

Key Stakeholder Engagement – Eastbourne Cycle Routes

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1 Introduction

1.1 Purpose of this Note

This Technical Note (TN01) sets out a comprehensive record, along with the approach and assumptions, of East Sussex Highways (ESH) combined key stakeholder engagement for five proposed cycle routes in Eastbourne:

- Horsey Way Phase 1b cycle route
- Eastbourne Town Centre cycle route
- Stone Cross to Royal Parade cycle route
- Willingdon Drove cycle route
- Langney Rise cycle route

It should be noted that these design proposals were subsequently subject to a combined public consultation for all five schemes in August/September 2021 and are anticipated to be implemented over the next two to three years.

1.2 Report Structure

This technical note is based upon the following sections.

- Section 1 - Introduces the project and its current stage of development.
- Section 2 - Describes the key stakeholder engagement approach for the proposed schemes. This engagement process identifies the different groups engaged as well as requesting technical input and suggestions.
- Section 3 - Outlines the engagement to date to detail who we have engaged so far on the project and how we have considered their feedback, analysed it and responded to them.

Supporting Information:

- Appendix A - Preliminary Cycle Route Design Plans
- Appendix B - Stakeholder Consultation List
- Appendix C - Engagement Communications 'ESH Email Template'
- Appendix D - Engagement Communications 'Stakeholder Responses'

1.3 Project Summary

ESH were commissioned by East Sussex County Council (ESCC) to develop five new cycle routes in Eastbourne, which looked at extending and improving the current cycle network within the town.

These proposed routes were identified either through the Eastbourne Cycling Strategy jointly developed by the County Council and Eastbourne Borough Council in 2012, or more recently through the County Council's Local Cycling and Walking Infrastructure Plan (LCWIP).

The preliminary designs for the following five cycle routes consist of:

- Horsey Way Phase 1b - this phase of the cycle route extends from Eastbourne Railway Station towards Ringwood Road and then connects with the existing Horsey Cycle Way (Phase 2)
- Eastbourne Town Centre - the proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Eastbourne railway station, via the Devonshire Quarter to the seafront.
- Stone Cross to Royal Parade - the proposed route consists of largely off-road shared facilities to allow cyclists to travel in either direction from Stone Cross, via Langney (adopting the Langney Rise cycle route) to the seafront. Access is provided to an off-road route on Dittons Road to Polegate, as well as the Horsey Way Cycle Route and the National Cycle Route 21.
- Willingdon Drive – the proposed route consist of largely being located on a shared footway, thus allowing cyclists to travel in either direction from Willingdon Drive, via the junction of Sevenoaks Road towards that of the junction of Kingfisher Road.

Once past Kingfisher Drive the proposed route then transfers to the existing carriageway and then travels towards then terminates at Sandpapers Walk, which is located close to the Langney Shopping Centre.

- Langney Rise – the proposed route will consist of a shared cycle route which runs along the western side of Langney Rise, from the Langney Shopping Centre down to the Langney Roundabout, where it connects with the existing Horsey Sewer cycle route. An additional short section of route runs along the east side footway from the Langney roundabout up to Priory Road in order to pick up cyclists from Langney Primary School and St Catherine's College.

Figure 1.1 overleaf illustrates the proposed five routes, with **Appendix A** providing each of the individual preliminary cycle design options in more detail.

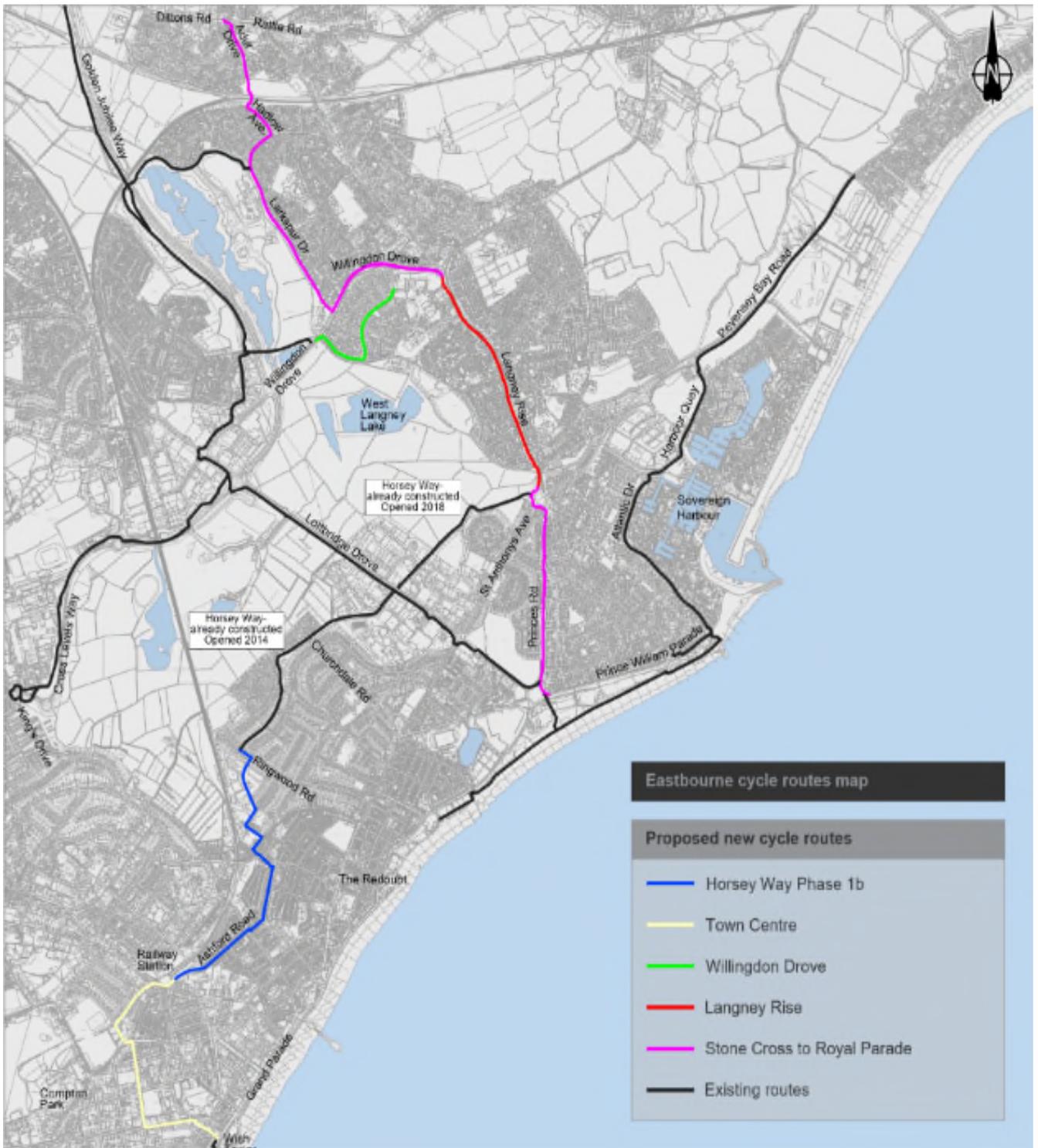


Figure 1.1
 Study Area – Proposed & Existing Cycle Routes, Eastbourne

2 Stakeholder Engagement Process

2.0 Objectives

The aim of the stakeholder engagement was to:

- give stakeholders an understanding of how all the proposed routes were identified and developed. A Stakeholder Contact List was developed by ESCC and ESH, which included local councillors, the emergency services and specific members of both Eastbourne Borough Council (EBC) and ESCC. The distribution list is included in **Appendix B**;
- give stakeholders the opportunity to provide feedback on the design options; and
- review all feedback received and explain how this was taken into consideration when formulating the final design options.

2.1 Feedback Analysis

On Wednesday 16 June 2021, an invitation was issued to key stakeholders via East Sussex Highways Contact Centre, asking them to provide feedback in the form of written representations on the five new cycle route design options. Organisations were asked to respond to an identified project mailbox by Tuesday 13 July 2021.

A copy of this written communication is included for reference in **Appendix C** with the responses received also being provided in **Appendix D**. All of the responses were documented and allocated a reference number.

The project team sorted through the representations to highlight the key themes and provided these to the project managers 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 reminder email was issued to all outstanding recipients on Tuesday 6th July 2021.

In addition to the above, prior to the main stakeholder engagement process, ESH also discussed the proposed cycle routes with local environmental officers who raised the following points;

Figure 2.1

Stakeholder Response - Environmental Officers

Stakeholder	Response
ESCC Senior Asset Engineer for Soft Estate	No landscape issues for the Town Centre.
Lewes Eastbourne Conservation Lead	<ul style="list-style-type: none"> • Significant heritage sensitivity in this area of the Town Centre. Road markings will need to be considered with sensitivity and there should be as few as possible. • Historic kerbings need to be maintained. • Stressed for maximum public input at consultation stage.

2 Stakeholder Feedback Responses

3.1 Feedback Received

The project team sent requests for comments to 27 organisations as well as 18 councillors that operate within the Borough of Eastbourne and the Member of Parliament (Caroline Ansell),

As mentioned previously, a copy of the written responses has also been included for further reference and is attached in **Appendix D** of this Technical Note. The subsections below summarise the level of support, and comments received from the key stakeholders.

3.2 Horsey Way Cycle Route

This phase of the cycle route extends from Eastbourne Railway Station to Ringwood Road and will run mostly along existing footways which have been widened into a shared cycleway/footway. The route taken by Phase 1 has evolved through historic consultation with a number of key stakeholders and the analysis of several design options all of which formed part of this stakeholder engagement.

A number of stakeholders responded to the consultation that the key issues were;

- *“The section around Ashford Road remains poor and the section from Whitley Road to Horsey Sewer is already the route taken by most cyclists currently and adds little benefit”.*
- *“The route is not compliant to that of LTN 1/20. It does not reflect recent guidance, from DfT 16/6/2021 to Local Authorities”.*

It should be noted however that during the preliminary design process of all the above proposed cycle schemes that the Department for Transport (DfT) published its revised guidance on cycle infrastructure design (LTN 1/20) which was published in July 2020. It is recognised that this local transport note has proposed a step-change in the approach to the planning and development of cycle infrastructure and this will be a tool that will be used for developing future cycle infrastructure projects.

Therefore, both East Sussex Highways (ESH) and ESCC understand that the proposals submitted as part of this consultation may not fully achieve all of the core design principles set out in LTN1/20. However, the design process has been subject to rigorous assessments that seek to ensure that cyclists have the highest level of provision possible, whilst also considering other road users.

In addition to the above, only two respondents opposed the route. These responses were from the local cycling group ‘Bespoke’ and Eastbourne Eco-Action Network organisation, a group that aims to turn Eastbourne carbon neutral by 2030. The reason for their objection was based on the following points/issues below;

Bespoke - Comments Received

- *“Bespoke remains committed to LTN 1/20 and this route is not compliant. It does not reflect recent guidance, from DfT 16/6/2021 to Local Authorities, “stressing that prospective cycling schemes will need to include segregation and that cycle lanes marked only with white paint will not be funded.”*
- *“Bespoke had commented in 2017, that to lose priority at so many junctions and lights would make this an unpopular route. For example, at Cavendish Place cyclists will be instructed to dismount once again. Then at Bourne Street cyclist’s loose priority, compared to staying on Ashford Road. There are a large number of properties on the route with cars parked in the front gardens that could reverse across this route. Some vehicles are currently jutting out into this space. Unclear why*

this side of the road is any better than the other and hence why the route keeps switching back and forth”

- *“Bespoke notice that on the far side of Whitley Road, the whole route, currently used by cyclists, is as you propose. However, with the new developments at BT, ESK and the Diary, all within 400m of each other, traffic congestion will increase. Along with HGVs and LGVs parked up on the route this is not particularly safe. Apart from a few modifications there is little of significance added and it is unclear what additional benefit is being delivered.”*
- *“Bespoke prefer the alternative, that has some support from Eastbourne Councillors, of using Horsey Sewer along the side of ESK and then follow the water course until it meets the existing Horsey Sewer path. Currently waste ground and traffic free and ideal for a cycle route”.*

Eastbourne Eco Action Network – Comments Received

- *“Comments from cycle, pedestrian and disability groups have historically not been in support of the Ashford Road route. Criticism is around contention within the shared space with pedestrians and the disabled especially around the multiple crossing points, where the route changes sides of the road on multiple occasions or when cyclists have to dismount.*
- *This appears to be a particular problem on bin days and near the nursery and Age Concern buildings. Furthermore, having parked cars, in front gardens, partly overhanging the route, adds to the potential danger”*
- *On the far side of Whitley Road, the plan shows few changes, even though with the new developments at BT, ESK and the Diary there will be more traffic congestion. EEAN supports instead the notion of extending the current Horsey Sewer route along the watercourse until it traverses alongside ESK.*

In addition to these comments above, the ESH project also received a number of detailed comments within the feedback, which has been helpful in identifying the overall view of stakeholders as well as issues of importance. Therefore, the more detailed suggestions regarding the scheme have been provided below in **Section 4** of this Technical Note.

3.3 Stone Cross Cycle Route

The proposed route consists of largely off-road shared facilities to allow cyclists to travel in either direction from Stone Cross, via Langney (adopting the Langney Rise cycle route) to the seafront. Access is provided to an off-road route on Dittons Road to Polegate, as well as the Horsey Way Cycle Route and the National Cycle Route 21.

Nine stakeholders responded to the consultation in total, the results of which identified that three respondents neither supported nor opposed the scheme, whilst four out of the nine respondents were in support of the scheme.

The comments from the respondents that supported the scheme identified that

- *“The route proposed is well connected to other cycle routes and existing employment areas. In addition, it will also be well connected with several new housing development that are underway or in planning”.*

As like before, the two respondents that opposed the proposed route were received from the local cycling group ‘Bespoke’ and Eastbourne Eco-Action Network. The reason for their objection was based upon that *“the proposals were too small and do not include several major routes proposed in the LCWIP”.*

Additionally, it was also suggested that a preference would be to take the proposed cycle route along Kingfisher Drive and then onto Sevenoaks Road, as it would be considered within their opinion to be a “safer and more pleasant route, which could encourage more people to cycle”.

In addition to this statement, a series of further suggestions were also received regarding this particular cycle route, all of which are provided in **Section 4** of this technical note.

3.4 Eastbourne Town Centre Cycle Route

The proposals put forward as part of this proposed route will allow and support cyclists to be able to access some of the key destinations within the town centre, particularly between the rail station, the seafront, the Devonshire Quarter and other cycle routes in Eastbourne. The proposed new routes will also link with existing cycle routes in the town, such as phases 2 & 3 of Horsey Way, the seafront cycle route and the cycle route along Lottbridge Drive.

Specifically, the route is planned to start at Railway station, crossing Old Orchard, Saffrons, Grange, Carlisle and Wilmington Road to end up at existing seafront cycle route.

Five stakeholders responded to the consultation in total. One respondent neither support nor oppose the scheme, while two out of the five respondents supported the scheme, and two opposed the scheme.

