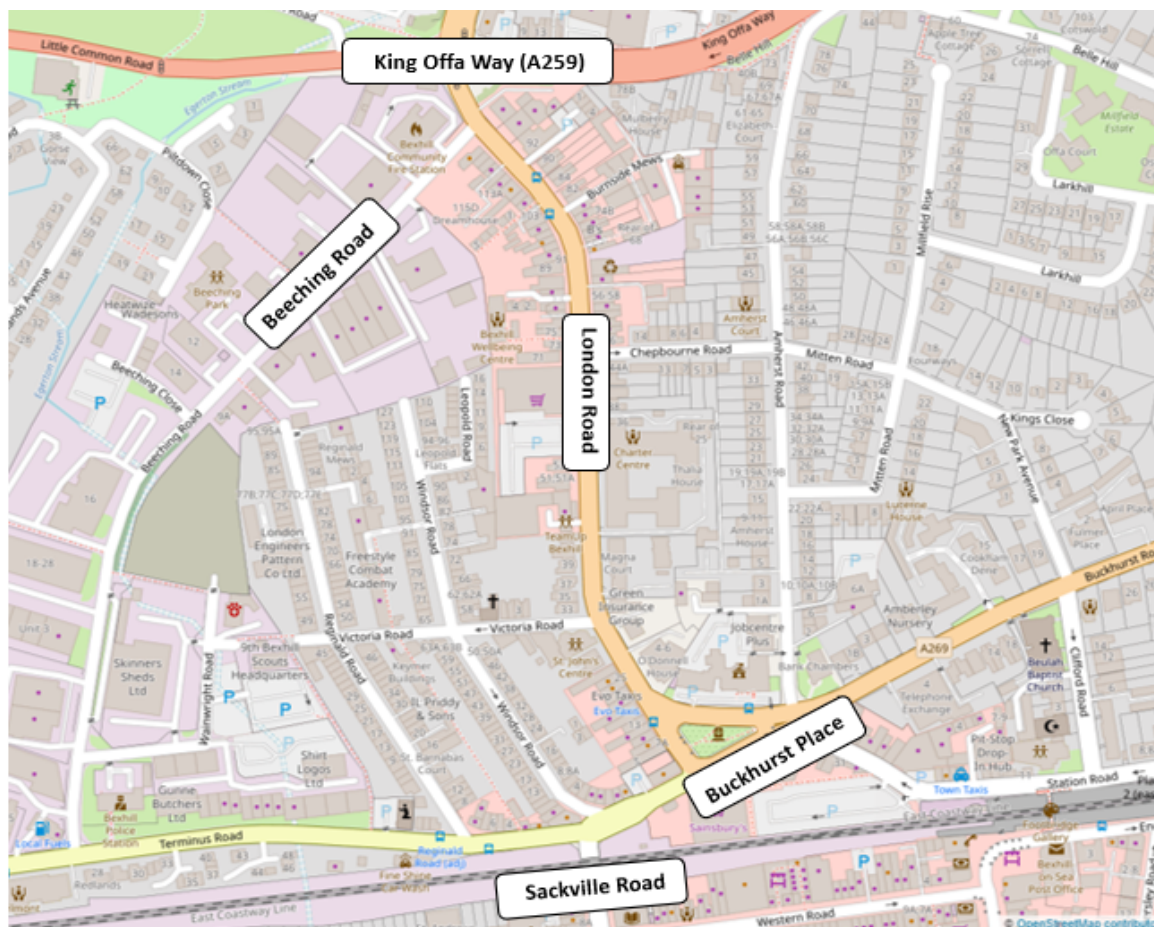
In line with the BHMAP objectives, East Sussex Highways (ESH) were commissioned by East Sussex County Council (ESCC) in conjunction with Rother District Council (RDC), to explore options to enhance the existing public realm as well as improve the current traffic management within the London Road area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

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

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

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

Figure 1.1 Study area



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

Town Hall Square

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

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

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

Beeching Road/London Road Junction

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

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

Buckhurst Place/Sackville Road Junction

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

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

2. About the Consultation

2.1 Purpose

The objectives of the consultation were as follows:

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

2.2 Potential outcomes

The potential outcomes of this consultation are:

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

2.3 Who we consulted and when

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

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

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

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

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

2.4 What we asked

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

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

2.5 Methods of responding

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

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

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

2.6 Consultation materials and publicity

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

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

2.6.1 Website

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

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

2.6.2 Letters

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

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

2.6.3 Emails to stakeholders

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

2.6.4 Press and media activity

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

2.6.5 Public meetings and events

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

2.7 Equalities Assessment

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

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

2.8 Analysis of consultation responses

All responses to the consultation have been analysed by ESH. All closed questions were reviewed, and the results tabulated and reported. All open questions, where respondents provided comments on the overall scheme or parts of it, were read and analysed in detail. Each individual comment was attributed with one or more codes according to the issues raised. This information was also analysed.

All results are reported in **Section 4** and **Section 5** of this technical note. Throughout this process we were mindful of our responsibilities under the Data Protection Act.

3. Additional Stakeholder response

3.1 Introduction

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

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

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

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

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

- *The arrangement for pedestrian safety for those wishing to cross London Road north of the Town Hall entrance needs review. Perhaps a new pedestrian crossing north of the new bus stop (eastern side) would be beneficial.*
- **ESH Response** - All design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.

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

- *We think the consultation period has been is too short, the scheme has only just been described in the local paper (Dec 3rd) leaving only five clear days for response. We suggest it be extended at least by a further week.*
- **ESH Response** – This is not correct, the consultation period began on the 17th November 2021 and finished on the 10th December 2021. Which is the recommended standard consultation period.
- **Paul Courtel, Rother District Councillor for Bexhill Central** – *“I am commenting as one of two Rother District Councillors for Bexhill Central. This is the ward in which all these proposals are located.*
 - **The Gyratory System:** *I have concerns about traffic management should the gyratory system around Memorial Gardens be terminated. There can be a considerable tailback to exit Sainsbury car park at peak times. Whilst not having access to the multi-modal traffic flow simulation, I believe that terminating the gyratory system might worsen traffic flow. This would waste the time of both residents and businesses. The increase in static traffic would increase Rother Council's carbon footprint in direct conflict with Rother Council's Climate Change objective of achieving carbon neutrality by 2030.*
 - **ESH Response** - A detailed series of traffic models and microsimulations using the software PTV Vissim (which is a multi-modal traffic flow simulation programme) has identified that network operates within capacity in all identified peak hours.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. About the respondents