In addition to the above, the two objections were received from the local cycling group ‘Bespoke’ and Eastbourne Eco-Action Network organisation. The reason for their objection was based upon the following points/issues as identified below;

Bespoke - Comments Received

- *“Perhaps the least usable of all the proposals. A meandering route that starts by heading away from the seafront and then follows a series of complex junctions until eventually arriving at the seafront. Perhaps 3 times longer than the direct Terminus Road route that ESCC have rejected. It has a busy roundabout outside the station, Old Orchard Road which is a taxi rank and often has taxis turning round in the road, and then the Town Hall junction. The reality is that there is still no safe East – West nor North-South route across the town centre”.*
- *“If such a scheme is to progress the safety of cyclists would be increased much more by having a ‘20’s plenty’ and possibly some modal filters (or LTN) on some of the roads along the route.”*
- *“Cycling on the carriageway with a few new short ACLs is not really safer. Small changes such as junction narrowing, with the exception of a useful short cycle lane in Wilmington Square (but with no clear width stated) are in no way sufficient. Perhaps you might run it away from the edge or through the park”.*

Eastbourne Eco Action Network – Comments Received

- *“This route is disappointing and meanders to the seafront and does not meet the new standards in LTN 1/20 or in fact the earlier LTN 1/12. It would be puzzling to visitors to be directed to the seafront by a route that is many times longer than for pedestrians. It is conceded that there has been a welcome attempt, in the design, to reduce angles on some junctions and add some short stretches of Advisory Cycle Lane. However overall, it delivers very little. More might be achieved by a 20’s plenty zone or limit”.*

It was also stated that whilst the scheme provides improvement for cyclist safety through some short stretches of advisory cycle lanes, these stretches “are too short and will not make much of an overall difference to the route”.

As highlighted previously in July 2020 the Department for Transport (DfT) issued a new, updated, design guidance to be used from that date for the design of cycle facilities. This new design guidance LTN 1/20, Cycle Infrastructure Design, replaces LTN 2/08 and LTN 1/12. As also discussed within responses to these local stakeholders, ESCC has a significant programme of schemes in which to provide new and improved cycle facilities throughout the County. These schemes are in various stages of development, from feasibility through to detailed design and then construction.

The design of the majority of these schemes including this route through the Town Centre was based on the previously available design standards. However, ESCC & ESH have resolved to review designed routes against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance requirements. The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles.

These key principles, along with further comments and views from local stakeholders have also been provided for further reference in **Section 4** below.

3.5 Langney Rise

The scheme itself consists of a three-metre-wide shared cycle route which runs along the western side of Langney Rise, from the Langney Shopping Centre down to the Langney Roundabout, where it connects with the existing Horsey Sewer cycle route. An additional short section of shared cycle route runs along the eastern side from the Langney roundabout up to Priory Road for cyclists from Langney Primary School and St Catherine's College.

Five stakeholders responded to the consultation. County Councillor Alan Shuttleworth who is the Liberal Democrats representative for the ward of Langney was in support of the scheme but referenced the following observations;

"Note proposals to provide improved bus stop and shelter opposite The Rising. Not clear about the "shared cycle/bus "provision.

Langney Rise. Not clear about proposals at Pembury Road junction, which is currently a high kerb and difficult for pedestrians. How will you improve cycle and pedestrian crossing at this point?

Did you consider using Sevenoaks Road as the route from the top of Larkspur Drive as this would have been more scenic and could link to Sevenoaks Road Park and Recreation Ground as well as the nature area around West Langney Lake. A missed opportunity? It would also have offered a scenic route linking to the next section of the cycle route into town"

In response to the above, as is standard practise all new bus infrastructure works require an independent Road Safety Audit (RSA) Stage 1, this is undertaken at completion of preliminary design to ensure that the submitted design proposals do not increase risk of conflict between bus users and cyclists. It should be noted that these new footway build-out and adjusted footway levels will ensure that the pedestrian crossing point at Pembury Road will have an acceptable gradient from footway to carriageway.

In addition to the above, one respondent neither supports nor opposes the scheme, while three out of the five respondents opposed the scheme.

Feedback received stated that the proposed cycle route could conflict with pedestrians, potentially resulting in accidents. This view was shared by both the local cycle group 'Bespoke' and Eastbourne Eco-Action Network. Comments and views regarding the objection have been summarised overleaf;

Bespoke - Comments Received

- *“This is a 3-metre-wide shared cycle route which runs along the western side of Langney Rise, from the Langney Shopping Centre down to the Langney Roundabout, where it connects with the existing Horsey Sewer cycle route” There were, when this scheme was first proposed, a number of pinch points and access issues. It is unclear and indeed unlikely if it would be 3m for the whole length.*
- *Bespoke generally remains committed to an alternative route along the verge on Sevenoaks Road, if the issue is providing a strategic route.*
- *The section at the southern end near Horsey Sewer however should be useful though not ideal as the footbridge is narrow and generally Bespoke will not support options where cyclists are told to dismount”.*

Eastbourne Eco Action Network – Comments Received

- *“EEAN have taken advice on this scheme, which appears to provide a 3m shared path but is not sufficiently segregated from pedestrians, houses and road junctions. Shared paths in housing estates, can and often do, cause contention with other users. On this route there will be parts where space will be constrained. Cycle commuters would find the route slow and would lose priority, in a number of places, especially around junctions or bus stops. However, children living in Langney and going to school locally especially primary school children, due to their lower speed, could use this route”.*
- *“The electoral wards in Langney, are shown as high deprivation, and hence the need for good bus and cycle routes. Overall, this scheme is not part of a joined up wider network, that for example, a path on the verge of Sevenoaks Road, shown in LCWIP, would deliver. Furthermore, the lack of a link to a route into town still remains a concern”.*

A more detailed description has been provided with regard to all comments received from local stakeholders within **Section 4** of this technical note. However, it should be noted that the proposed width of the cycleway for the majority of its length is 3-metre-wide, which meets current design guidance. There are however 4 pinch points where unfortunately a 3.0 metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern by independent safety auditors.

In addition to the above, the proposed cycle facility is being introduced into existing infrastructure with associated constraints e.g., corridor width. Given these restrictions ESCC/ESH believe that the proposed route will provide a valuable facility as part of Eastbourne’s growing cycle route network. The proposed route along Langney Rise is seen as a key part of Eastbourne’s growing cycle route network. The route links directly with Horsey Cycle Route and the proposed Stone Cross to Town Centre route, which in turn link to other cycle routes.

3.6 Willingdon Drove

The Willingdon Drove proposals are to provide a cycling facility to connect Sevenoaks Road and Kingfisher Drive that is situated mostly on the shared footway. This is then proceeded by a route that is located mostly upon the carriageway that travels from Kingfisher Drive and endings at Sandpiper Walk, which is located within close proximity to Langney Shopping Centre.

In total only four stakeholders responded to the consultation for this particular route. Three, out of the four respondents supported the scheme, with only the local cycle group ‘Bespoke’ opposing the scheme. This was due to the specific remarks highlighted overleaf;

Bespoke - Comments Received

- *“This section would be useful. Especially from Hampden Park to Langney due to the uphill nature of route. However Bespoke cannot see why you do not link it to Pigs Lane bridleway, which is lit and popular. There is, with some cutting back, sufficient space for a 3m path alongside the Travelodge and then this would be a continuous route.*

However Bespoke are unsure why, when there is a popular 3m path, tucked in the trees, running parallel and 20m from Willingdon Drove, starting at Sevenoaks Road you do not use this. Perhaps needs a little clearance then a short new stretch to the Shopping Centre but much cheaper than your current plan, on the verge on the other side of the road

The Willingdon Drove section that has a small part of Sevenoaks Road and onto Kingfisher Drive provides access to the Shopping Centre in much the same way as does the Willingdon Drove (B2191) proposal. Unsure why you have this as well. Bespoke had always preferred a route from Sevenoaks Road through Lapwing Close, Plover Close then use a 3m path to the back of the Shopping Centre as an alternative”.

In addition to the above statement, though County Councillor Alan Shuttleworth was in ‘broad support’ of the Willingdon Drove proposed route. He did provide the following remarks;

- *“I suggest consideration is given to extending the proposed cycle route down Kingfisher Drive to just beyond the entrance to the Langney Shopping Centre, and that a toucan crossing for pedestrians and cyclists be provided opposite St Barnabas Church. The cycle route would then offer a route into the Shopping Centre (in consultation with the Centre) but could also continue to link to the Langney Pond pathway and through the proposed new development at Woods Cottages, emerging to join Langney Rise at Faversham Road junction”.*

A more detailed description has been provided with regard to all comments received from local stakeholders within **Section 4** of this technical note. However, it should be noted that the suggested section highlighted above was beyond the scope of the proposed cycle route which links the NCR21 from Willingdon Drove to the Langney Shopping Centre. This proposed route was developed because Langney Shopping Centre was considered an important local destination and popular trip attractor.

However, should a potential demand increase for a link via Pigs Lane bridleway in the future then these comments provided will be noted and considered for future scheme development.

4 Stakeholder Feedback – Detailed Responses

As mentioned previously, numerous detailed responses were received from local stakeholders regarding the proposed cycle routes. A brief outline of all the received feedback involving issues/concerns have been provided for each of the five proposed cycle schemes below, with an ESH design response underneath in [blue](#).

4.1 Horsey Way Cycle Route

Issues/Concerns

- The section around Ashford Road remains poor and the section from Whitley Road to Horsey Sewer is already the route taken by most cyclists currently and adds little benefit. This route is not compliant with LTN 1/20. It does not reflect recent guidance, from DfT 16/6/2021 to Local Authorities, “stressing that prospective cycling schemes will need to include segregation and that cycle lanes marked only with white paint will not be funded.
- **ESH Response** – In July 2020 the Department for Transport issued new, updated, design guidance to be used from that date for the design of cycle facilities. East Sussex County Council currently has a significant programme of schemes to provide new and improved cycle facilities throughout the County. A lot of these are already at an advanced design stage and ready for construction. The design of the majority of these schemes including the Horsey Way Route have been designed based on the previously available design standards.
- ESCC will be aware of the Stage 1 complaint by Afoot of this route in 2017. Mainly around residents walking out their property into cycles and failing to implement an inclusive design around the Equalities Act. With the narrow - shared path, it would be difficult to pass on ‘bin day’ and the requirement to stop at lights to cross and re-cross Ashford Road will deter its use and cause interaction with pedestrians and the disabled. Furthermore, the requirement for cyclists to dismount near the station and walk, added to dismounting now for Terminus Road and in the future around Bolton Rd and Langney Road make the town centre increasingly marginal for cycles.
- **ESH Response** – Reviewing the comments you have kindly provided I understand your primary concerns to be the lack of a physical/vertical segregation feature on parts of the route, a preferred alternative route, the width of shared route, the requirement to stop at lights and to cross junctions and the requirement to dismount near the station.

For the majority of the route the cycleway is physically segregated from the carriageway by the kerb upstand, where a shared route of between 3-4m wide is provided and has been approved by an independent Safety Auditor, on the approach to Whitley Road this is reduced, but is within historic design guidelines.

It is felt that residents whose properties about the proposed shared route will adapt their behaviour accordingly when exiting their property. The route is designed in this manner due to the limited space available on the existing highway network. The provision of a segregated cycle route on the carriageway would require the removal of on street parking which many residents would object to as there are in many cases is no alternative parking options. From the Whitley Road junction onwards to Ringwood Road cyclists are directed along the existing road, keeping cyclists and pedestrians separated.

- Priority is lost at so many junctions and lights would make this an unpopular route. For example, at Cavendish Place cyclists will be instructed to dismount once again. Then at Bourne Street cyclist’s loose priority, compared to staying on Ashford Road. There are a large number of properties on the route with cars parked in the front

gardens that could reverse across this route. Some vehicles are currently jutting out into this space and hence the route keeps switching back and forth.

- **ESH Response** – ESCC & ESH acknowledge that cyclists having to give way at the junction of Cavendish Place does impact the directness and attractiveness of the route. However, the current traffic flows and the function of the roads in this location restrict the option to provide cyclist priority at this junction.
- Bespoke prefers the alternative, that has some support from Eastbourne Councillors, of using Horsey Sewer along the side of ESK and then follow the water course until it meets the existing Horsey Sewer path. Currently waste ground and traffic free and ideal for a cycle route.
- **ESH Response** – The course of the route has been developed over 9 years and a number of consultations have been carried out. During this process alternative routes including Station Road and Horsey Sewer were reviewed and discounted.
- Comments from cycle, pedestrian and disability groups have historically not been in support of the Ashford Road route. Criticism is around contention within the shared space with pedestrians and the disabled especially around the multiple crossing points, where the route changes sides of the road on multiple occasions or when cyclists have to dismount. This appears to be a particular problem on bin days and near the nursery and Age Concern buildings. Furthermore, having parked cars, in front gardens, partly overhanging the route, adds to the potential danger.
- **ESH Response** – For the majority of the route the cycleway is physically segregated from the carriageway by the kerb upstand, where a shared route of between 3-4m wide is provided and has been approved by an independent Safety Auditor, on the approach to Whitley Road this is reduced, but is within historic design guidelines. It is felt that residents whose properties about the proposed shared route will adapt their behaviour accordingly when exiting their property.

The route is designed in this manner due to the limited space available on the existing highway network. The provision of a segregated cycle route on the carriageway would require the removal of on street parking which many residents would object to as there are in many cases is no alternative parking options. From the Whitley Road junction onwards to Ringwood Road cyclists are directed along the existing road, keeping cyclists and pedestrians separated.

- General ambience of the road vicinity in Ashford Road would be greatly improved if from the station to Whitley Road there was a 20mph limit. Bad driver behaviour through aggressive, noisy and threatening driving styles is common towards the zebra from the station to Sainsbury's rear entrance.
- **ESH Response** – The proposed route from Ashford Road to Whitley Road is segregated from the carriageway, providing adequate protection from vehicles.

Support/Agreement

- The scheme will not impact on Community Bus services
- Welcome improvement to local infrastructure with minimal impact on any kind of emergency response or operations.

4.2 Stone Cross Cycle Route

Issues/Concerns

- The section around and through Adur Park is welcome. It is shown as having 4m width. This would be good and nearly enough to have a segregated 2.5m cycle path and 2m footpath. It will be tight for space after the rail bridge but perhaps a little signage such as 'share with care' would be useful. Note should be taken that the Sustrans gate is being phased out, as it is discriminatory against non-standard cycles and disability scooters. Then Hadlow Avenue is a reasonably low traffic street.
- **ESH Response** – In relation to the Sustrans Gate at Adur Drive and the width of the shared space through Adur Park these are open for review and enhancement and your comments will be taken on board and considered as part of any further detailed design process. A gate of some form is required at the entry at the park in attempt to prevent anti-social scooter / moped use through the Park which has been raised as a concern.
- Larkspur Drive requires crossing over three times from Hadlow Avenue to Willingdon Drove (B2191). These crossovers should wherever possible be discouraged. We would recommend a cycle route from the play park, through Shinewater Park and then cut back to the west side of Larkspur Drive before Busy Bees. There is a network of routes already through the park. From then, once the B2191 is crossed, an off-road route, on the partly overgrown verge along the whole south side of Sevenoaks Road. A 3m route should be possible for most of the route until it reaches Horsey Sewer (Phase 3).
- **ESH Response** – Whilst the route does involve several crossings over Larkspur Drive, this was for specific reasons. In the first instance the existing provision of a separated path outside the Causeway School which needed to remain provide vehicle separated entry to the school grounds for school children. To the north of Causeway School is The Meadows Nursery School and at an early stage this was identified as potential point of conflict with nursery age children, with limited options to widen the footway around the school entrance it was not considered appropriate to run a shared footway along this section of Larkspur Drive. To the south of the Shinewater Park entrance there is no current footway with the highway boundary close to the current edge of carriageway, this would result in providing an extended sub-standard width shared footway (with insufficient space to provide segregated paths), or potential lengthy and costly process of obtaining non-highway land. There would also be a need to consider the environmental impact if continued on the western side of Larkspur Road as this would result in significant loss of vegetation / hedgerow.

Whilst it is acknowledged that there are existing paths through Shinewater Park, the diversion of the route through this section was not considered suitable for all users on the basis of personal security. This would require users to travel through an isolated section of park without direct observation from adjacent properties, or no closely associated indirect properties. On this basis the use of this section was not considered viable at this time for a continuous route that would be attractive for all users throughout all time periods.

The use of Sevenoaks Road was also investigated as part of the route development, in particular to making use of the verge on the southern side of the road. As part of these investigations, it was identified that non-highway land would be necessary to implement a separated path within the verge, this would likely require extensive negotiations with multiple landowners due to its length and result in further cost implications and complexity and significantly increase the timescales for on-site deployment.

- The Copenhagen Crossing near the play park entrance is good for cyclists but most residents will not have seen one and may not understand the change in priority.
- **ESH Response** – Copenhagen style crossings are proposed at various locations within the design. Whilst it is acknowledged that this type of infrastructure has not been implemented to date within Eastbourne these have been successfully deployed in other parts of the UK. However, we are aware that as part of future consultation that education will be required.
- Desire lines for residents who might cycle include locations in the town centre. This does not provide an end solution that would meet this requirement. It is a misnomer to call this a town centre route as there is no reasonable route, currently or planned, into town.
- **ESH Response** – The proposed route is seen as a key part of Eastbourne's growing cycle route network. The route links directly with Horsey Cycle Route and the proposed Langney Rise route, which in turn link to other cycle routes that would provide access to the Town Centre.
- To provide a safe network another alternative to your scheme would be through Shinewater Park and then down Sevenoaks Road. The latter identified as a route in LCWIP. ESH want solutions for the less confident, younger and older cyclist and ideally this suggestion reduces interactions with motor vehicles whilst increasing the use of cycles.
- **ESH Response** – Whilst it is acknowledged that there are existing paths through Shinewater Park, the diversion of the route through this section was not considered suitable for all users on the basis of personal security. This would require users to travel through an isolated section of park without direct observation from adjacent properties, or no closely associated indirect properties. On this basis the use of this section was not considered viable at this time for a continuous route that would be attractive for all users throughout all time periods.

The use of Sevenoaks Road was also investigated as part of the route development, in particular to making use of the verge on the southern side of the road. As part of these investigations, it was identified that non-highway land would be necessary to implement a separated path within the verge, this would likely require extensive negotiations with multiple landowners due to its length and result in further cost implications and complexity and significantly increase the timescales for on-site deployment. The Sevenoaks Road alignment does however remain within the LCWIP as a potential future route should future funding and resources be available.

- We would be concerned that the flow of traffic down the busy Langney Rise, through Langney roundabout and along Princes Road is not affected so as to disrupt our services (Community Bus).
- **ESH Response** – There should be no significant impact on traffic flow along Princes Road. Cyclists will make use of the existing signalised crossings at the Langney Roundabout and then join shared path which is separated from traffic. Whilst increase in use of the signalised crossings may increase the chance of vehicles stopping at red light, this would only be for a short period of time.

- The section which passes under the railway bridge within Adur Park has flooding problems. Parrish Council investigations indicate that a drainage pipe on the south side is blocked.
- **ESH Response** – Your comment regarding the flooding issues has been noted. Drainage investigations would be included as part of the detailed design process and if identified remedial action would be form part of the design to minimise the risk of flooding.
- The cycle route goes round a busy double roundabout. It is a constantly used road with buses and articulated lorries that use it during the day. Surely it would be better to take it down Kingfisher Drive and on to Sevenoaks Road, to then join up with the other cycle ways via the traffic crossings all around the roundabout.
- **ESH Response** – The provision around the double roundabout the Willingdon Drove / Friday Street / Hide Hollow / Langney Rise is a shared footway adjacent to the carriageway. There would be no interaction with traffic through the junction when travelling along the route, which would link directly to the off-carriageway Langney Rise scheme.

The use of Sevenoaks Road was also investigated as part of the route development, in particular to making use of the verge on the southern side of the road. As part of these investigations, it was identified that non-highway land would be necessary to implement a separated path within the verge, this would likely require extensive negotiations with multiple landowners due to its length and result in further cost implications and complexity and significantly increase the timescales for on-site deployment. The Sevenoaks Road alignment does however remain within the LCWIP as a potential future route should future funding and resources be available

- Other than the removal of parking bays my main question/comment would be if these proposals to introduce advisory cycle lanes or enforceable cycle lanes?
- **ESH Response** – All of the points raised in the response regarding the Stone Cross proposals relate the changes to existing TRO's, new TRO's or the public consultation / advertising. All of these elements will be taken into account as part of further design stage if and when the scheme progresses beyond the initial feasibility stage.

Support/Agreement

- In itself this route has some good features, that provide safe off-road routes especially around Adur Park.
- Welcome improvement to local infrastructure with minimal impact on any kind of emergency response or operations.
- The new cycle links will connect well with existing routes along the main employment corridors in Eastbourne that includes Lottbridge Drove, Hampden Park and the Town Centre. This will allow new residents within Stone Cross to reach employment areas in Eastbourne via cycling. This is seen as positive and sustainable link between Stone Cross and Eastbourne and could assist with modal shift away from the motor vehicle particularly for commuters.
- The route is an alternative cycle route linking the Cuckoo Trail at Polegate/Shinewater Park to Eastbourne seafront. Being mainly off-road, many families use the Cuckoo Trail to teach cycling to young children, so hopefully the

proposed routes will encourage more people, especially families, to cycle to Eastbourne seafront as the new routes provide an alternative to the existing route which appears to be along the busy and often congested Lottbridge Drive. It will also provide active travel links for those working in the Eastbourne area from a number of South Wealden locations.

4.3 Town Centre Cycle Route

Issues/Concerns

- This route is the least compliant with LTN 1/20. In respect of this standard, we will support proposed routes, that meet or are close to it. However, this route does not reflect recent guidance, from DfT 16/6/2021 to Local Authorities, “stressing that prospective cycling schemes will need to include segregation and that cycle lanes marked only with white paint will not be funded.”
- **ESH Response** – In July 2020 the Department for Transport issued new, updated, design guidance to be used from that date for the design of cycle facilities. The new design guidance – LTN 1/20, Cycle Infrastructure Design – replaces LTN 2/08 and LTN 1/12. East Sussex County Council has a significant programme of schemes to provide new and improved cycle facilities throughout the County which are in various stages of development from feasibility design through to detailed design and ready for construction. The design of the majority of these schemes including this route through the Town Centre was based on the previously available design standards. However, ESCC & ESH have resolved to review designed routes against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance requirements. The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles.
- A meandering route that starts by heading away from the seafront and then follows a series of complex junctions until eventually arriving at the seafront. Perhaps 3 times longer than the direct Terminus Road route that ESCC have rejected. It has a busy roundabout outside the station, Old Orchard Road which is a taxi rank and often has taxis turning round in the road, and then the Town Hall junction. The reality is that there is still no safe East – West nor North-South route across the town centre.
- **ESH Response** – Terminus Road has been recently redeveloped to between A259 Gildredge Road and Cornfield Road. The new layout consists of a bus only lane in an eastbound direction with wide ‘pedestrian routes’ either side of the bus lane with large areas of planting, provision for cyclists has not been included in the new arrangement. As part of Town Centre Cycle route scheme development, a review of Terminus Road was performed with several potential options being identified to either incorporate or provide alternatives to allow cyclists to make use of Terminus Road. The outcome of this review was that none of the solutions identified provide a realistic option based on this initial investigation with disadvantages that would need further significant consideration. The situation will be kept under review regarding routes in the town centre and its surrounds as part of the delivery of the East Sussex LCWIP.

In terms of distance in comparison between a potential Terminus Road route the proposed route is 1.5 times longer in terms of accessing the sea front, where each scheme would intersect with King Edwards Parade / Grand Parade.

- Cycling on the carriageway with a few new short ACLs is not really safer. Small changes such as junction narrowing, with the exception of a useful short cycle lane in

Wilmington Square (but with no clear width stated) are in no way sufficient. Perhaps you might run it away from the edge or through the park.

- **ESH Response** – Reviewing your comments, I understand your primary concerns to be the fact that the route is not segregated. The route does have sections where it will link to the existing shared provision on King Edward's Parade by the seafront. It is also proposed to have a 'shared' area by station next to the cycle parking. These form a very short section of the overall route. The rest of which cyclists are separated from pedestrians.

Potential segregated protected routes were considered as part of the design process but were not considered to be practical for the route in question. There is insufficient road space to maintain current vehicles lanes, maintain pedestrian levels of comfort, maintain on-street parking (where there are no or limited off-street alternatives) and provide separated cycle provision. The route chosen was partially done so on the historic vehicle data to ensure the route was not on high volume roads.

Regarding making use of the edge of the park representation was made to Eastbourne Borough Council to use more of the green space and their conservation team requested that the green space be maintained as much as possible, to minimise the impact on the garden area as much as possible, to which we were required to consider and implement within the design.

- Ensure phasing of traffic lights outside station does not adversely affect bus services heading south into Terminus Road or Eastbound heading out of Gildredge Road.
- **ESH Response** – The traffic signals at the junction of Terminus Road and Gildridge Road were introduced as part of the Eastbourne Town Centre Movement & Access Package. As part of Eastbourne Town Centre Cycle Scheme there is no intention to alter the current traffic signal stages / phases with Northbound cyclists making use of the Advanced Stop Line to perform the left-turn manoeuvre and Southbound cyclists will dismount and walk to the proposed new parallel crossing.
- Other than the removal of parking bays my main question/comment would be if these proposals to introduce advisory cycle lanes or enforceable cycle lanes
- **ESH Response** – In relation to the Town Centre route the proposed cycle lanes are advisory and not enforceable.
- Will the signage/cycle lane interfere with the existing bus lane?
- **ESH Response** - The proposed cycle symbol road markings and wayfinding signs will have no impact on the existing bus lane.
- Are the proposals looking to remove the 7m of taxi bays on Old Orchard Road?
- **ESH Response** – The scheme itself will remove the 7m of taxi bays and extend the no waiting at time restriction to aid in allowing the final approach to the junction to be clear and aid in sightlines for pedestrians crossing in this area.
- Don't parking bays with TRO already exist? (see Drawing 4).
- **ESH Response** - The existing limited parking bays towards the northern end of Old Orchard Road have been noted and will be provided. Further parking bays will be added to allow the permanent positioning of cycle symbols (so these do not become covered by parked vehicles).

- Didn't New parking bays go in as part of the last review (see Drawing 5).
- **ESH Responses** - As per the provided plan (see Drawing 4), recent parking bays implemented since the design will be taken into account as part of further design stages
- If change was to take place TRO would need to be amended due to road layout change Existing loading ban on all four corners (see Drawing 6).
- **ESH Response** – Yes, changes would be required for existing TRO's if the design were implemented as shown. This is acknowledged and will be built upon as part of further design stages.
- If bays were installed TRO would be required and would DYL be installed between the bays? (see Drawing 7 & 8).
- **ESH Response** - Correct, new bays are to be provided. No waiting at any time restrictions are already in place between the proposed bays so no new additional lengths would be required
- Wasn't there huge objections from Eastbourne College previously to this scheme? (See Drawing 9).
- **ESH Response** - It is unclear as the reason for the objection. The length of the parking bays matches the current length of available parking so there would be loss in terms of kerb length to allow parking.
- Is there going to be a contra flow lane south of Old Wish Road, shown by the cycle symbol? (See Drawing 10).
- **ESH Response** - No, the carriageway would be maintained as two-way flow.
- Wouldn't the removal of parking bays in Wilmington Square, effectively introduce a one-way system but would still be a two- way road? Loss of more than 7 spaces (including the relocation of P&D machine) We have just amended parking on the other side of Wilmington Square to give some bays back to permit holders. There also seems to be a couple of spaces being removed at the southern end, north side. (See Drawing 12).
- **ESH Response** - Wilmington Square would become a one-way road with parking bays either side, there would not be two-way working. However, some bays will need to be removed to allow the introduction of the separated cycle path.

Support/Agreement

- Welcome improvement to local infrastructure with minimal impact on any kind of emergency response or operations.

4.4 Langney Rise Cycle Route

Issues/Concerns

- This route is not compliant with LTN 1/20. Ideally something more segregated would be preferred by pedestrians. This does not reflect recent guidance, from DfT 16/6/2021 to Local Authorities, “stressing that prospective cycling schemes will need to include segregation and that cycle lanes marked only with white paint will not be funded.” We would support shared paths in rural, semi - rural areas or where there are no nearby streets, but in many built up areas they can cause contention with other users.
- **ESH Response** – In July 2020 the Department for Transport issued new, updated, design guidance to be used from that date for the design of cycle facilities. The new design guidance – LTN 1/20, Cycle Infrastructure Design – replaces LTN 2/08 and LTN 1/12. East Sussex County Council has a significant programme of schemes to provide new and improved cycle facilities throughout the County which are in various stages of development from feasibility design through to detailed design and ready for construction.

The design of the majority of these schemes including this route along Langney Rise was based on the previously available design standards. However, ESCC & ESH have resolved to review designed routes against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance requirements. The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles.

- The overview states “This is a 3-metre width shared cycle route which runs along the western side of Langney Rise, from the Langney Shopping Centre down to the Langney Roundabout, where it connects with the existing Horsey Sewer cycle route”. There were, when this scheme was first proposed, a number of pinch points and access issues. It is unclear and indeed unlikely if it would be 3m for the whole length.
- **ESH Response** – Reviewing the comments you have kindly provided I understand your primary concerns to be the fact that the route is not segregated and the proposed width of the cycle route. Unfortunately, limited carriageway widths make it unsuitable for introducing cycle lanes on the carriageway and similarly restrictive footway and verge widths for most of the route, means there is insufficient width to provide a segregated cycle route next to the footway.

The width of the cycleway for the majority of its length is 3 metres meeting design guidelines. There are 4 pinch points where unfortunately a 3-metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern in the road safety audit.

- The electoral wards in Langney, are shown as high deprivation, and hence the need for good bus and cycle routes. Overall, this scheme is not part of a joined up wider network, that for example, a path on the verge of Sevenoaks Road, shown in LCWIP, would deliver. Furthermore, the lack of a link to a route into town still remains a concern.
- **ESH Response** – The proposed route along Langney Rise is seen as a key part of Eastbourne’s growing cycle route network. The route links directly with Horsey Cycle Route and the proposed Stone Cross to Town Centre route, which in turn link to other cycle routes.
- Note proposals to provide improved bus stop and shelter opposite The Rising. Not clear about proposals at Pembury Road junction, which is currently a high kerb and

difficult for pedestrians. How will you improve cycle and pedestrian crossing at this point?

Did you consider using Sevenoaks Road as the route from the top of Larkspur Drive as this would have been more scenic and could link to Sevenoaks Road Park and Recreation Ground as well as the nature area around West Langney Lake. A missed opportunity? It would also have offered a scenic route linking to the next section of the cycle route into town.