4.1 Introduction

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

4.2 Number of respondents

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

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

4.3 Respondent gender

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

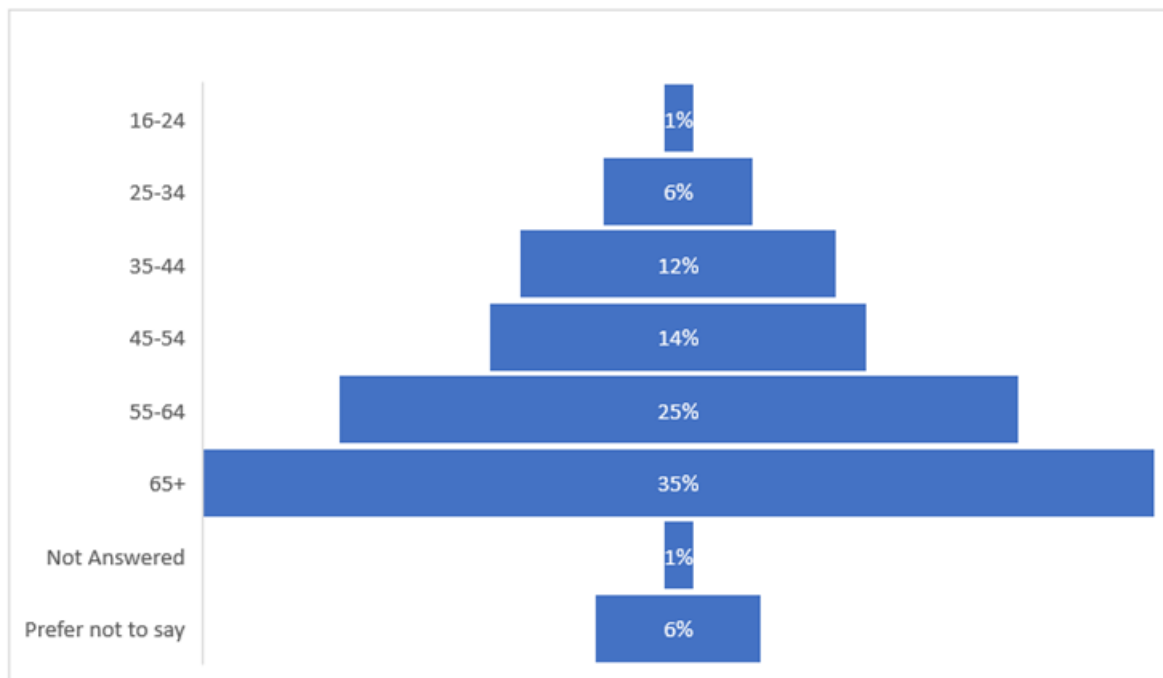
Table 4.1 Survey Gender Responses

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

4.4 Respondent age

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

Figure 4.1 Survey Responses – Age Range



4.5 Accessibility and disabilities

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

Table 4.2 Accessibility and disabilities - Responses

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

4.6 Respondent postcodes

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

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

Table 4.3 Respondent postcodes

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

Figure 4.2 Consultation Responses by Postcode



4.7 Relationship between respondent and scheme area

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

Table 4.4 Relationship between respondent and scheme

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

4.8 Summary of consultation responses

The following summarises the overview responses:

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

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

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

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

5.2.1 Scheme specific questions

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

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

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

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

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

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

5.2.2 Specific Themes and Trends in the Qualitative Responses

5.2.2.1 Issues and concerns

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

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

| Theme | Issue | ESH Response |
|-------------------------|--|--|
| Parking | <ul style="list-style-type: none"> “I am against both proposals for the Town Hall Square. Both Option A and Option B include reductions in parking bays, although the latter less so. Firstly, in doing so, I do not see how this will ‘encourage people to come to the town more often, spend more time there and help facilitate economic growth’ as is one of your primary aims. Secondly, the newly introduced parking arrangements (for which us residents now have to pay parking permits) will be compromised when the benefits of this scheme are already not greatly apparent (I still have difficulty in finding a parking space on regular occasions).” ““I have some concerns about removing so much parking Town Hall Square Option A and the knock-on effect this could have on parking in surrounding roads. Hoping that any changes see a reduction in traffic using Victoria Road & Reginald Road as a cut-through to by-pass Town Hall Square traffic. Some concerns that Option A may encourage more traffic to use side roads if queuing times at the junction are increase.” “The main problem is the reduction of parking spaces on option A. The car park where I live in Parva Court has enough people who are not residents parking there. Also, there are no street-lights to enter the side of Magna Court, London Road and I can’t see by late afternoon. “You must not lose 17 parking spaces. Parking at Town Hall Square is awful, but usually after 5 minutes you can eventually find somewhere. To reduce our current parking is madness! Since buying this flat, you have charged me residents parking”. | <p>ESCC and ESH are hopeful that with the introduction of civil parking enforcement (CPE) within the area this will indeed help improve ‘turnover’ of short-term parking spaces. With regard to long-term parking i.e., parking for residents. As is standard practise, an additional on-street parking assessment will be carried out overnight, using the ‘Lambeth methodology’.</p> <p>Overnight parking surveys are designed to capture peak resident demand for on street parking in a given area, as it is expected that the majority of local residents would be at home and parked for the night. It is envisaged that this study will be undertaken as part of the overall design process.</p> <p>As highlighted within a previous response, this design option looks at proposing a total of around 17 general parking bays, therefore there will be a loss of around 17 parking spaces (50%). In addition, signage will be provided in order to promote the Wainwright Road Car Park (80 spaces) which is located roughly 370 meters away. A distance that is in accordance with DfT guidance as a 400-meter distance is defined as ‘walkable’, thus being about a five-minute walk for most people.</p> <p>In addition to the above the recent introduction of civil parking enforcement (CPE) within the area has enhanced the level of parking enforcement, which in turn will help improve ‘turnover’ of short-term parking spaces.</p> |
| Disabled Parking | <ul style="list-style-type: none"> “Would there be any parking for disabled motorists? There are residents that live around the square and businesses that work hard to get trade, seems that the parking will be extremely limited for these people. The businesses have had it hard enough without people stopping using them because there is no parking. We use the cafe almost every day and need to park near as my husband is disabled.” | <p>Currently the parking provision has not be determined as of yet. The allocation of disabled bays will be investigated further during the later design stages.</p> |
| Traffic Impact | <ul style="list-style-type: none"> “Option A seems like a large waste; I think it would cause more traffic congestion.” “I feel Option A at the bottom of London Road will lead to queuing traffic back up London Road, whereas the current gyratory system works well to maintain traffic flow.” “Surely the money could be spent actually getting lights in to see than changing what already works. It’s the London Road traffic lights at the A259 that’s the issue. Also there needs to be some sort of pedestrian crossing at the bottom of London Road. My aged mother and I struggle constantly to cross.” | <p>As part of the feasibility design process a number of specific checks/tests are required. Once, such check involves traffic modelling/simulation. This was undertaken using the design software PTV Vissim.</p> <p>Output files show that this design option put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.</p> <p>With regard to the London Road traffic lights at the A259 a high-profile traffic model has been developed and has tested a number of specific scenarios involving proposed layouts and how they would function. The layout put forward</p> |