- **ESH Response** – All the new bus stop changes have been independently safety audited to ensure that the proposals do not increase risk of conflict between bus users and cyclists. A new footway build-out and adjusted footway levels will ensure that the pedestrian crossing point at Pembury Road will have an acceptable gradient from footway to carriageway.

Support/Agreement

- Welcome improvement to local infrastructure with minimal impact on any kind of emergency response or operations.

4.5 Willingdon Drove Cycle Route

Issues/Concerns

- Section 1 would be useful. Especially from Hampden Park to Langney due to the uphill nature of route. However, we cannot see why you do not link it to Pigs Lane bridleway, which is lit and popular. There is, with some cutting back, sufficient space for a 3m path alongside the Travelodge and then this would be a continuous route.

However, we are unsure why, when there is a popular 3m path, tucked in the trees, running parallel and 20m from Willingdon Drove, starting at Sevenoaks Road you do not use this. Perhaps needs a little clearance then a short new stretch to the Shopping Centre but much cheaper than your current plan, on the verge on the other side of the road.

The Willingdon Drove section that has a small part of Sevenoaks Road and onto Kingfisher Drive provides access to the Shopping Centre in much the same way as does the Willingdon Drove (B2191) proposal. Unsure why you have this as well. We had always preferred a route from Sevenoaks Road through Lapwing Close, Plover Close then use a 3m path to the back of the Shopping Centre as an alternative.

- **ESH Response** – The suggested section is beyond the scope of the proposed cycle route which links the NCR21 from Willingdon Drove to the Langney Shopping Centre. This proposed route was developed because Langney Shopping Centre was considered an important local destination and popular trip attractor. However, should demand increase for a link via Pigs Lane bridleway in the future your comments will be noted and considered for future scheme development.

In regard to your comments concerning the 3m path. ESH can confirm this alignment was previously considered as an option. However, due to lack of street lighting and the requirement to maintain vehicles access to properties, as well as the path not being wide enough to provide a shared cycle route it was therefore not taken forward as part of this proposal.

A route through Lapwing Close and Chaffinch Road requires widening the footway to provide a 3.5m two-way shared footway facility with a 0.5m buffer. This could be

achieved by realignment of the kerbing which reduces the carriageway width to approximately 5.4m (Lapwing Close) & 5.7m (Chaffinch Rd) and would not be wide enough to accommodate all on-street parking. There would be loss of on-street parking which would prove unpopular to residents when the footway is wide enough to cater for a shared facility.

- Section 2 – The route, further south and not is not connected to Section 1, from Langney Roundabout along Princes Road seems to provide a safe route across the roundabout from Horsey Phase 3 and down to the Sovereign Centre.
- **ESH Response** – The suggested section is beyond the scope of the proposed cycle route which links the NCR21 from Willingdon Drove to the Langney Shopping Centre. Both ends of the route were considered as important local destinations and trip attractors. However, should demand increase for such a route from Langney Roundabout along Princes Road in the future your comments will be noted and considered for future scheme development.
- Suggested consideration is given to extending the proposed cycle route down Kingfisher Drive to just beyond the entrance to the Langney Shopping Centre, and that a toucan crossing for pedestrians and cyclists be provided opposite St Barnabas Church. The cycle route would then offer a route into the Shopping Centre (in consultation with the Centre) but could also continue to link to the Langney Pond pathway and through the proposed new development at Woods Cottages, emerging to join Langney Rise at Faversham Road junction.
- **ESH Response** – The suggestion for consideration is outside the scope of the proposed cycle route. In regard to your request for a Toucan Crossing to be provided for pedestrians and cyclists opposite St Barnabas Church, it must meet the following criteria:
 1. Numbers of pedestrians crossing
 2. Traffic flow
 3. Traffic composition
 4. Road use, site characteristics
 5. Surrounding environment
 6. Accident history
 7. Traffic speeds

The above must be taken into account when considering the introduction of a Toucan Crossing or (controlled crossing point), as the traffic flows and pedestrian volumes are low, with traffic speeds recorded at 31mph (85th percentile). Coupled with no accidents recorded in the last 3 years. The data and location do not support a recommendation for a toucan crossing or controlled crossing point in this location. However, should this change in the coming years the location could be considered by ESCC for a safety improvement review.

The suggestion to continue the proposed Willingdon Drove cycle route to the Langney Pond pathway and through the proposed new development at Woods Cottages, emerging to join Langney Rise at Faversham Road junction, has not been considered as it is beyond the scope of this proposed cycle route. However, should demand increase for such a route in the future your comments will be noted and considered for future scheme development.

Support/Agreement

- Welcome improvement to local infrastructure with minimal impact on any kind of emergency response or operations.
- The route shows evidence that tried to deliver some safe routes for the less confident, elderly, disabled and children.

5 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. 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 Cycle Routes

PUBLIC CONSULTATION REPORT

Eastbourne Cycle Routes

Prepared for

East Sussex County Council (ESCC)

January 2022

East Sussex Highways
The Broyle
Ringmer
East Sussex
BN8 5NP



A partnership between:

COSTAIN CH2M
Supporting East Sussex



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Document Issue

Revision History

Issue	Author	Date	Description
1	A. Mileham	03/12/21	Client Draft
2	A. Mileham	14/01/22	Client Amendments

Technical Check

Role	Name	Signature	Date
Scheme Promoter	J. Glover	<i>J. Glover</i>	05/12/21
Scheme Promoter	J. Glover	<i>J. Glover</i>	18/01/22

Approval

Role	Name	Signature	Date

ESH Approval

Role	Name	Signature	Date

Acronyms and Abbreviations

DfT	Department for Transport
DIG	Eastbourne Disability Involvement Group
ESCC	East Sussex County Council
ESH	East Sussex Highways
LCWIP	Local Cycling and Walking Infrastructure Plan

Executive Summary

Background

East Sussex County Council (ESCC) is developing a range of transport schemes across the county that both reflect its Local Transport Plan objectives of creating safer, more sustainable communities and which align with the Government's commitment to encouraging more active travel. These will be delivered through the County Council's capital programme for local transport improvements.

This Technical Note (TN02) records the results of the public consultation for the five proposed cycle schemes in Eastbourne which will look to extend and improve the current cycle network in the town. These proposed routes were identified either through the Eastbourne Cycling Strategy jointly developed by the County Council and Eastbourne Borough Council in 2012, or more recently through the ESCC draft Local Cycling and Walking Infrastructure Plan (LCWIP).

The preliminary designs for the following five cycle routes consist of

- Horsey Way Phase 1b - this phase of the cycle route extends from Eastbourne Railway Station towards Ringwood Road and connects with the existing Horsey Cycle Way (Phase 2)
- Eastbourne Town Centre - the proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Eastbourne railway station, via the Devonshire Quarter to the seafront.
- Stone Cross to Royal Parade - the proposed route consists of largely off-road shared facilities to allow cyclists to travel in either direction from Stone Cross, via Langney (adopting the Langney Rise cycle route) to the seafront. Access is provided to an off-road route on Dittons Road to Polegate, as well as the Horsey Way Cycle Route and the National Cycle Route 21.
- Willingdon Drove – this scheme will consist of a shared cycle route within the Willingdon Drove area. This route will connect Sevenoaks Road and Kingfisher Drive to the Langney Shopping Centre and
- Langney Rise – the proposed route will consist of a strategic cycle route from Lottbridge Drove to Sovereign Harbour.

The purpose of this Technical Note (TN02) is to set out the ways in which the public consultation was undertaken and to summarise the responses received. The findings from this note will be used to inform the next stages of the design process.

It should be noted however that during the preliminary design process of these proposed cycle schemes that the Department for Transport (DfT) published its revised guidance on cycle infrastructure design (LTN 1/20) which was published in July 2020. It is recognised that this local transport note has proposed a step-change in the approach to the planning and development of cycle infrastructure and this will be a tool that will be used for developing future cycle infrastructure projects.

Therefore, both East Sussex Highways (ESH) and ESCC understand that the proposals submitted as part of this consultation may not fully achieve all of the core design principles set out in LTN 1/20. However, the design process has been subject to rigorous assessments that seek to ensure that cyclists have the highest level of provision possible, whilst also considering other road users

In addition to the above, it should also be noted that ESH and ESCC have previously engaged in discussions with local communities, business, voluntary groups and public organisations as part of the Stakeholder Engagement process. The results of which are set out within Technical Note (TN01).

Consultation Process

From Monday 16 August to Friday 24th September 2021, ESH undertook a public consultation on the above five cycle route proposals, this consultation process was undertaken virtually (due to Covid-19 restrictions).

All information about the proposals was made available online via the ESCC Citizen Space webpage, which is a digital platform used by the majority of UK councils to host online consultations and record responses received from the general public. The design proposals themselves were 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 a questionnaire online or via post or email. The consultation material and questionnaire were available on request in alternative formats such as large print, audio or languages other than English. Paper copies of the consultation material and questionnaire were also available upon request.

Leaflets were distributed to over 4,500 properties along or in close proximity to the proposed routes and were also promoted through the local media, posters, letters/emails to ward councillors, disability and access groups, resident groups and to the owners/occupiers of properties that were located within close proximity of one of the designated routes.

Consultation Findings

There were a total 188 respondents to the public consultation which equates to a 4% response rate. This was a relatively low response rate. A breakdown of the number of respondents to each of the five schemes is shown below;

- Horsey Way Phase 1b cycle route - 60 responses received
- Eastbourne Town Centre cycle route – 58 responses received
- Stone Cross to Royal Parade cycle route – 25 responses received
- Willingdon Drove cycle route - 19 responses received
- Langney Rise cycle route - 26 responses received

The majority of respondents across all five schemes either supported or strongly supported the proposals. According to comments received, respondents felt, when delivered, the plans would improve the town for residents, visitors and businesses and believed that the infrastructure improvements would help East Sussex County Council achieve their stated objectives.

A breakdown of responses received is provided below for each of the proposed cycle routes;

Eastbourne Town Centre cycle route

- Support – 62%
- Opposed – 31%
- Neutral/Unknown – 7%

Stone Cross to Royal Parade cycle route

- Support – 68%
- Opposed – 28%
- Neutral/Unknown – 4%

Horsey Way Phase 1b cycle route

- Support – 77%
- Opposed – 23%
- Neutral/Unknown - 0%

Langney Rise cycle route

- Support – 62%
- Opposed – 34%
- Neutral/Unknown – 4%

Willingdon Drove cycle route

- Support – 69%
- Opposed – 26%
- Neutral/Unknown – 5%

As identified from the survey results above, the proposed Horsey Way Phase 1b cycle route received the highest level of support, with 77% of respondents in favour of the proposed scheme. However, the cycle routes that received the lowest level of support were the Town Centre and Langney Rise, both with 62% support. Below is a summary of some of the key comments raised during the consultation. A detailed analysis of responses is included within this TN02.

- Concerns about the cycling facilities not being adequately designed.
- Scheme seeks to improve safety for cyclists and pedestrians instead of currently dangerous roads.
- Concerns regarding pedestrian safety.
- Concerns regarding lack of on-going maintenance of footway carriageway of vegetation once the route is in operation. Requests made for rolling maintenance programme to be put in place.
- Scheme well supported due increased benefits to health and welfare cycle route would offer the local community.
- Concerns that the schemes are not warranted because of the lack of cyclists within the area and perceived danger regarding pedestrian safety.
- Concern raised that scheme does not extend far enough at both ends of the route.
- Strong support raised for the introduction of the route
- Concerns regarding the removal of a number of parking spaces.

EASTBOURNE CYCLE ROUTES

1. Introduction

Purpose of this Note

This Technical Note (TN02) sets out a comprehensive record, along with the approach and process, of the East Sussex Highways (ESH) combined general public consultation for five proposed cycle schemes in Eastbourne:

- Horsey Way Phase 1b cycle route
- Eastbourne Town Centre cycle route
- Stone Cross to Royal Parade cycle route
- Willingdon Drove cycle route and
- Langney Rise cycle route

The main purpose of TN02 is to set out the approach and methodology of the public consultation and to summarise the responses received. The findings from this note will be used to inform the next stages of the design process.

Report Structure

TN02 is based upon the following sections;

- Section 1 - Introduces the project and its current stage of development;
- Section 2 - Describes the public consultation approach for the proposed schemes and the methodology used for analysing feedback. This consultation process identifies who was engaged as well as obtaining their input and suggestions.
- Section 3 - Outlines the information regarding respondents to this consultation, based on the information they provided in the questionnaire.
- Section 4 – Presents the scheme specific responses received from the respondents.
- Section 5 – Draws conclusions from the public consultation and discusses the next steps

1.2.1 Supporting Information

- 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.

Project Summary

ESH were commissioned by East Sussex County Council (ESCC) to develop five new cycle routes in Eastbourne which looked at extending and improving the current cycle network within the town.

These proposed routes were identified either through the Eastbourne Cycling Strategy jointly developed by the County Council and Eastbourne Borough Council in 2012, or more recently through the draft Local Cycling and Walking Infrastructure Plan (LCWIP).

The preliminary designs for the following five cycle routes consist of;

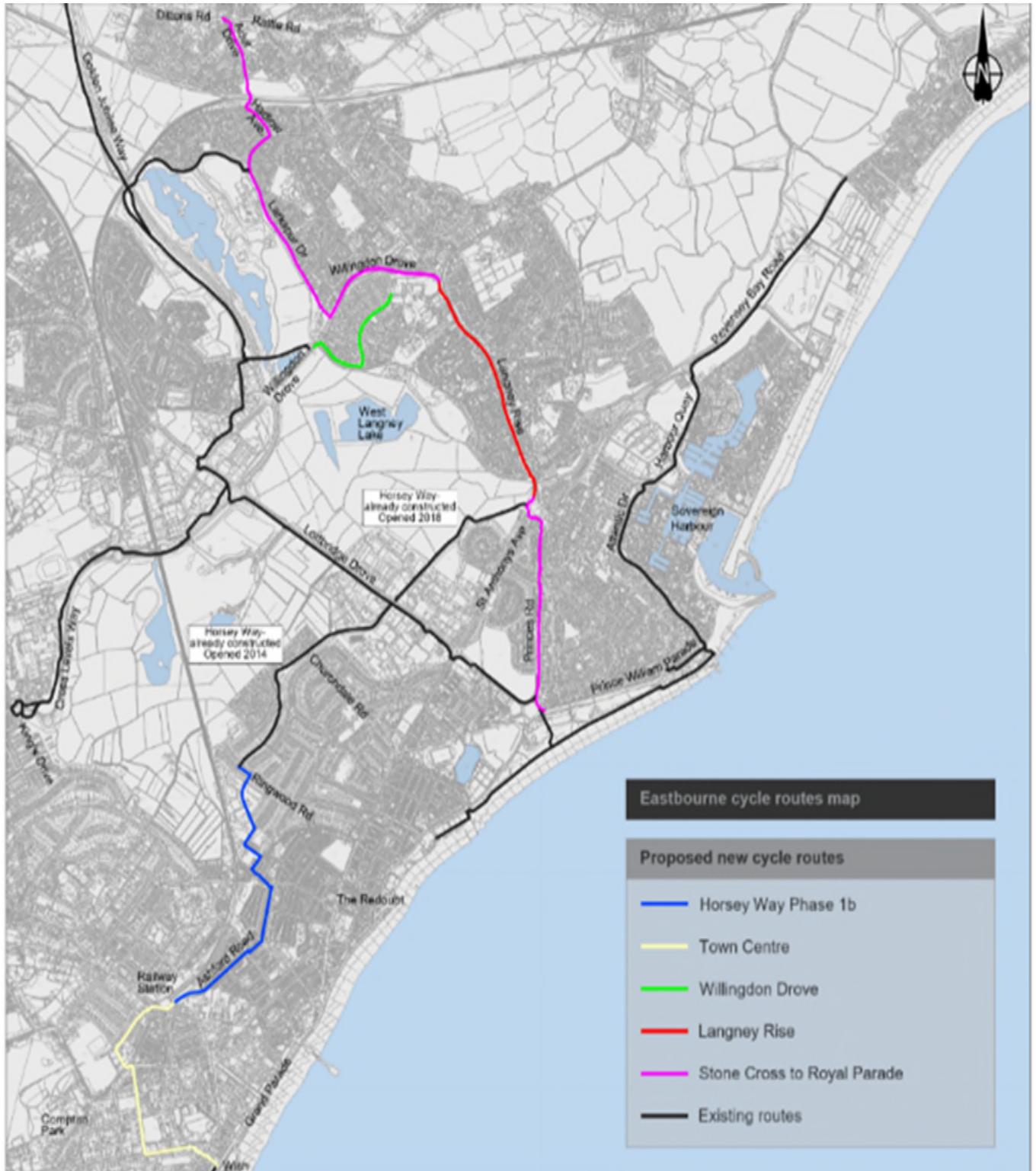
- Horsey Way Phase 1b - this phase of the cycle route extends from Eastbourne Railway Station towards Ringwood Road and connects with the existing Horsey Cycle Way (Phase 2)
- Eastbourne Town Centre - the proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Eastbourne railway station, via the Devonshire Quarter to the seafront.
- Stone Cross to Royal Parade - the proposed route consists of largely off-road shared facilities to allow cyclists to travel in either direction from Stone Cross, via Langney (adopting the Langney Rise cycle route) to the seafront. Access is provided to an off-road route on Dittons Road to Polegate, as well as the Horsey Way Cycle Route and the National Cycle Route 21.

Willingdon Drove – the proposed route would principally be located on a shared footway, thus allowing cyclists to travel in either direction from Willingdon Drove, via the junction of Sevenoaks Road towards that of the junction of Kingfisher Road. Along Kingfisher Drive the proposed route then transfers to the on-road and then terminates at Sandpiper Walk, which is located close to the Langney Shopping Centre.

- Langney Rise – the proposed route will consist of a shared cycle route which runs along the western side of Langney Rise, from the Langney Shopping Centre down to the Langney Roundabout, where it connects with the existing Horsey Way cycle route. An additional short section of route runs along the east side footway from the Langney roundabout up to Priory Road in order to pick up cyclists from Langney Primary School and St Catherine's College.

Figure 1.1 overleaf illustrates the proposed five routes, with **Appendix A** providing each of the individual preliminary cycle design options in more detail.

Figure 1.1 Study Area – Proposed & Existing Cycle Routes, Eastbourne



2. About the Public Consultation

Purpose

The objectives of the consultation were as follows:

- To give local residents information about the proposals and provide an opportunity to comment
- To understand the level of support or opposition to the proposals
- To understand any issues that might affect the proposal which we were not previously aware of
- To allow respondents to make suggestions

Potential outcomes

The potential outcomes of this consultation are:

- Following careful consideration of the consultation responses, ESCC decided 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

Who we consulted and when

The consultation adopted a “digital first” approach to reach as wide an audience as possible in a sustainable way, whereby the details of the scheme were made available online via the East Sussex Citizen Space consultation hub. The consultation period ran from Monday 16 August to Friday 24 September 2021 and was undertaken virtually (due to Covid-19 restrictions).

However, as is standard practice, ESH also ensured that people living and working in areas affected by each proposed cycle route were directly made aware of the proposals. Leaflets were distributed to over 4,500 properties within approximately 400 metres of each of the cycle route proposals.

A Quick Response (QR) code and link to an online survey was included in the leaflet (the QR code allowed smart phone users to be routed to the online survey website).

As mentioned previously in TN01, ESH sent emails to stakeholders who had been identified having an interest in these proposals. The contact list included disability and access groups, transport user groups, cycle and walking groups, businesses and major employers, trade organisations, statutory organisations, charities and local government members.

In addition to the above, ESH and ESCC provided information and issued a press release about the proposals and consultation to local media.

What we asked

The study area covered by the proposals was relatively large and therefore was divided by each route i.e., five sections or specific key areas such as Willingdon Drove, thus, making it easier for the public to focus on areas of particular interest to them.

The questionnaire comprised several closed questions asking for some specific details about the respondents, such as age, gender, mobility and location, as well as questions about their current frequency and purpose of cycle trips and their level of support for each of the proposed routes.

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 B**.

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/eastbourne-cycling-routes-2021/>
- 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 requesting a hard copy of the questionnaire was sent to them, which they could complete and return to County Hall in Lewes.

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

Consultation materials and publicity

ESH and ESCC used a range of channels to raise awareness of the proposed cycle scheme 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

The County Council's consultation website "Citizen Space" was used to host a set of webpages for the purpose of presenting the Eastbourne cycle routes proposals. These webpages provided detailed information about the consultation, including, maps, drawings and descriptions.

A "landing page" summarised the overview of all the proposals, as well as providing a strategic map showing the five proposed routes and the existing routes, to demonstrate how coherent the cycle network would appear following delivery of all the schemes. Crucially, the

landing page also included links to the individual webpages for each scheme, which all followed a common layout as detailed below:

- Overview of the scheme.
- Section-by-section description of the proposals, including links to the drawing for the relevant section. It should be noted that the technical drawings produced during the design stage were tailored to be more appropriate for the public, which involved the use of colour and additional labels to set out the proposals as clearly as possible.
- Link to the questionnaire for that specific scheme.

Furthermore, links were provided to the other schemes in the consultation that were of relevance, for example the Stone Cross to Royal Parade cycle route referenced the Langney Rise cycle route.

The location of the online consultation can be found here:

<https://consultation.eastsussex.gov.uk/economy-transport-environment/eastbourne-cycling-routes-2021/>.

2.6.2 Letters

ESCC and ESH jointly sent a leaflet to over 4,500 addresses within approximately 400 metres of each of the individual cycle route proposals. The letter contained a summary of the proposals along with an overview map identifying the proposed cycle routes.

The letter directed people to the consultation website and invited them to respond. The consultation letter, overview map and map of the distribution area are included within **Appendix C and D** of this technical note.

2.6.3 Emails to stakeholders

In addition to the above, ESH and ESCC reissued an email outlining the scheme and explaining where to find more information and respond, to around 27 organisations and 18 Councillors that operate within the Brough of Eastbourne. 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 ESSC press office 'Newsroom', as well as a further acknowledgement being published in the Eastbourne Herald 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

COVID-19 and certain 'lockdown' restrictions meant that formal face-to-face consultations were not possible. Hence, this consultation process has been undertaken exclusively virtually.

It should be noted however that a virtual meeting took place on Monday 20 September 2021 between a member of the ESH team and a number of equality groups such as the Eastbourne Disability Involvement Group (DIG) and the Eastbourne Blind Society in order to explain the design proposals and answer any specific questions or concerns.

Equalities Assessment

ESCC and ESH took steps to 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 Eastbourne Disability Involvement Group (DIG) and Eastbourne Blind Society, 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, which could be requested via the ESH Customer Contact Centre or picked up from County Hall in Lewes.

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.

All results are reported in **Section 3** and **Section 4** of this technical note. Throughout this process we made sure to adhere to our responsibilities under the Data Protection Act.

3. About the respondents

Introduction

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

Number of respondents

ESH and ESCC received 188 direct responses, which equates to a 4% response rate. As is standard practise, a typical survey response rate can lie anywhere in the region between the 5% to 30% range. Whilst this response rate is therefore classed as low, given the nature of this type of scheme, it is not unexpected.

A breakdown of individuals who responded to each of the five schemes is shown below;

- Eastbourne Town Centre cycle route – 58 responses
- Stone Cross to Royal Parade cycle route – 25 responses
- Horsey Way Phase 1b cycle route - 60 responses
- Langney Rise cycle route - 26 responses
- Willingdon Drove cycle route - 19 responses

Section 4 reports the results from the 188 direct responses received through the consultation website, paper questionnaire or by unique email address.

Respondent gender

The majority of individuals who responded was split between 47% male with that of 40% female (with 13% preferring not to say). According to the 2019 figures, the area of Eastbourne is 48.5% male and 51.5% female (*Equality and Diversity Profile for Eastbourne, Hailsham and Seaford 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 3.1 below.

Table 3.1 Survey Gender Responses

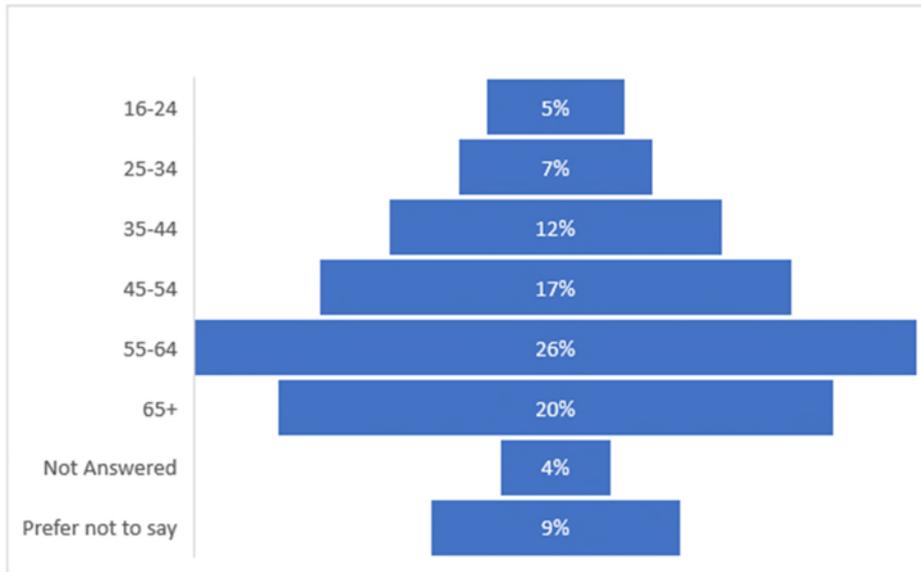
What gender do you identify as?	Number	Percentage (%)
Male	91	48
Female	73	39
Prefer not to say / Not answer	24	13
Total	188	100

Respondent age

The ages of the respondents are shown in Figure 3.1 below. The age distribution of the sample roughly reflects the age distribution of Eastbourne Borough (*Equality and Diversity Profile for Eastbourne, Hailsham and Seaford Clinical Commissioning Group, East Sussex*

Public Health Intelligence January 2018), with a high proportion of Eastbourne's population being between the ages of 55 and 70 years old.

Figure 3.1 Survey Responses – Age Range



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 3.2 below. The majority (79%) said that they did not have reduced mobility and similarly did not consider themselves to be disabled (78%).

Table 3.2 Accessibility and disabilities - Responses

	Reduced Mobility Frequency	Reduced Mobility % of total respondents	Disabled Frequency	Disabled % of total respondents
Yes	15	8	12	6
No	149	79	147	78
Prefer not to say/No answer	24	13	29	16
Total	188	100	188	100

Respondent postcodes

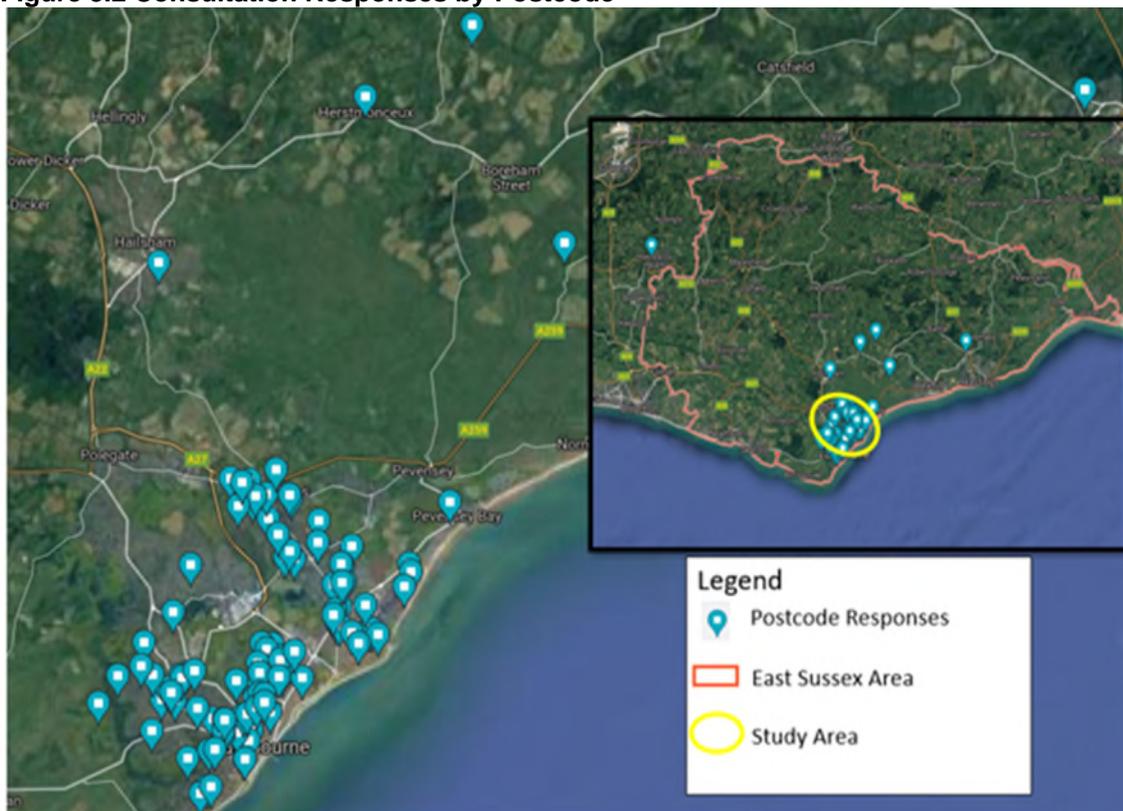
Of the 188 respondents to the consultation, 184 (98%) submitted their postcode. Table 3.3 presents the full list of postcodes of all the respondents. As detailed below within Table 3.3 and Figure 3.2 the majority of respondents lived within the Borough of Eastbourne (Postcodes BN20, BN21, BN22 and BN23).

A number of smaller clusters of respondents can be seen around Hailsham, Battle and Saint Leonards-on-sea. It should be noted that three respondents (1%) submitted a questionnaire that was situated outside of the East Sussex boundary map, Haywards Heath (West Sussex).

Table 3.3 Respondent postcodes

Postcode	Total	Percentage (%)
BN7	1	1
BN20	15	8
BN21	54	29
BN22	45	24
BN23	48	26
BN24	8	4
BN26	1	1
BN27	3	2
TN33	1	1
TN37	5	3
RH16	3	2
Prefer not to say/No answer	4	2
Total	188	100

Figure 3.2 Consultation Responses by Postcode



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 3.4. The majority of respondents are categorized as 'Individuals'.