SCH-109: LONDON ROAD, BEXHILL

| | | |
|---------------------------|---|--|
| | <ul style="list-style-type: none"> <i>You should make the London Rd North junction with Beeching Road and London Road ONE Way gyratory road; Cars would enter onto London Rd towards Bexhill Centre turning onto Buckhurst Rd and continuing onto Terminus Rd before turning onto Beeching Rd and back to the junction at the northern end of London Rd. Obviously amendments would need to be made at Sackville Rd and Buckhurst Rd Reginald Rd Victoria Rd junctions. This would bring into play Wainwright Rd car park and extra parking along one side of London Rd and would mean traffic flow was better.</i> <i>"I feel that Option A for Town Hall Square would interfere with through traffic to the primary school and access to Sainsbury's from that end of town. A possible bottle neck on school day drop off and pick up times".</i> | <p>address all current congestion and static traffic during both normal and peak hours.</p> <p>It should also be noted that illustrated upon the drawing above there are pedestrian crossing facilities provided on Buckhurst Place, with additional dropped kerb crossing facilities also provided on London Road in order to help navigate people safety within the area.</p> <p>A number of design options have been investigated, including that of making London Road one-way. Sadly, the one-way arrangement wasn't taken forward with regard to a number of specific concerns. This involved access to current bus stops and the rerouting of a number of services all of which would not deem viable. In addition to this, traffic simulations using modelling software also confirmed that traffic would unfortunately cause local traffic congestion of neighbouring streets, i.e., Beeching Road as well cause long delay and delay times when trying to navigate onto the A259 King Offa Way.</p> <p>Discussions have already taken place with National Highways with regard to the proposed traffic modelling with the current layouts put forward as part of this consultation offering the best solution in terms of network operation.</p> <p>Additional traffic modelling will be undertaken post the pandemic (COVID-19) in order to see how traffic patterns have changed and if traffic and active travel flows have been reduced as result.</p> |
| Public Realm | <ul style="list-style-type: none"> <i>"Option A will destroy a beautiful area that many use. Whilst road traffic is higher and needs to be better organised, I don't agree with ruining this beautiful, historical, widely pictured area of Bexhill Town. We must keep our history and beauty alive in the town."</i> <i>"Whilst I welcome Option A, I personally do not think the larger public space will be utilised to full potential people will amble to the seafront. I don't feel it would encourage more people into the town, but the traffic definitely wins out."</i> | <p>ESH envisage that these design proposals will indeed highlight the attractiveness of the area. Discussions have taken place between ESH and Rother District Council (RDC) Parks Development Officer, RDC Conservation Officer and ESCC Landscape Architect with regard to the landscaping options that have been implemented on the proposed plans.</p> |
| Bus Infrastructure | <ul style="list-style-type: none"> <i>"Re-existing bus stop outside Town Hall, this is often used as a coach or minibus pick up & drop off point for holiday companies. Space for a coach to stop for a short period (10 minutes maximum) needs to be retained or built into new priority junction design. Make sure new road surfacing is robust and very long lasting."</i> <i>I think it's imperative that the bus stop outside the Town Hall is moved -due to it being very stressful and potentially dangerous when crossing from Amherst Road to Sainsbury etc.</i> <i>When buses are parked there, it is impossible to see the oncoming traffic without walking into the road -and as you are probably aware the traffic is very fast there - some buses stay in situ for a considerable time - and so it's not just a matter of waiting patiently for the buses to move.</i> | <p>Discussions have already taken place with John Stockdale (Planning Manager for National Express) with regard to the above design. From these discussions it was confirmed that should the gyratory be removed, then Service 023 could alternatively approach via Beeching Road and Terminus Road, serve the bus stop on the west side of Memorial Gardens and then depart via London Road. National Express have also confirmed that an alternative location would be that of the Marina outside the De La Warr Pavilion.</p> <p>As mentioned previously, all design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.</p> |

| | | |
|---|--|---|
| | <ul style="list-style-type: none"> <i>This doesn't just affect people living in Amherst Road and London Road - it also affects people who walk down from the other side of the A259. I would add that there are also people who have to use motorised disability scooters or walking frames who currently have a challenging time crossing when there is a bus parked outside the town hall and with the oncoming traffic moving too quickly".</i> | |
| Electric Vehicle Charging Points | <ul style="list-style-type: none"> <i>"While changing the infrastructure please consider electric vehicle charging points".</i> | The provision regarding electric vehicle charging points will be undertaken during the later stages of the design process. |
| Highway Maintenance | <ul style="list-style-type: none"> <i>"I would prefer to see the money spent on repair of the potholes and poor road and pavement surfaces, before any money is spent on enhancement".</i> <i>"Instead of causing mayhem, the money should be used to upgrade pavements in and around the town and our roads are an appalling mess with so many pothole".</i> | <p>All maintenance concerns regarding Bexhill or East Sussex that you may cycle, walk, or drive and believe require repair can be raised via the East Sussex Highways website: www.eastsussexhighways.com.</p> <p>Once your comments are logged, a steward will be tasked with inspecting the site and will provide feedback to you via a customer service team. Alternatively, you can contact East Sussex Highways via phone on 0845 608 0193.</p> |
| Cycling Infrastructure | <ul style="list-style-type: none"> <i>"No cycle facilities, contrary to LTN 1/20?"</i> | <p>It should be noted that ESCC is developing a range of schemes across the county that aim to create safer, more sustainable communities, and align with the Government's commitment to encouraging more active travel. One of which involves looking to take forward a new cycling and walking route within Bexhill which will extend and improve the current network in the town.</p> <p>The proposed route was identified through work carried out for ESCC's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport. Therefore, further comments regarding cycling within Bexhill should be reviewed in accordance with the information provided as part of the Bexhill Cycle Route consultation.</p> |
| 20-mph Zone | <ul style="list-style-type: none"> <i>"OPTION 'A' has a great deal of merit in overall traffic flow and speed calming. However, without seeing the results of your traffic volume modelling it is difficult to believe that the flow on London Road in a southerly direction will not overwhelm its junction with Buckhurst Place without some form of additional traffic light control at this point. The addition of a raised platform Zebra Crossing on London Road to the North of Buckhurst Place, as is proposed in Option 'B' may help with such congestion. The whole of the Town Centre requires implementation of a 20-mph speed zone".</i> | With regard to a 20-mph speed zone, further investigation can be undertaken if warranted, however it should be noted that London Road and the surrounding highway network does operate well within the current speed limits and that if further confirmed by the number of accidents that have occurred as a result of vehicles travelling at high speeds. |