Table 3.4 Relationship between respondent and scheme

Category of respondent	Total	Percentage (%)
Individual	183	97
Business	3	2
Prefer not to say/No answer	2	1
Total	188	100

Average commute without use of private vehicles

The respondents were asked on average how often they commute without the use of private vehicles or public transport (e.g., using a bike or on foot). 41% of respondents commute most (3 or more) days without the use of private vehicles. Whereas 19% of respondents never use an alternative to private car or public transport.

Table 3.5 Average commute without use of private vehicles

Frequency	Number	Percentage (%)
5 or more days a week	31	16
3-4 days a week	47	25
2 days a week	21	11
Once a week	11	6
Once a fortnight	4	2
Less than once a month	10	5
Never	35	19
Prefer not to say	21	11
Not answered	8	4
Total	188	100

Summary of consultation responses

The following summarises the overview responses:

- Overall, there was a balanced gender response.
- The respondents were of a wide spread of age ranges.
- Based on postcode data, the majority of respondents reside within the Borough of Eastbourne.
- The majority of respondents are categorised as ‘individuals’.
- 41% of respondents said they do not rely on a private vehicle or public transport for 3 or more days of their commute, but 19% never use an alternative to a private vehicle or public transport.

4. Scheme specific consultation responses

About this chapter

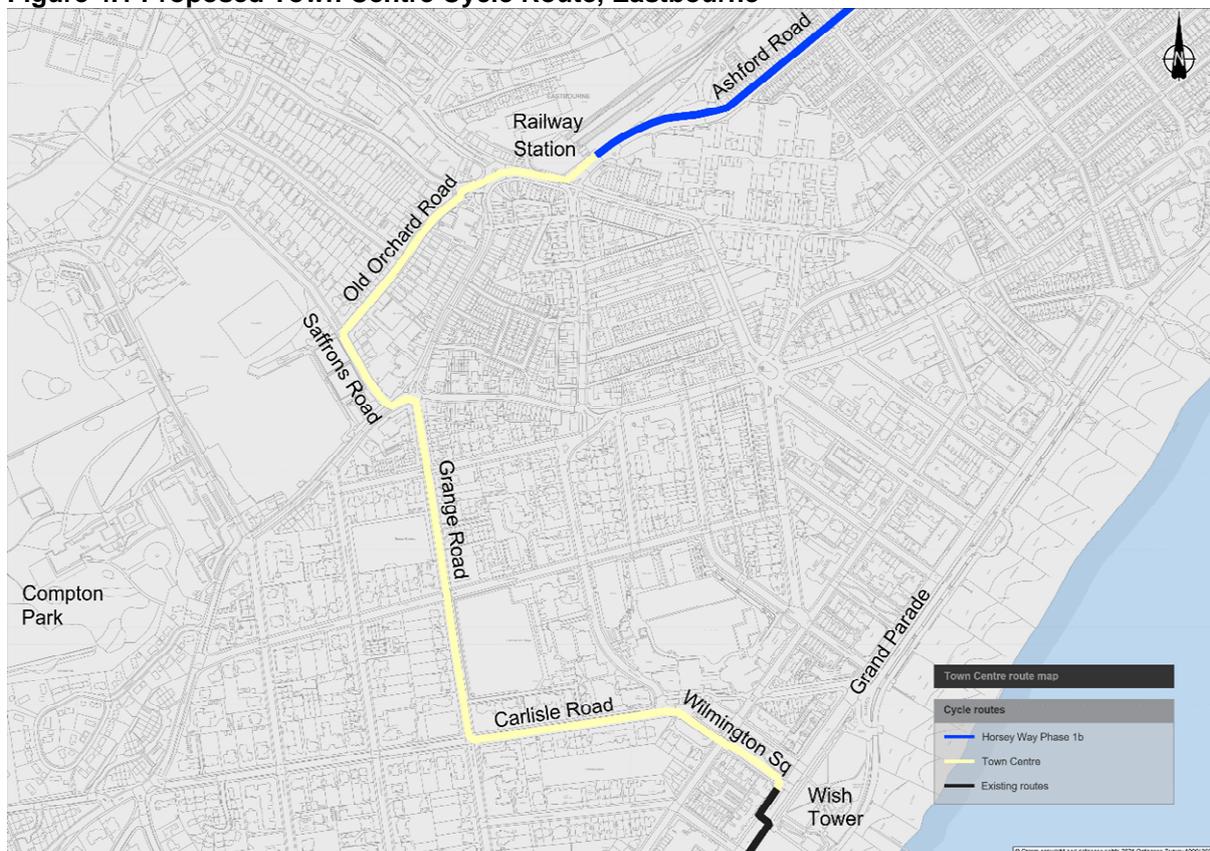
To gain feedback on the scheme, ESH asked respondents answering the online questionnaire three closed questions, allowing them to show their level of support for each of the proposed five cycle routes. The results of which are presented within this chapter.

Eastbourne Town Centre

The proposals are to support cyclist access to some of the key destinations within the town, particularly between the rail station, the seafront, the Devonshire Quarter and other cycle routes in Eastbourne. The proposed new routes will also link with existing cycle routes in the town, such as phases 2 & 3 of Horsey Way, the seafront cycle route and the cycle route along Lottbridge Drive.

Specifically, the route is planned to start at rail station, crossing Old Orchard, Saffrons, Grange, Carlisle and Wilmington Roads and linking to the existing seafront cycle route. Figure 4.1 below shows the proposed Eastbourne Town Centre cycle route.

Figure 4.1 Proposed Town Centre Cycle Route, Eastbourne



4.2.1 Respondent gender

The gender of the respondents for the Town Centre cycle route is shown in Table 4.1. The gender profile of respondents is similar to that of the Eastbourne, Hailsham and Seaford CCG¹ where 51.6% are female and 48.4% are male in this geographic area. Note, that the survey however did include a 'prefer not to say' option and also could be skipped as a question, so the male and female percentages are slightly lower than the ESH average.

Table 4.1 Survey Gender Respondent – Town Centre

What gender do you identify as?	Number	Percentage (%)
Male	26	45
Female	27	47
Prefer not to say / Not answer	5	9
Total	58	100

4.2.2 Respondent age

There was a good range of ages in the respondents to the survey. There were responses from ages 16 up to 65+, with the largest number of responses coming from the 55-64 age group (14 respondents) and 65+ age group (14 respondents). Conversely, the younger age groups yielded the fewest number of responses with the 16-24 category having 2 respondents and 25-34 category having 3 respondents.

Table 4.2 Survey Age Respondent – Town Centre

Age	Number	Percentage (%)
16-24	2	3
25-34	3	5
35-44	7	12
45-54	11	19
55-64	14	24
65+	14	24
Not Answered/Prefer not to say	7	12
Total	58	100

4.2.3 Respondent postcode

The respondents of the Town Centre survey reside across 8 postcodes (collated at outward code level for reporting). The largest number of respondents live in BN21 (21 respondents), followed by BN23 (13 respondents) and BN22 (12 respondents).

¹ <http://www.eastsussexjsna.org.uk/JsnaSiteAspx/media/jsna-media/documents/localbriefings/E%20%26%20D%20profiles/Jan%202018/Equality-Profile-EHS-CCG-Jan-2018.pdf>

Table 4.3 Respondent postcodes – Town Centre

Postcode	Total	Percentage (%)
BN20	6	10
BN21	21	36
BN22	12	21
BN23	13	22
BN7	1	2
RH16	1	2
TN33	1	2
TN37	1	2
Not Answered/Prefer not to say	2	3
Total	58	100

4.2.4 Accessibility and disabilities

The majority of the survey respondents said that they do not have reduced mobility (74%) or consider themselves to be disabled (76%). Table 4.4 presents the responses.

Table 4.4 Accessibility and disabilities responses - Town Centre

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	7	12	5	9
No	43	74	44	76
Prefer not to say/No answer	8	14	9	16
Total	58	100	58	100

4.2.5 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 above proposed cycle route?’

Respondent support to the proposed cycle route is noted in Table 4.5.

Table 4.5 Survey Respondent view – Town Centre

View	Number	Percentage (%)
Strongly support	24	41
Support	11	19
Not Answered	1	2
Oppose	10	17
Strongly Oppose	8	14
No opinion/ don't know	4	5
Total	58	100

The majority of respondents were in favour of the proposed cycle route with 60% either strongly supporting (41%) or supporting (19%) it. Conversely, 31% were against the proposed cycle route, with 17% opposing and 14% strongly opposing the route.

For those who said they would use the new route, the majority would use it for leisure or social purposes (35%). Only 5% said that they would use it to commute. Table 4.7 provides more detail on the purpose of travel.

Table 4.7 Purpose of travel – Town Centre

Purpose of travel	Number	Percentage (%)
Leisure/social	13	35
Commute to or from work	2	5
Not answered	19	51
Other	3	8
Total	37	100

4.2.6 Specific Themes and Trends in the Qualitative Responses

4.2.6.1 Issues & concerns

As mentioned previously, numerous detailed responses were received from the general public regarding the proposed cycle routes. The feedback received involving issues/concerns is set out below, with an ESH design response underneath in [blue](#).

- “I totally support cycle routes but these need to be on roads that we want to use, not on back streets that have no use whatsoever. This route doesn't go anywhere of any use! Surely, the cycle route should pass the shops and theatres, i.e., go up Grove Road and down South Street and maybe down Hardwick Road for the theatres and straight into Lascelles for the seafront.”*
- ESH Response** – As part of the route design process (which would need to link Eastbourne railway station to the seafront and ideally incorporate access to other key cultural, sport and leisure destinations such as the Devonshire Quarter) a detailed route identification and multi-criteria assessment was performed to ensure that the design met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes which included the potential use of Grove Road, South Street and Hardwick Road. The final route choice was one of the highest ranked (for on-road routes) of which directness was one of the many assessment criteria.

The route will pass through the Devonshire Quarter along College Road directly adjacent to the recently refurbished Congress Theatre and The Contemporary Museum.

- “I don't think it's a good idea to have cycling from the railway station to the seafront”.*
- ESH Response** – The route between the railway station and the seafront was identified in the Eastbourne & South Wealden Cycling & Walking Package Phase 2 as a priority route to provide greater provision for cyclists and to improve connectivity to key destinations within Eastbourne.

The route will support connectivity to some of the key destinations within the town, particularly access between the rail station, the seafront, the Devonshire Quarter and

onto other key cycling routes in Eastbourne, specifically the route along the seafront including the Wish Tower and onto Bede's School and then the South Downs.

It is envisioned that the route will aid in promoting multi-modal sustainable trips in the Eastbourne wider area, whilst at the same time providing a facility that can be utilised by local residents to aid their own trips and encourage sustainable travel choice, thereby reducing reliance on motor vehicles with the resultant health and environmental benefits.

- *“The main concern is regarding the route along Waterworks Road, Moy Ave, Courtlands to Ringwood. There are traffic lights at the junction of Whitley road into Waterworks Road that do not have pedestrian crossing lights. The lights further up Whitley Road towards the bridge does have pedestrian lights. Perhaps this is another area that needs looking at if this route is chosen.*

These roads are very busy and are constantly used by large vehicles travelling through or parking. It is also an area due to have three large housing developments on both sides of the roadway.

In Waterworks Road there are houses on one side and parking on the road. To follow the pathway round into Moy Ave is met with another redevelopment area and is often used by queuing or waiting lorries. If this route is used the cyclists would then have to cross the road by another busy junction.

On the other side of the road is a proposed development and a pathway that does not follow the road all the way round. There are several businesses and parking on a dangerous bend.

Courtlands Road is another area used by large vehicles crossing the pathways to enter various sites regularly throughout the day. On the other side of the road is another redevelopment area and once again cyclists would have to cross the busy junction to continue the route. Perhaps using St Philips Ave into Ringwood Road would be a safer option.”

- **ESH Response** – This does not relate to the Eastbourne Town Centre Route.
- *“Although I support cycle routes in general, I have a concern. I am a carer by profession and one of my clients has learning difficulties and also visually impaired and hearing issues. So, for her a shared cycle / pedestrian route would be difficult and dangerous. While she is with someone else, I do think anyone who is blind and perhaps on their own with guide dog would find it impossible to stay safe”.*
- **ESH Response** – There is only a short section of shared footway at each end of the route with the remainder consisting of on-road or separated facilities. The first shared section is between the cycle parking outside the railway station to the proposed new parallel crossing, a distance of approximately 40 metres. Considering the location and environment it is considered that any cyclists who choose to cycle through this area will be at very low speeds and therefore reduce the potential for conflict.

The only other shared section is close to the seafront, the final route section making use of the northern footway on King Edwards Parade for a distance of approximately 40 metres. This is a relatively wide footway at 3.5 metres and is already a signed shared footway. The new route is making use of the existing facility and upgrading the current zebra crossing to a parallel crossing to link the route to the seafront.

- *“I am concerned about the proposed cycle path on Grange Rd as it goes past Eastbourne College. The traffic is mayhem in the morning and evening as parents drop their children off. They often stop in the middle of the road temporarily and let their kids hop out. You also have minibuses coming along here at these times to drop pupils from further away off. Having designated parking bays won’t stop them temporarily parking on double yellows or in the road and this will be dangerous for cyclists on the proposed cycle lanes. I think you should consider moving the cycle path away from this stretch of road.”*

- **ESH Response** – A detailed route identification and multi-criteria assessment was performed to ensure that the design met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes within the immediate surrounding area. The final route choice was one of the highest ranked (for on-road routes) of which the reduction of risk of collisions involving cyclists along the route relative to existing levels of incidents was a key component and the route scored positively.

A detailed review of recent collision history and experienced professional review was used to form the basis of the scoring. The measures proposed for Grange Road (the rationalisation of parking bays, advisory cycle lanes and cycles symbols) all aid in highlighting the route as used by cyclists and their likely presence in the environment.

- *“This scheme will mean more congestion in the town centre, holding up traffic and buses, and will be detrimental to pedestrians - that forgotten majority. I would question why all this money should be spent on appeasing a small, but vociferous, group of people.*

There are far more pedestrians than cyclists in this town and I think it's about time they were given more consideration. There are already far too many reckless cyclists who put pedestrians at risk, either through ignorance or arrogance.

I would like more consideration to be given to the adverse impact of cyclists on other road and pavement users. The local councils should also decide exactly what they want to achieve. There is a lot of rhetoric about attracting people into the town centres to spend money and ensure their continued viability, yet you make it harder and harder to drive in there, and in these times, not everyone is happy to travel on a crowded bus, if indeed, a bus happens to come along at all.

My main message is please, for once, prioritise the huge majority, pedestrians.”

- **ESH Response** – One of the main aims of any cycle route provision is to enhance facilities for cyclists and to encourage modal shift for shorter distance local trips and reducing reliance on motor vehicles, and thereby reduce congestion and supporting wider economic regeneration. The reduction in congestion will also provide health benefits and to the local environment.

For the majority of the route cyclists will share the carriageway with motor vehicles with no loss of vehicle lanes, where the carriageway is being reduced in width through junction’s capacity assessments have shown the introduction of the route will have negligible impact on capacity and subsequent queues and delays.

In terms of impact on pedestrians, there is only a short section of shared footway at each end of the route where there is the potential for conflict with pedestrians, with the remainder of the route consisting of on-road or separated facilities. The first shared section is between the cycle parking outside the Rail Station to the proposed

new parallel crossing, distance of approximately 40 metres. Considering the location and environment it is considered that any cyclists who choose to cycle through this area will be at very low speeds and therefore reduce the potential for conflict.