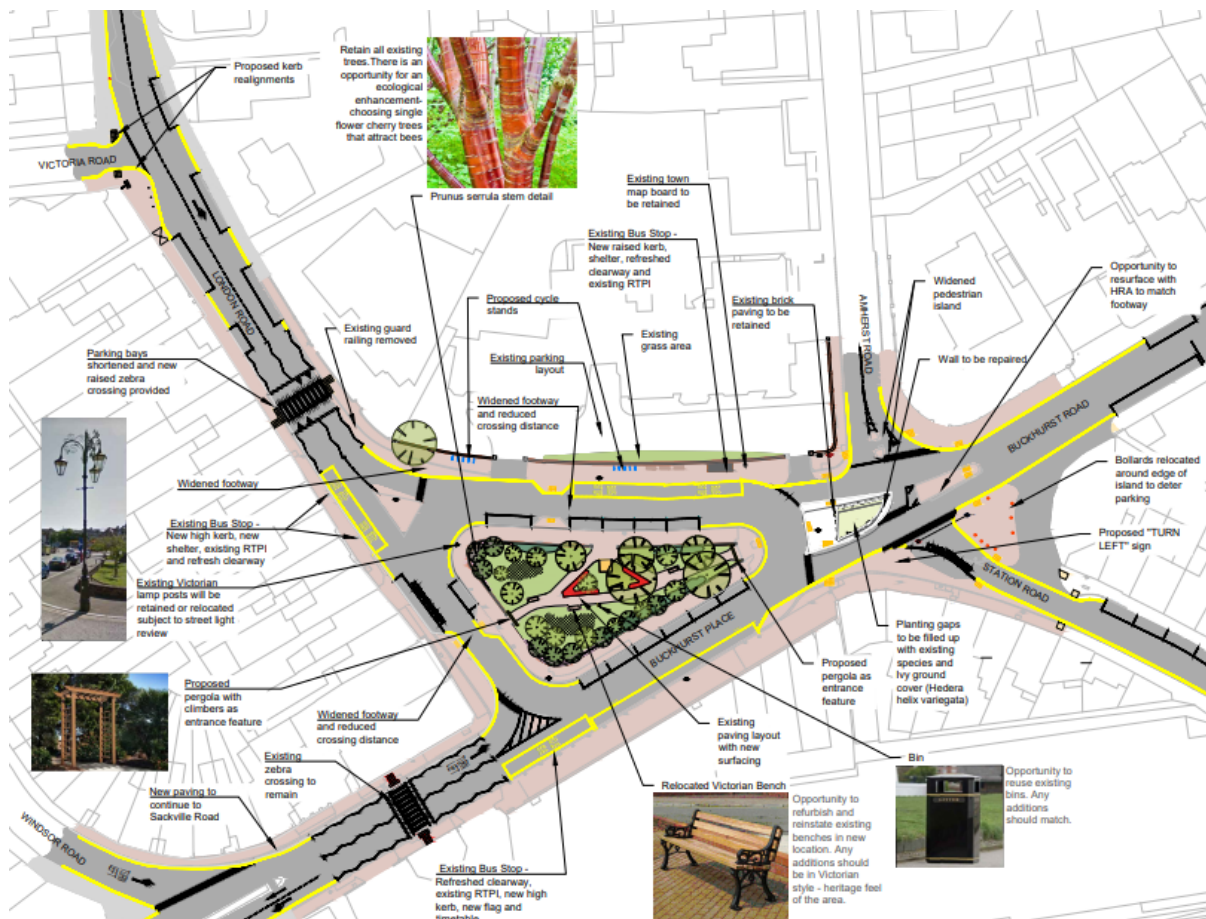
5.3 Town Hall Square – Option B

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

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

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

Figure 5.2 Town Hall Square – Option B



5.3.1 Scheme specific questions

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

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

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

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

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

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

5.3.2 Specific Themes and Trends in the Qualitative Responses

5.3.2.1 Issues & concerns

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

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

| Theme | Issue | ESH Response |
|---------------------|---|--|
| Public Realm | <ul style="list-style-type: none"> “Option B would not be of benefit. Having Zebra crossings so close to junctions is dangerous.” The gyratory is a person unfriendly and old-fashioned traffic dominated system. Option B seems like a waste of money, with little benefit”. “Option B Town Hall Square is preferable, in my opinion, to Option A which seems to be considerably reducing the number of parking spaces, thus creating more difficulties for local residents, as well as a number of the taxi spaces. Option B just seems to be a better and nicer plan overall” Option B is the only option I would support but mainly for another crossing point. The addition of pergolas in the Town Hall Square garden is cosmetic and not required in my view.” | <p>The proposed design option put forward, introduces a new zebra crossing at the southern end of London Road. This is currently proposed as a raised zebra crossing to help reduce speeds. Kerb works around the junctions will help to slow down traffic and reduced crossing distances will allow pedestrians to cross more safely. The bus stops will be upgraded, and cycle parking facilities will be provided, therefore providing an overall benefit to the area.</p> <p>The above-mentioned crossing has been designed using that of DfT Local Transport Note 1/95 ‘The Assessment of Pedestrian Crossing’. In addition to the design guidance used, the design has also been audited by an independent Road Safety Team to which all design matters were addressed before going to both stakeholder and general public consultation.</p> |

| | | |
|-----------------------------|--|--|
| Cycle Infrastructure | <ul style="list-style-type: none"> “Cyclists have clearly not been considered in the road layout of either scheme. Both schemes require dedicated cycle lanes which have physical separation from motor traffic”. | <p>It should be noted that ESCC is developing a range of schemes across the county that aim to create safer, more sustainable communities, and align with the Government's commitment to encouraging more active travel. One of which involves looking to take forward a new cycling and walking route within Bexhill which will extend and improve the current network in the town.</p> <p>The proposed route was identified through work carried out for ESCC's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.</p> <p>Therefore, further comments regarding cycling within Bexhill should be reviewed in accordance with the information provided as part of the Bexhill Cycle Route consultation.</p> |
| Traffic Impact | <ul style="list-style-type: none"> “The problem with Option B is the possibility of blocking traffic in Town Hall Square when the zebra crossing is being used”. | <p>As part of the feasibility design process a number of specific checks/tests are required. Once, such check involves traffic modelling/simulation. This was undertaken using the design software PTV Vissim. Output files show that this design option put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.</p> |

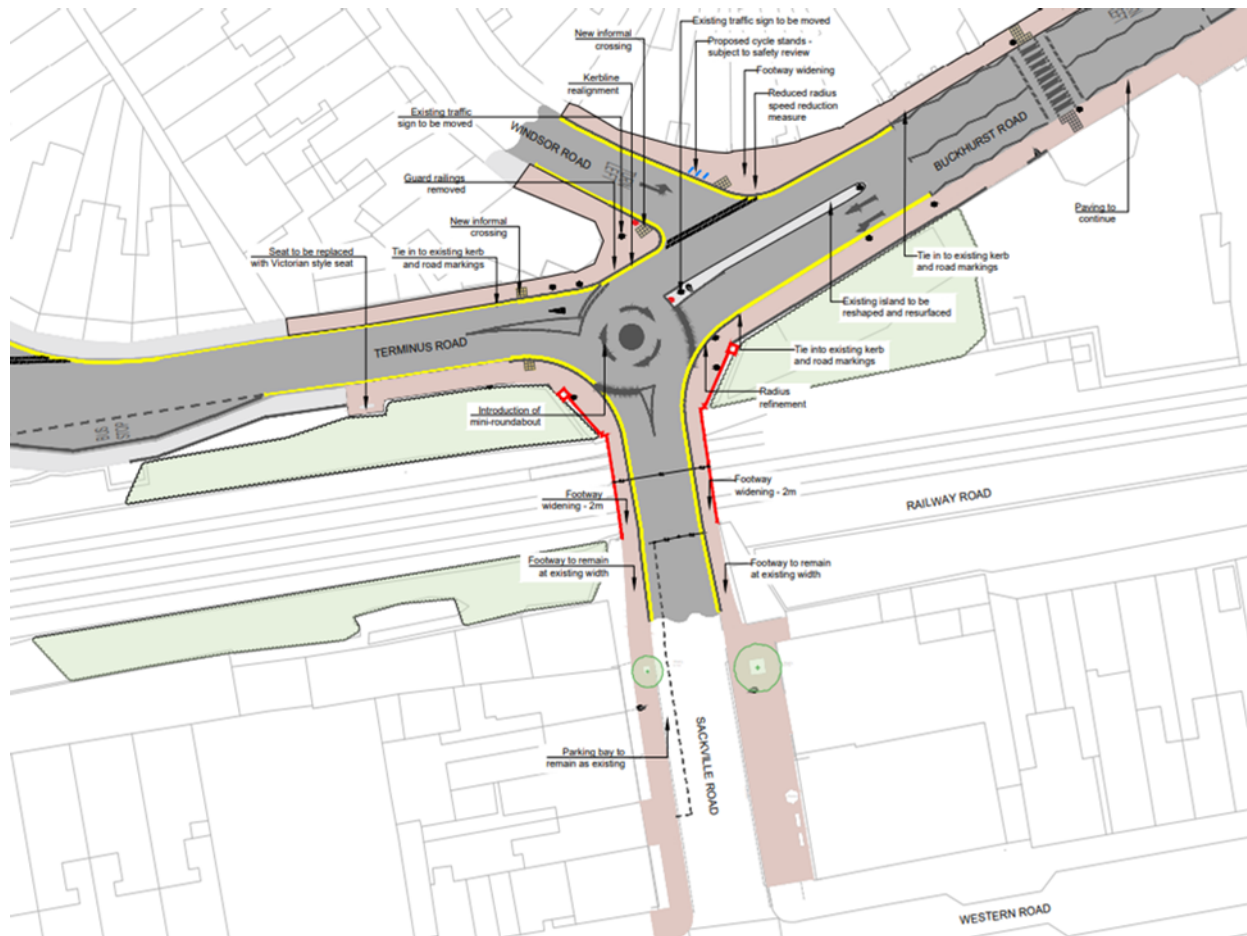
5.4 Buckhurst Place j/w Sackville Road

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

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

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

Figure 5.3 Buckhurst Place j/w Sackville Road



5.4.1 Scheme specific questions

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

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

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

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

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

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

5.4.2 Specific Themes and Trends in the Qualitative Responses

5.4.2.1 Issues & concerns

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

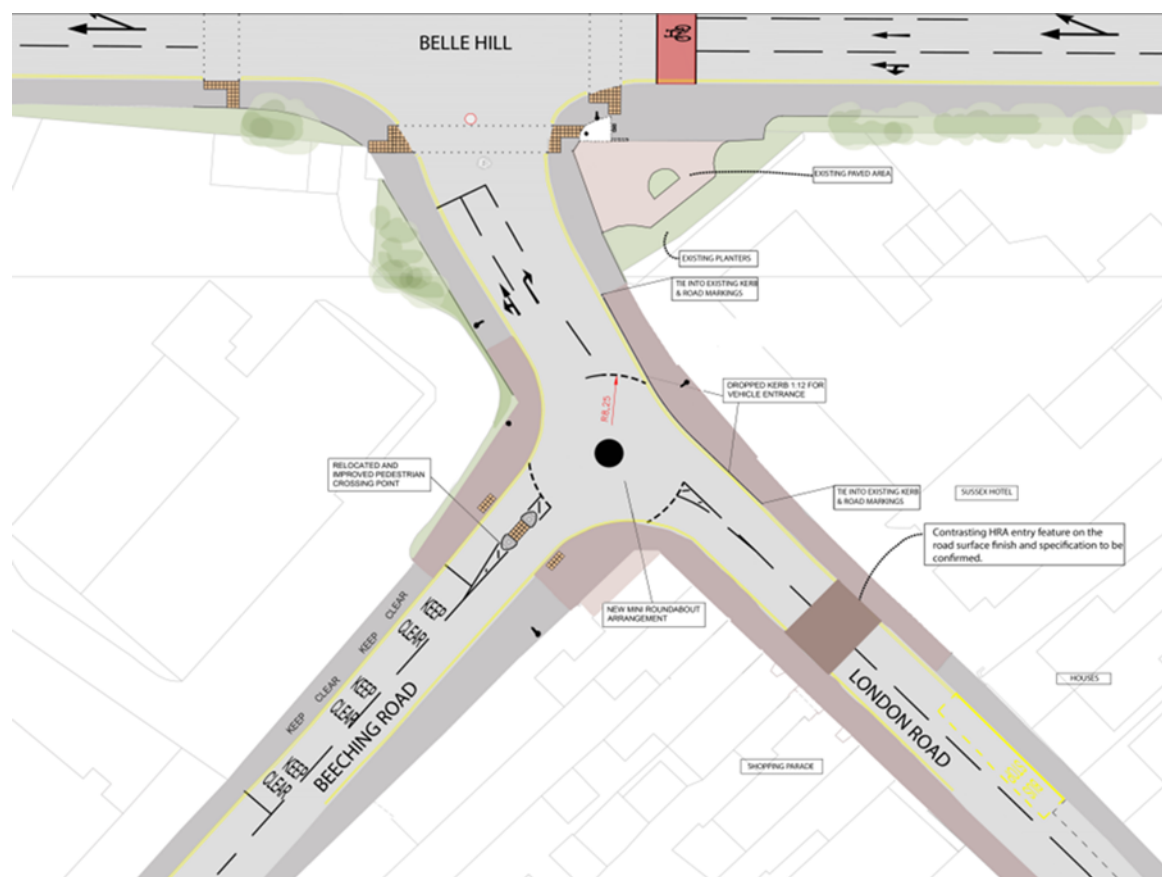
Table 5.6 Received Feedback and ESH Response – Buckhurst Place/Sackville Road

| Theme | Issue | ESH Response |
|----------------|---|---|
| Vehicle Speeds | <ul style="list-style-type: none"> "I would be concerned that the direct route through from Buckhurst Road towards Terminus Road would encourage higher speeds and a new 20mph zone in this area might be a further enhancement." | <p>As part of the overall study process, Personal Injury Collision data and vehicle speed data was collected during feasibility stage of the project. To determine if there is an existing problem of vehicles exceeding the speed limit, a traffic speed survey was commissioned and undertaken by ESCC between Wednesday 13th June till Saturday 23rd June 2018. The survey was conducted using technical guidance of DMRB TA 22/81 'Vehicle Speed Measurement on All Purpose Roads'. From the datasets collected, the mean vehicle speed was found to be in accordance with that of the 'Mean Speed'.</p> <p>It should be noted that term "mean speed" is a statistical reference and to avoid being over technical, the term "average speed" is used instead. Hence, it is safe to say that the study area does not suffer from high vehicle speeds and as a result the current configuration put forward is therefore sufficient.</p> <p>However, should further funding become available then a study could be commissioned in the future if warranted.</p> |
| Public Realm | <ul style="list-style-type: none"> "Buckhurst Place area for mini roundabout is too small regardless of changes to footpaths and will promote more assertive attempts by drivers to get priority to turn. Just change signs to remind give way to right. Pavement alterations, no views apart from it looks like concrete city in Buckhurst Place, so if you widen the footpaths concentrate on wheelchair users/those that have buggies and partially sighted then think green i.e., flower planters or grass in middle reservation." | <p>The scheme itself comprised of a brief from ESCC and RDC that looked at improving the current public realm, refining traffic circulation and improving pedestrian safety along Sackville Road, especially underneath the railway bridge given the very narrow footway widths. The proposed scheme achieves all of the above.</p> <p>In addition to the roundabout size, all design options presented within this package of works have been designed in accordance with the relevant design specifications as per Department for Transport (DfT) and Design Manual for Roads & Bridges (DMRB) guidance. In addition, all design options have also been audited by an independent road safety engineer as part of the RSA Stage 1 process.</p> |
| Traffic Impact | <ul style="list-style-type: none"> "The existing traffic flow round Town Hall Square has worked and will continue to EFFICIENTLY control the movement of traffic for years to come without the need to spend millions of pounds for the sake of change's sake. There is as such an imaginary roundabout already at the Sackville Road junction, so why spend so much revenue on a roundabout. The existing system works perfectly well when the highway code is implemented". | <p>Unfortunately, this is not the case, the proposed design incorporates a mini roundabout at this junction in order to improve the traffic management arrangements in this location given the current poor road marking and infrastructure that is located here presently. This proposed roundabout arrangement will help navigate visitors and local residents' safety within this junction.</p> |

5.5 Beeching j/w London Road

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

Figure 5.4 Buckhurst Place j/w Sackville Road



5.5.1 Scheme specific questions

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

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

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

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

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

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

5.5.2 Specific Themes and Trends in the Qualitative Responses

5.5.2.1 Issues & concerns

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

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

| Theme | Issue | ESH Response |
|-----------------------|--|---|
| Traffic Impact | <ul style="list-style-type: none"> “Using the roundabout system at London Road/ Beeching Road will reduce the cars on the A259 junction but increase the queue of traffic travelling past Aldi towards the A259” “A roundabout at Beeching Road/ London Road would be a waste of taxpayers’ funds, it would not improve any traffic coming down London Road during peak times as those waiting on Beeching Road would still have to give away to them as they would be coming from their right, would make no difference” “Removal of the existing yellow box would mean that northbound traffic could enter the roundabout blocking right turn traffic from Beeching Road without penalty. Entering the box junction carries a penalty which deters blocking the junction.” “This could impact the fire brigade access to right turns” “London Road/Beeching Road certainly needs improvement, especially for vehicles coming out of Beeching Road onto London Road. Is a roundabout the best idea? Has the current traffic light system been looked at? Perhaps incorporating a second sets of lights by the blue anchor fish and chip shop to stop London Road traffic a bit sooner and allowing Beeching Road traffic out?” “Beeching Road junction needs improvement so people who want to turn right and left can both queue. Roundabouts good idea but often people | <p>The proposed design option has been modelled using a number of specific junction testing programmes. The results of which have demonstrated that the proposed layout will provide less congestion and improve vehicle movability at the London Road junction with Beeching Road</p> <p>In addition, dialogue with Highways England (now known as National Highways) has been ongoing as part of the design/modelling process. In March 2021 National Highways approved the modelling work which confirmed that the proposed mini roundabout option would not contribute to additional congestion/traffic flow as result.</p> <p>But will indeed show a reduction in both journey times and delay when compared to the current priority junction configuration.</p> <p>As part of the feasibility design process a number of specific checks/tests are required. One such method, includes that of a Road Safety Audit (RSA Stage 1). This has been undertaken by an independent road safety engineer that has reviewed the proposed design option and has confirmed that this has been designed in accordance with the relevant design specifications as per Department for Transport (DfT) as is indeed acceptable.</p> |