The only other shared section as close to the seafront, the final section making use of the northern footway on King Edwards Parade for a distance of approximately 40 metres. This is a relatively wide footway at 3.5 metres and is already a signed shared footway. The new route is making use of the existing facility and upgrading the current zebra crossing to a parallel crossing to link the route to the seafront.

There are also added benefits with the introduction of the controlled parallel crossing outside the Rail Station, providing priority to pedestrians over vehicle traffic. The parallel crossing on King Edwards Parade will also aid in separating pedestrian and cyclist movements, reducing the potential for conflict.

There will also be wider footways to aid pedestrian movements at the junctions of Grove Road / Southfields Road, Grange Road / Grove Road / Meads Road / Saffrons Road and Wilmington Gardens / Compton Street / Wilmington Square. At Wilmington Gardens / Compton Street / Wilmington Square a road narrowing is proposed to reduce crossing distance for pedestrians with the provision of dropped kerbs and tactile paving, of which there are no current facilities

Terminus Road has recently been upgraded to provide pedestrian priority through the main shopping area of the Town Centre. There are further planned phases for the pedestrianisation Terminus Road heading towards the seafront that will provide further enhanced pedestrian priority in the most heavily pedestrian trafficked areas of the Town Centre.

- *“The proposed plans have created a complex meandering route that is indirect and features numerous busy junctions and crossings. There is some attempt to mitigate the risk, but these are wholly inadequate. There would be an ideal opportunity to slow down traffic and reduce danger, by providing a 20mph limit or zone, in the area around Old Orchard Rd, part of Saffrons Rd, in front of the Town Hall and South Street. The best solution would have been a traffic free route from the station to the seafront ideally along Terminus Road.”*
- **ESH Response** – The introduction of area wide 20 mph zone was discussed as part of the investigatory process of the route identification. At the time it was not considered appropriate to promote this in tandem with an individual cycle route. A larger area wide 20 mph zone or setting of 20mph ‘default’ speed limit in urban and village roads is being considered as a separate issue.

With regard to Terminus Road, this has been recently redeveloped to between A259 Gildredge Road and Cornfield Road. The new layout consists of bus only lane in an eastbound direction with wide ‘pedestrian routes’ either side of the bus lane with large areas of planting, provision for cyclists has not been included in the new arrangement.

As part of Town Centre Cycle route scheme development, a review of Terminus Road was performed with several potential options being identified to either incorporate or provide alternatives to allow cyclists to make use of Terminus Road. The outcome of this review was that none of the solutions identified provide a realistic option based on this initial investigation with disadvantages that would need further significant consideration. The situation will be kept under review regarding routes in the town centre and its surrounds as part of the delivery of the East Sussex LCWIP.

- *“Where proposed cycle routes interact with pedestrian areas this creates danger for all pedestrians but especially those with sight problems and physical disabilities. How is it safe for pedestrians to route cyclists across a pedestrian crossing. Cyclists are usually going much faster than a pedestrian - accidents could easily happen. It would seem those that have thought this idea up - do not walk around the town centre very much.*

It must be made absolutely clear not only with signage but maybe bright coloured road surfaces where the road ends and the cycle lane begins. Also, how do you intend to ensure that cyclists stop at traffic lights and other crossings.”

- **ESH Response** – There is only a short section of shared footway at each end of the route where there is the potential for conflict with pedestrians, with the remainder of the route consisting of on-road or separated facilities. The first shared section is between the cycle parking outside the Rail Station to the proposed new parallel crossing, distance of approximately 40 metres. Considering the location and environment it is considered that any cyclists who choose to cycle through this area will be at very low speeds and therefore reduce the potential for conflict.

The only other shared section as close to the seafront, the final section making use of the northern footway on King Edwards Parade for a distance of approximately 40 metres. This is a relatively wide footway at 3.5 metres and is already a signed shared footway. The new route is making use of the existing facility and upgrading the current zebra crossing to a parallel crossing to link the route to the seafront.

With regard to the crossings, those proposed are a new type of crossing designated as parallel crossings with distinct and marked crossing areas for pedestrian and cyclists. These have been installed and are in use throughout the United Kingdom and it should be clear and evident to all users which element of the crossing to utilise.

Lastly, cyclists, like all road users, are subject to rules and laws of the Highway and are subject to enforcement for infringement if those laws are disobeyed.

- *“Eastbourne desperately needs many more cycle routes, but this proposal is a total waste of time and money. The proposed route is on very quiet practically car-free roads where I regularly cycle. These roads are not dangerous for cyclists. However, there are roads in Eastbourne that are extremely dangerous for cyclists and these would benefit from cycle lanes asap.*
 - 1) *The busy seafront road: there is ample room for an on-road cycle path here. The existing one is not fit for purpose and is dangerous, as pedestrians do not realise it is a shared space*
 - 2) *The A2270 Upperton Road is very dangerous for cyclists so a path here is very much needed, as is the other route into Old Town, the A259 which is a no-go area for cyclists.*

I am very pleased that Eastbourne Borough Council is committed to encouraging cycling, but this is a wasted opportunity. The proposed route will hardly be used, and there are many existing ways to cycle to the seafront on already quiet roads. It's just not needed, whereas there is a HUGE need in the areas I have detailed above.”

- **ESH Response** – The route under consideration is between the Railway Station and the seafront was identified in the Eastbourne & South Wealden Cycling & Walking Package Phase 2 as a priority route to provide greater provision for cyclists to

improve connectivity to key destinations within Eastbourne. The route will support connectivity to some of the key destinations within the town, particularly access between the rail station, the seafront, the Devonshire Quarter and onto other key cycling routes in Eastbourne, specifically the route along the seafront including the Wish Tower and onto Bede's School and then the South Downs.

It is envisioned that the route will aid in promoting multi-modal sustainable trips in the Eastbourne wider area, whilst at the same time providing a facility that can be utilised by local residents to aid their own trips and encourage sustainable travel choice, thereby reducing reliance on motor vehicles with the resultant health and environmental benefits.

The provision of the route along with the infrastructure improvements at some of the busier, key, junctions where conflict is most likely will hopefully encourage those who are not currently comfortable with cycling.

There are proposed walking and cycling infrastructure schemes as part of the East Sussex LCWIP for the Eastbourne and South Wealden area that would look to provide improvements for the wider area, including King Edwards Parade / Grand Parade / Marine Parade from the junction from South Downs Way to Sovereign Harbour. There is also a proposed route on A259 at The Goffs, Compton Road adjacent to Gildredge Park.

- *"The town centre is dangerous enough with buses, allowing cyclists to hurtle through pedestrian areas will only increase the risk of injury and death".*
- **ESH Response** – There is only a short section of shared footway at each end of the route where there is the potential for conflict with pedestrians, with the remainder of the route consisting of on-road or separated facilities. The first shared section is between the cycle parking outside the railway station to the proposed new parallel crossing, distance of approximately 40 metres.

Considering the location and environment it is considered that any cyclists who choose to cycle through this area will be at very low speeds and therefore reduce the potential for conflict.

The only other shared section as close to the seafront, the final section making use of the northern footway on King Edwards Parade for a distance of approximately 40 metres. This is a relatively wide footway at 3.5 metres and is already a signed shared footway. The new route is making use of the existing facility and upgrading the current zebra crossing to a parallel crossing to link the route to the seafront.

- *"Eastbourne main roads are already congested e.g., due to ill-considered pavements jutting out for bus access. Thus, causing more pollution while traffic is stationary behind a bus unable to pass e.g. Seaside.*

I suggest

- 1) *stop any proposed dual access cycle / pedestrian path as Guess what Eastbourne has a high elderly population and if given the go ahead will cause an increase in accidents between pedestrians and cyclists*
- 2) *give pedestrians NOT cyclists Priority. Keep pavements for people, including ALL the Promenade.*
- 3) *Stop increasing cycle lanes, and*
- 4) *Stop increasing paid for parking where it used to be 2 hours free".*

- **ESH Response:**

- 1) There is only a short section of shared footway at each end of the route where there is the potential for conflict with pedestrians, with the remainder of the route consisting of on-road or separated facilities. The first shared section is between the cycle parking outside the Rail Station to the proposed new parallel crossing, distance of approximately 40 metres. Considering the location and environment it is considered that any cyclists who choose to cycle through this area will be at very low speeds and therefore reduce the potential for conflict.

The only other shared section as close to the seafront, the final section making use of the northern footway on King Edwards Parade for a distance of approximately 40 metres. This is a relatively wide footway at 3.5 metres and is already a signed shared footway. The new route is making use of the existing facility and upgrading the current zebra crossing to a parallel crossing to link the route to the seafront.

- 2) Terminus Road has recently been upgraded to provide pedestrian priority through the main shopping area of the Town Centre. There are further planned phases for the pedestrianisation Terminus Road heading towards the seafront that will provide further enhanced pedestrian priority in the most heavily pedestrian trafficked areas of the Town Centre.
- 3) The provision and enhancement of facilities for pedestrian and cyclists, and thereby increasing numbers and modal shift have clear benefits to the individual and society. It is known that sustainable travel choices can improve physical and mental health and wellbeing, and that it can help to reduce the number of people using vehicles, thereby reducing emissions from exhaust fumes and benefiting the environment. As such East Sussex Council is committed to improving active travel options for a wider societal benefit.
- 4) There is no increase in paid parking as part of the scheme. Where currently unrestricted the parking is being rationalised via the marking of bays for benefit of highlighting recommended cyclist position.

- *“There are enough arrogant, aggressive cyclists clogging up the roads and delaying traffic already without encouraging more. Together with the increased parking charges (which, judging by the increased number of parking spaces available around the town, seem to have resulted in many fewer cars entering the town, and may actually result in reduced income!), these proposed cycle lanes will further encourage people not to drive into Eastbourne, but go elsewhere to shop, resulting in more small businesses in the town failing, and less revenue to the Council”.*

- **ESH Response** – The proposed route is seen as a key part of Eastbourne’s growing cycle route network, linking directly key trip attractors and to the wider cycling network. The route will support connectivity to some of the key destinations within the town, particularly access between the rail station, the seafront, the Devonshire Quarter and onto other key cycling routes in Eastbourne, specifically the route along the seafront including the Wish Tower and onto Bede’s School and then the South Downs.

It is envisioned that the route will aid in promoting multi-modal sustainable trips in the Eastbourne area wider area, whilst at the same time providing a facility that can be utilised by local residents to aid their own trips and encourage sustainable travel choice, thereby reducing reliance on motor vehicles with the resultant health and environmental benefits. Enabling a modal shift towards cycling will support a reduction in town centre congestion and support wider economic regeneration.

The provision of the route along with the infrastructure improvements at some of the busier, key, junctions where conflict is most likely will hopefully encourage those who are not comfortable from currently cycling in this area to do so and effect that change.

This will include cycling to the station area with the potential for cycle trips to terminate and make use of the cycle parking provided along the recently refurbished section of Terminus Road, thereby used to access the shopping area.

As part of this proposals no changes have been proposed in terms of parking charges.

- *“I wholeheartedly agree to the need to add cycle routes through the town centre, but there is a better way of achieving it than is suggested in these proposals. Firstly, the need to dismount outside the train station needs to be reconsidered, it stops this route being efficient and will be under-utilised. Also, will everyone actually dismount, or just carry on cycling straight to the new zebra crossing?”*

The remainder of the route up to Wilmington Gardens is just some additional cycle symbols painted on the road, these will not improve cycle safety and won't encourage more people to cycle.

If the painted symbols are going to be used and cyclist safety ignored, then the route should use Grove Road instead with a contraflow cycle lane installed. This is a more direct route that reduces the number of right turns, making it safer.

The route turning right out of Southfields Road onto the Station Roundabout is very unsafe. Nothing has been done to improve that roundabout for the safety of cyclists. It's a busy roundabout. The route going in the opposite direction crosses over the entrance of Grove Road, I can see cyclists just using Grove Road instead of the marked route via Old Orchard Road laid out in these proposals.

The only sensible part of these proposals that I agree with is the Wilmington Gardens section, it is a proper segregated 2-way cycle lane. These should be used throughout all of these proposals. It is infrastructure like this that will make people choose to cycle over driving as it makes them feel safer.

I personally would not use this route to get from the station to the seafront, I would likely use Terminus Road (the bus only section recently redeveloped), Cornfield Road, then cycle around the War Memorial Roundabout which is much less busy, and I believe safer than the Station Roundabout, then either Devonshire Place or Chiswick Place to the seafront. This route is much more direct and safer as there are no right turns and uses wider roads.

Therefore I oppose these plans as they do not increase cyclist safety, the route is not direct or efficient, and there is a much better solution to build a safe segregated cycle route from the station to the seafront”

- **ESH Response** – As part of the route design process (which would need to link with Eastbourne railway station to the seafront and ideally incorporate access to other key cultural, sport and leisure destinations such as the Devonshire Quarter) a detailed route identification and multi-criteria assessment was performed to ensure that the design met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes and the final route choice was one the highest ranked (for on-road routes) of which directness was one of the many assessment criteria.

In terms of providing fully segregated facilities at junctions and on the stretches of road between them, potential segregated protected routes were considered as part of the design process. However, these were not considered to be practical for the route in question.

There is insufficient road space to maintain current vehicles lanes, maintain pedestrian levels of comfort, maintain on-street parking (where there are no or limited off-street alternatives) and provide separated cycle provision. The route chosen was partially done so on the historic vehicle data to ensure the route was not on high volume and speed roads to minimise the potential interaction between cyclists and other road users.

With regard to the use of Terminus Road, as detailed this has been recently redeveloped between A259 Gildredge Road and Cornfield Road. The new layout consists of a bus only lane in an eastbound direction with wide 'pedestrian routes' either side of the bus lane with large areas of planting, provision for cyclists has not been included in the new arrangement.

As part of Town Centre Cycle route scheme development, a review of Terminus Road was performed with several potential options being identified to either incorporate or provide alternatives to allow cyclists to make use of Terminus Road. The outcome of this review was that none of the solutions identified provide a realistic option based on this initial investigation with disadvantages that would need further significant consideration. The situation will be kept under review regarding routes in the town centre and its surrounds as part of the delivery of the East Sussex LCWIP.

- *“My husband and I are almost daily cyclists and use our bikes for utilitarian reasons more than for leisure. However, we do regularly enjoy leisure time cycling along from Wilmington Square along King Edwards Parade to the Fisherman’s Club and onto the pleasurable cycle track from there along the cycle route to the harbour.*
 - *the inevitable increased build-up of traffic with very frustrated drivers because of the narrowing of roads and there being less space for drivers*
 - *the small number of cyclists using the new lanes, especially initially (as happened in Brighton where there was a huge outcry from drivers who were aware, they were being very disadvantaged with very few new cyclists using the new lanes)*
 - *we wonder if the East Sussex Highways/East Sussex County Council has carried out surveys amongst cyclists in Eastbourne enquiring whether they would use the cycle lanes more in the future and whether experiments in other towns/cities have shown a substantial growth in the number of cyclists coming into these towns*
 - *losing any car parking spaces on each of these roads is regrettable with further frustration and chaos with many drivers unable to find parking spaces*
 - *we are convinced that one answer to our parking shortages is to create a Park and Ride on the A27/A22 /A259 or wherever and so avoid congestion in town*
 - *we think it is vital that you find out whether or not these huge changes to our town’s roads will be worth doing or is it the local Council who is*

pushing it perhaps because there are orders from higher authority to get on with it. We are interested in knowing the answer!"