| | | |
|--------------------|---|--|
| | <p><i>turning left to join traffic lights hold those wanting to turn right! Don't think your solution will fix it"</i></p> <ul style="list-style-type: none"> • <i>"Mini roundabouts at sections where the road junctions are far too small currently make no sense, unless wholesale major changes involving removal of properties to facilitate proper roundabout. That said the existing junctions are no issues at all. they merely become busy at peak travelling times that soon dissipates"</i> • <i>"I agree that there is a need for some improvement at the Beeching Road/London Road junction but not convinced that a roundabout would be the answer due to the inability of a lot of drivers to fully observe the rules regarding right of way. Perhaps additional traffic lights controlling northbound traffic up London Road"</i> | |
| Urban Realm | <ul style="list-style-type: none"> • <i>"A mini roundabout at the Beeching road junction really isn't enough. The amount of Lorry traffic that will have to navigate that would surely hold up traffic. The parking on London road (from Beeching road to Aldi) needs looking at. The road is tight, and cars are always double parked. That part of the road and some of the parade of shops is an eyesore. The scrap metal place looks awful. Visitors to the town will use this route into Bexhill and London road is the first thing they see; and the impression it gives, is not a good one."</i> | <p>The scheme is limited to the improvement of Beeching Road junction only. The comments regarding the urban realm in this location are noted.</p> <p>The introduction of civil parking enforcement (CPE) along London Road should provide the opportunity to reduce the incidences of double parking. This issue has been noted and passed onto the CPE team for monitoring</p> |

6. Conclusion

6.1 Summary

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

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

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

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

Table 6.1 Scheme response summary

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

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

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

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

SCH-109: London Road, Bexhill Stakeholder Engagement Process

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PREPARED BY: Katerina Gida (ESH)
DATE: 25th October 2021
PROJECT NUMBER: B23738PG
TECHNICAL NOTE: 01-Rev C
APPROVED BY: Andy Mileham (ESH)

Introduction

1.1 Purpose of this Note

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

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

1.2 Report Structure

TN01 is based upon the following sections.

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

Supporting Information:

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

1.3 Project Summary

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

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

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

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

Figure 1.1
Study Area



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

Town Hall Square

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

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

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

Beeching Road/London Road Junction

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

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

Buckhurst Place/Sackville Road Junction

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

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

Stakeholder Engagement Process

2.0 Methodology

The main focus of stakeholder engagement for this Project was to

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

2.1 Feedback Analysis

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

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

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

Stakeholder Feedback Responses

3.0 Feedback Received

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

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

Table 1.1.

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

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

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

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

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

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

Town Hall Square

Option A - Removal of gyratory system around Memorial Gardens

Issues/Concerns

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

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

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

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

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

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

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

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

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

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

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

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

Support/Agreement

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

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

Issues/Concerns

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

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

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

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

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

Support/Agreement

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

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

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

Issues/Concerns

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

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

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

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

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

Buckhurst Place/Sackville Road Junction - Mini-roundabout Design Option

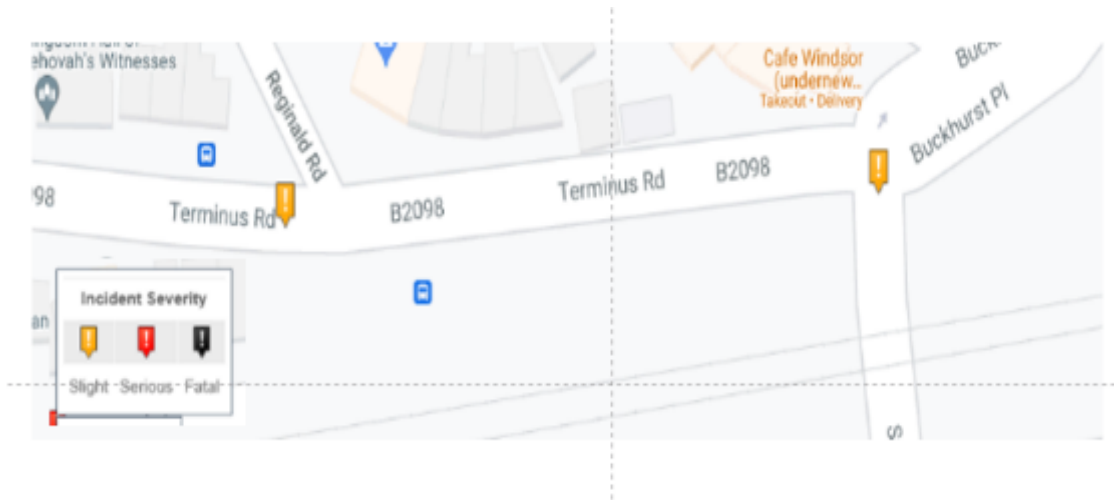
Issues/Concerns

- Can the scheme not include a pedestrian crossing on Terminus Road to enable pedestrians who want to access Wainwright Road Car Park a safer crossing route?
- ESH Highways – The scheme itself comprised of a brief from ESCC and RDC that looked at improving the current public realm, refining traffic circulation and improving pedestrian safety along Sackville Road, especially underneath the railway bridge given the very narrow footway widths. The proposed scheme does incorporate a set of dropped kerbs at both Terminus Road and Windsor Road therefore improving the main pedestrian desire line to the town centre and the railway station.

Nevertheless, should further funding become available and if a crossing route is deemed warranted in terms of number of people crossing or pedestrian safety then a study could be commissioned.

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

Figure 1 – Accident Location Plan (2020-2015)



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

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

Table 1 - Recorded Speed (Mph)

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

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

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

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

4.0 Next Steps

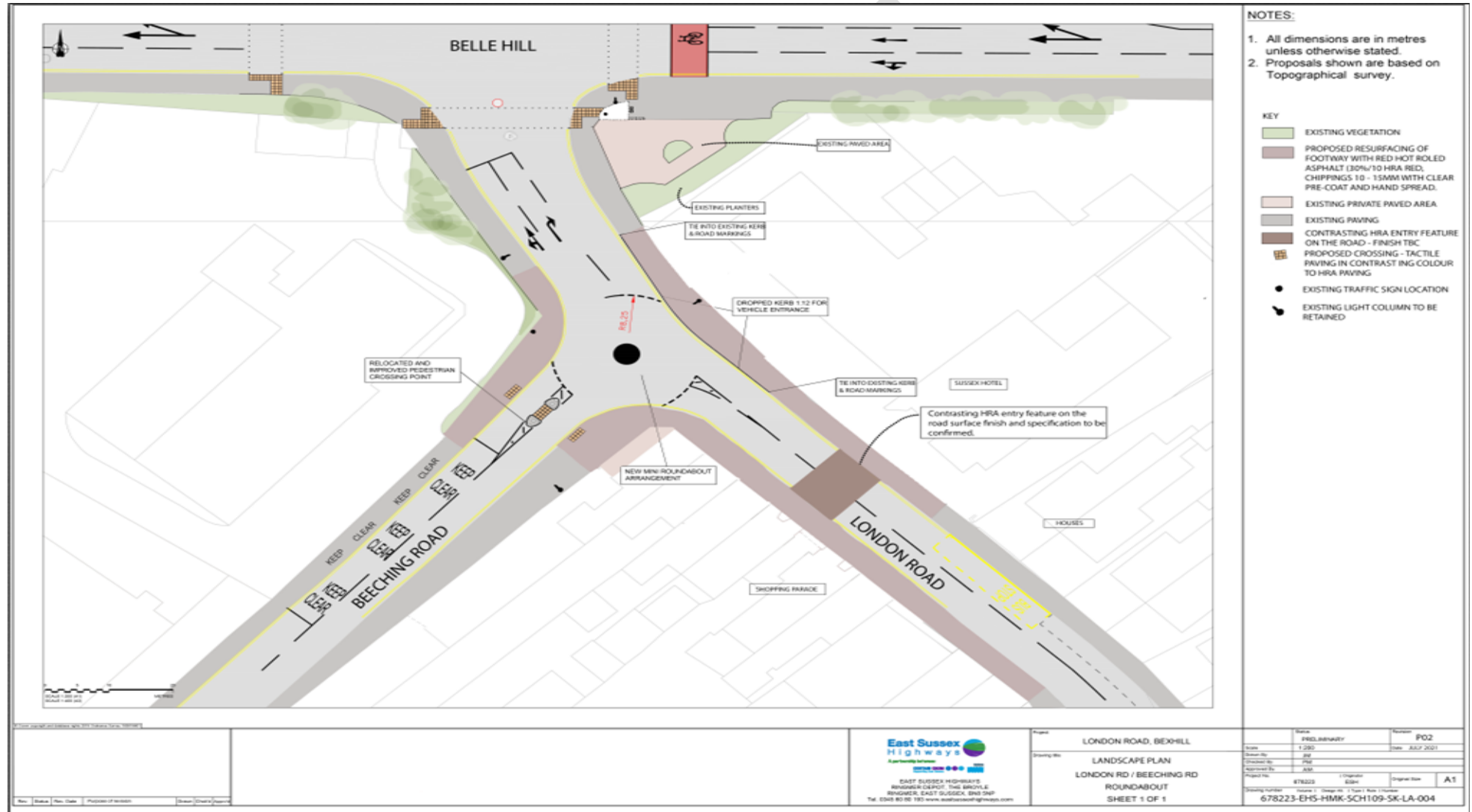
This report provides a detailed analysis of the feedback received during the stakeholder engagement. The next step will be sharing the design proposal to the general public via consultation later during the year. This report however will be circulated to the project and design teams in order to inform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

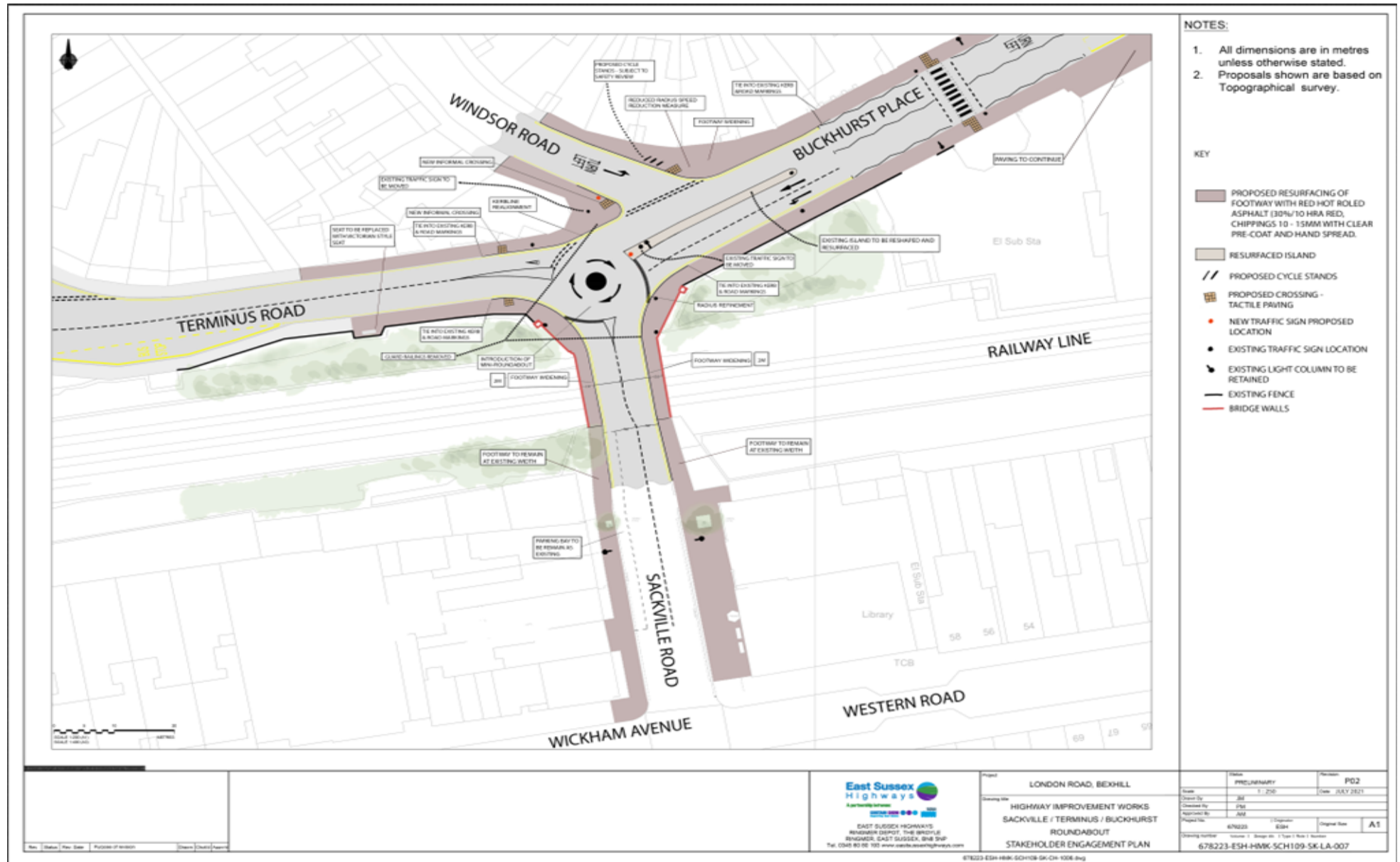
Appendices

Appendix A

Proposed Design Schemes

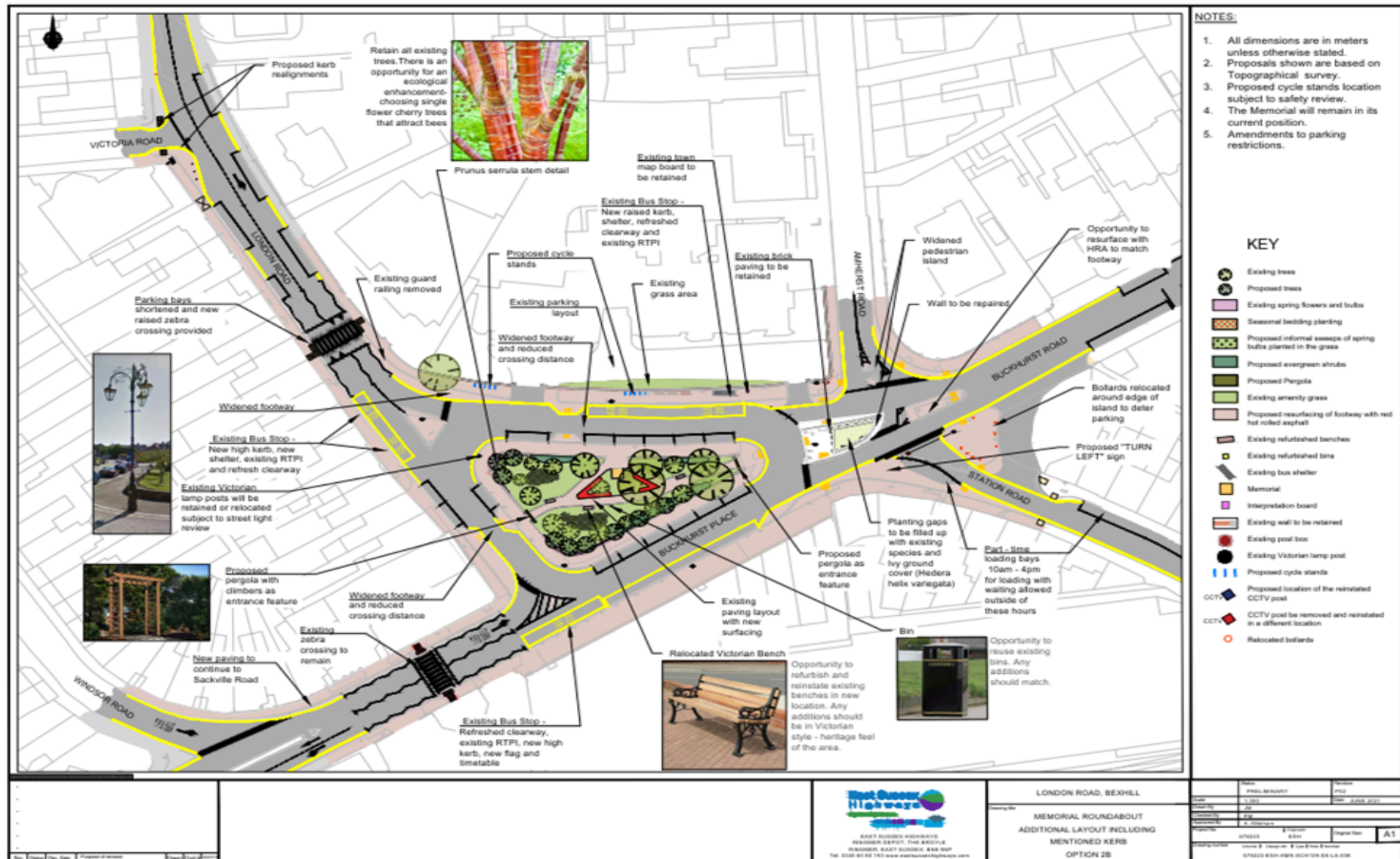
MEMORANDUM







MEMORANDUM



Appendix B

Stakeholder Consultation List

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

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

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

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

Appendix C

Engagement Communications - ESH Email

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

Attachments: 687223-ESH-HMK-SCH109-SK-LA-004.pdf; 687223-ESH-HMK-SCH109-SK-LA-007.extended to Wickham Avenue.pdf; working doc A2 – PREFERRED OPTION – stakeholder drawing – Layout 1.pdf; working doc B2 PREFERRED OPTION – additional layout that includes mentioned kerb.pdf

Importance: High

Sensitivity: Confidential

Sensitivity: Confidential

Dear Sir or Madam,

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

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

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

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

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

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

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

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

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

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

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

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

Kind Regards

Andy Mileham

Customer Contact Centre | East Sussex Highways

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

Website: www.eastsussexhighways.com

Appendix D

Engagement Communications

Stakeholder Responses

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

Sent: 29/07/2021 14:34

To: customer@eastsussexhighways.com

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

Good afternoon.

Thank you for consulting with Sussex Police on these proposals.

Option A.

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

Option B

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

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

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

Those are my initial thoughts. Always happy to discuss.

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

Thank you

Chris Cannon

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

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

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

Christopher.Cannon@surrey.pnn.police.uk

Mobile: 07967987390

Roads Policing Unit, Fosterdown, Godstone, Surrey, RH9 8BQ
www.surrey.police.uk

From: Virginia Pullan [virginia.pullan@eastsussex.gov.uk]
Sent: 20/08/2021 13:50
To: customer@eastsussexhighways.com
Subject: London Road, Bexhill – Traffic Management & Public Realm Consultation

Dear Andy,

Have the following comments on the consultation.

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

Regards,

Virginia

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

From: David Beales [planning@bexhillheritage.org.uk]
Sent: 24/08/2021 12:13
To: customer@eastsussexhighways.com
Cc: committee@bexhillheritage.org.uk
Subject: London Road, Town Hall Sq. Bexhill, Traffic Management & Public Realm consultation.

Good morning Mr Mileham,

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

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

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

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

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

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

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

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

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

Sent: 25/08/2021 09:43

To: customer@eastsussexhighways.com

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

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

For the attention of Andy Mileham

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

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

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

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

Best Wishes

Cllr Christine Bayliss

Councillor Christine Bayliss

Bexhill Central Ward

Chair of Bexhill Town Centre Steering Group

01424 218250 / 07904 953255

Twitter @bayliss4rother

Facebook <https://www.facebook.com/BexhillCampaigns/>

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

Sent: 02/08/2021 11:54

To: customer@eastsussexhighways.com

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

Hi

Many thanks for the opportunity to comment.

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

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

Happy to engage further if appropriate.

Many thanks

James

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

Contracts Management | Communities, Economy & Transport Department

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

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

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

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

Sent: 03 September 2021 08:15

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

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

Hi Debbie

Thanks for chasing me on this.

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

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

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

Thanks again
Neil

Neil Maguire
Senior Technical Officer
Transport Hub

Mobile: 07966 103643 | Team: 01273 335080
Team email: passenger.transport@eastsussex.gov.uk

eastsussex.gov.uk



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

Sent: 03 August 2021 12:08

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

Cc: John Pugh <John.Pugh@stagecoachbus.com>

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

Hi Neil,

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

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

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

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

Cheers.

Dimitri Bridgland

Network Planning Manager Stagecoach South East

T: 01227 828104

From: Bexhill Community Bus <info@bexhillcommunitybus.co.uk>
Sent: 07 September 2021 11:27
To: Deborah Parker <Deborah.Parker@eastsussex.gov.uk>
Subject: Re: London Road highway proposals consultation

Deborah

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

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

We would object to this roadway being closed to traffic.

Thank You,

Stuart Hardie
Managing Director
Bexhill Community Bus

From: Deborah Parker
Sent: Monday, September 6, 2021 8:52 AM
To: info@bexhillcommunitybus.co.uk
Subject: London Road highway proposals consultation

Dear Sir/Madam,

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

Kind regards,

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

01273 336685 |
eastsussex.gov.uk

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



From: Bexhill-on-Sea Town Council
To: <customer@eastsussexhighways.com>
Subject: Response from Bexhill-on-Sea Town Council

Dear sirs,

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

TO CONSIDER STAKEHOLDER RESPONSE TO TRAFFIC MANAGEMENT AND PUBLIC REALM CONSULTATION

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

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

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

Investigate resident parking bays in Sainsbury's car park.

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

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

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

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

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

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

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

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

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

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

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

Support this route.

Regards,

Julie

Julie Miller

Town Clerk to Bexhill-on-Sea Town Council

07769 254176

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Appendix E

Amended Scheme Designs - Stakeholder Feedback