- **ESH Response:**

- 1) In terms of road narrowing, the only physical narrowing will be at the key junctions for which capacity assessment have shown the loss of road space and potential increase in cyclists' numbers will have negligible impact on operational capacity.

For the remainder of the route cyclists will generally make use of the same road space as other vehicles or advisory lanes which would allow the passage of vehicles past cyclists. Whilst some delay for motor vehicles may be an outcome for increased cycle usage this is considered to be an overall betterment with an increase in sustainable travel.

- 2) The promotion of any new cycle route is key to its use and acceptance. Further consultation and promotion of the route will be included as and when the scheme progress through the design process.
- 3) Key stakeholders, including local cycle and pedestrian groups have been consulted as part of an earlier consultation process whose comments will be considered as and when the scheme moves forward in the design process.
- 4) While it is regrettable that some parking will be lost around Wilmington Square to allow the separated cycle path to be provided it is considered the added benefit of the separated path through this section outweighs the loss of around 6 parking spaces lost at Wilmington Square. A balance between users' needs to be met and for the remainder of the route on-street parking has been retained but formalised by the provision of bay markings.
- 5) This is a wider area issue and falls outside the bounds of the development of a single cycle route.
- 6) The route between the Railway Station and the seafront was identified in the Eastbourne & South Wealden Cycling & Walking Package Phase 2 as a priority route to provide greater provision for cyclists to improve connectivity to key destinations within Eastbourne.

The route will support connectivity to some of the key destinations within the town, particularly access between the rail station, the seafront, the Devonshire Quarter and onto other key cycling routes in Eastbourne, specifically the route along the seafront including the Wish Tower and onto Bede's School and then the South Downs.

It is envisioned that the route will aid in promoting multi-modal sustainable trips in the Eastbourne area wider area, whilst at the same time providing a facility that can be utilised by local residents to aid their own trips and encourage sustainable travel choice, thereby reducing reliance on motor vehicles with the resultant health and environmental benefits.

- *"Due to the volume of traffic in Ashford Road and the number of heavy vehicles and buses that use it, narrowing the road will seriously affect the traffic flow. Vehicles turning right from Cavendish Place will have hardly any room to manoeuvre and our house is directly in the firing line.*

We have witnessed altercations with one large vehicle stopped at the lights and another wishing to turn, and that is at the present road width. It will be a frequent nightmare when the road is narrowed.

If you must continue with this plan our suggestion is to stagger the pavement so it widens further back from the lights allowing more room for vehicles to turn. Alternatively stopping the traffic further back from the lights."

- **ESH Response** – This does not relate to the Eastbourne Town Centre Route.
- "Living in upper Old Town and using my bike for access to town centre shops and seafront/Seaside, this is the only proposal that is relevant to me. Of the other five I have limited knowledge of area so will not be commenting on them. This route could be of marginal benefit to me along Saffron Road and Grange Road. Greater benefit would come from a safe route along the A259 especially The Goffs and through Gildredge Park. To be able to cycle along Terminus Road (be it with a speed limit) would be great".
- **ESH Response** – The route under consideration is in relation to the connecting the Rail Station to the Seafront. The A259 at The Goffs and through Gildredge Park would require a significant diversion between the two terminus points and was therefore not considered a suitable alternative for this specific route.

There are proposed walking and cycling infrastructure schemes as part of the East Sussex LCWIP for the Eastbourne and South Wealden area that would look to provide improvements along the A259 at The Goffs, Compton Road adjacent to Gildredge Park and another potential route through the park itself. These additional routes will be investigated over the forthcoming years.

"Overall disappointed that retention of parking was chosen over installing a proper segregated cycle track. The marked advisory cycle lanes shouldn't be 1.5m wide, where possible they should be 2m.

The Turning pockets that are usable for all vehicles show the cycle symbol which may cause confusion. Also, around Meads Road it is only 1m wide which is not sufficient at all and could be wider since it is proposed to narrow the carriageway here.

Having to dismount to use the route outside the station isn't great. Surely it is possible to remove one of the lanes on Terminus road and provide a bi-directional 3m lane instead? This would allow cyclists in both direction to avoid mixing with both motor traffic and pedestrians.

The bi-directional cycle track at Wilmington Square removing about 1m of the square could be avoided by either removing the parking, or by making the track one-way as a contraflow with cycles using the main carriageway in the other direction, since cycling on the main carriageway apparently isn't an issue anywhere else on this route.

The parallel crossing on King Edward's Parade has a narrow cycle crossing part which could cause issues for cyclists travelling in opposite directions. Could be widened to be sufficient width. Also zig zag markings overlap marked parking bays."

- **ESH Response** – In terms of providing fully segregated facilities at junctions and on the stretches of road between them, potential segregated protected routes were considered as part of the design process. However, these were not considered to be practical for the route in question.

There is insufficient road space to maintain current vehicles lanes (without converting roads to one-way working), maintain pedestrian levels of comfort, maintain on-street parking (where there are no or limited off-street alternatives for residents) and provide separated cycle provision. The route chosen was partially done so on the historic vehicle data to ensure the route was not on high volume and speed roads to minimise the potential interaction between cyclists and other road users.

The turning pockets have been provided recommended positions for cyclists whilst performing or waiting to perform manoeuvres. These place cyclists in a prominent position where they are visible to other roads users. With regard to width at Meads Road this can be further investigated as part of the next design phase.

Whilst the requirement to dismount and walk the short section of route outside the rail station is not ideal, this is for a short length only. Possible amendments to the recent improvements at the junction of Terminus Road / Ashford Road and Gildredge Road were considered as part of the design process.

However, it was considered that at the time none of the solutions identified provides a realistic option based on this initial investigation and that further significant consideration would be needed. The situation will be kept under review regarding routes in the town centre and its surrounds as part of the delivery of the East Sussex LCWIP.

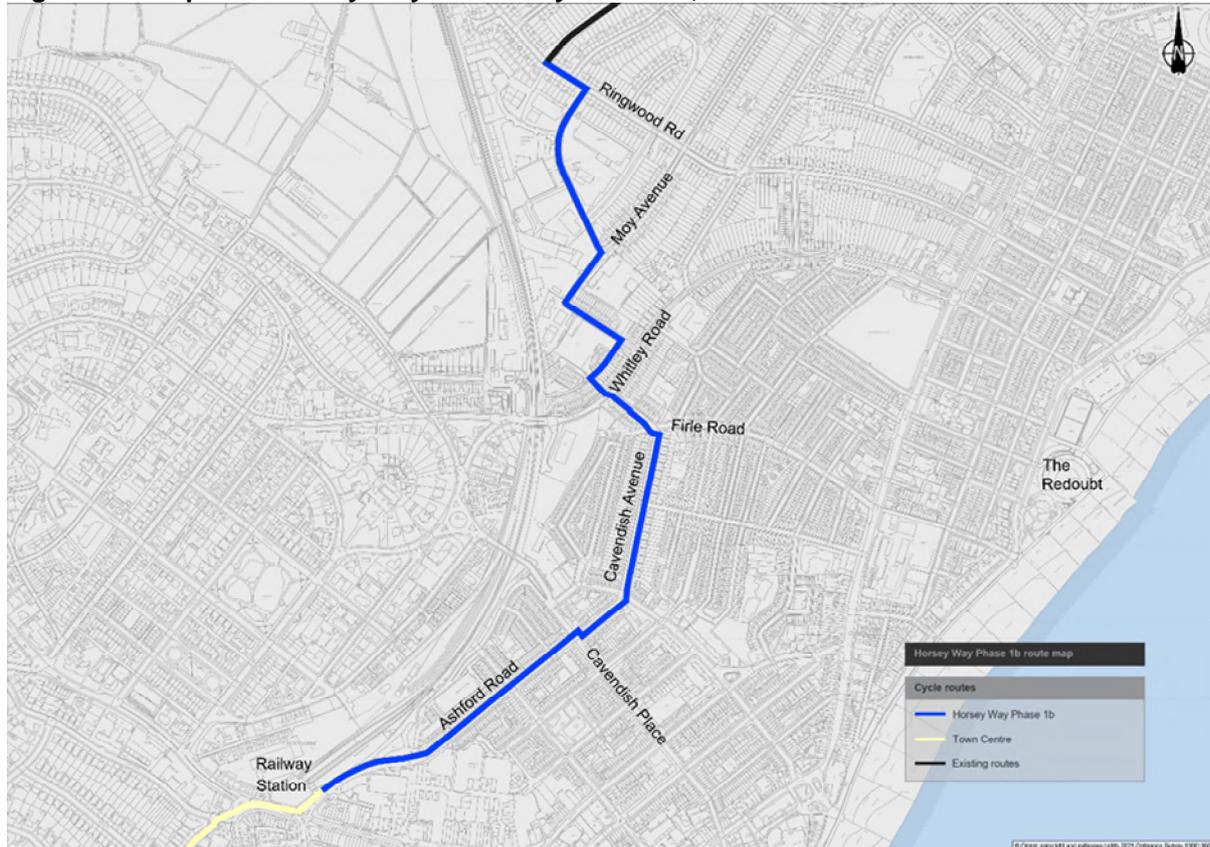
The two-way segregated cycle track is considered the most appropriate option for Wilmington Square. Alternative design options were considered but the final design was determined to have the greatest benefit to cyclist.

The design of parallel crossings will be investigated in the next stage of design and amended as necessary.

Horsey Way Cycle Route

The proposals for the Horsey Way cycle route are to extend the existing route provided from the Langney Roundabout to Eastbourne Railway Station. Specifically, the route is planned to start from Ringwood Road, crossing Moy Avenue, Cavendish Avenue and Ashford Road and then connects to the Railway Station. Figure 4.2 shows the proposed route.

Figure 4.2 Proposed Horsey Way Plan 1b Cycle Route, Eastbourne



4.3.1 Respondent gender

The gender of the respondents for the Horsey Way cycle route is shown in Table 4.8. The gender profile does not follow the same pattern as the Eastbourne, Hailsham and Seaford CGG² where 51.6% are female and 48.4% are male in this geographic area. In this survey there were more male respondents than female.

Table 4.8 Survey Gender Respondent – Horsey Way Cycle Route

What gender do you identify as?	Number	Percentage (%)
Male	28	47
Female	26	43
Prefer not to say / Not answer	6	10
Total	60	100

² <http://www.eastsussexjsna.org.uk/JsnaSiteAspx/media/jsna-media/documents/localbriefings/E%20%26%20D%20profiles/Jan%202018/Equality-Profile-EHS-CCG-Jan-2018.pdf>

4.3.2 Respondent age

The survey was completed by a wide span of ages, with responses from aged 16-25 through to 65+. The largest number of responses were from the older age categories with 55-64 olds making up 23% of respondents and 65+ making up 22% of respondents.

Table 4.9 Survey Age Respondent – Horsey Way Cycle Route

Age	Number	Percentage (%)
16-24	3	5
25-34	6	10
35-44	8	13
45-54	11	18
55-64	14	23
65+	13	22
Not Answered/Prefer not to say	5	8
Total	60	100

4.3.3 Respondent postcode

The respondents of the Horsey Way survey reside across 7 postcodes. The largest number of respondents live in BN22 (19 respondents), followed by BN23 (14 respondents) and BN21 (12 respondents).

Table 4.10 Respondent postcodes – Horsey Way Cycle Route

Postcode	Total	Percentage (%)
BN20	8	13
BN21	12	20
BN22	19	32
BN23	14	23
BN27	3	5
RH16	1	2
TN37	1	2
Not Answered/Prefer not to say	2	3
Total	60	100

4.3.4 Accessibility and disabilities

Around 87% of the survey respondents said that they do not have reduced mobility and do not consider themselves to be disabled (85%). Table 4.11 details the responses.

Table 4.11 Accessibility and disabilities responses - Horsey Way Cycle Route

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	3	5	2	3
No	52	87	51	85
Prefer not to say/No answer	5	8	7	12
Total	60	100	60	100

4.3.5 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 above proposed cycle route?’

Respondent support to the proposed cycle route is shown in Table 4.12.

Table 4.12 Survey Respondent view – Horsey Way Cycle Route

View	Number	Percentage (%)
Strongly support	39	65
Support	7	12
Not Answered	0	0
Oppose	8	13
Strongly Oppose	6	10
No opinion	0	0
Total	60	100

The majority of respondents are in favour the proposed cycle route with 77% either strongly supporting (65%) or supporting (12%) it. The remaining 23% were against the proposed cycle route, with 13% opposing and 10% strongly opposing.

For those who said they would use the new route, the majority would use it for leisure or social purposes (44%). Around 15% said that they would use it for commute purposes and 2% for education related trips. Table 4.13 provides more detail on the purposes of travel

Table 4.13 Purpose of travel – Horsey Way Cycle Route

Purpose of travel	Number	Percentage (%)
Leisure/social	21	44
Commute to or from work	7	15
Not answered	13	27
Other	6	13
School/College/Higher Education	1	2
Total	48	100

4.3.6 Specific Themes and Trends in the Qualitative Responses

4.3.6.1 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 provided below, with an ESH design response underneath in [blue](#).

- *“Shared spaces are not suitable or safe for visually impaired people and we would encourage the council to think again about their use in this scheme. In general, the shared use space isn't great, although due to constraints within the highway width it's understandable that a shared pavement of 2.5/3m is all that can be reasonably achieved.*

First of all, the Junction between Ashford Road & Cavendish Place is the worst attempt at providing cycle provision I've seen in a long time. At these crossroads all pedestrian crossings are on the same phase, so why isn't there a direct diagonal crossing between both parts of the cycleway? Putting in a single diagonal crossing here would not affect motor traffic in any way, would affect pedestrians less (as they could utilise the diagonal crossing and the pavements would not be blocked by cyclists taking 90 degree turns at the crossings) and would speed up cyclists crossing over here.

The section that runs along Firle Road is also rubbish, why can't the parking bays be removed to provide a segregated cycle space while heading southbound, and why is there any sort of crossing provision provided for those heading north between the shared use path on one side to the other? I also assume that the signals at Whitley Road will get an early green light on the LLCs? Some of these side roads appear that they could be closed to motor traffic such as Bourne Street”.

- **ESH Response** – The alignment of this route was established years before the introduction of LTN 1/20 and has been through a number of iterations before arriving at the current proposal. The route is considered the most appropriate option available taking all factors into consideration including corridor width and land. The scheme has been reviewed by an independent road safety team under the Stage 1 and Stage 2 Road Safety Audit process from which no significant issues were identified.

It is important that no single user is unfairly affected by works within the Highway and to this end, the Council are careful to ensure that a careful balance is achieved to avoid treating any one group preferentially. This includes pedestrians, cyclists, motorised vehicles (including public transport) and residents. ESCC are comfortable that this has been achieved along this section of the Horsey cycle route.

- *“It is not possible for a cycle route to be located with Ashford Road; this is due;*
 - *It would be very dangerous for pedestrians.*
 - *There is not enough space even on the widened pavements for both cyclists and pedestrians and this is further impeded by the existing space of the fact that residents in Ashford Road do leave their bins out on the street on the pavements”*
- **ESH Response** – The design of the cycle route along Ashford Road between Susans Road and Cavendish Place involves widening the footway to provide a minimum width of 3.5m for the proposed shared facility. The section between the station and Susans Road, constructed under a previous phase of the scheme, provides a 4m wide shared use route.

- *“The proposal for a cycle route along Ashford Road is fundamentally and wholly mis-conceived. It is a plain and simple fact that there is not sufficient space on the North side of the road for a demarcated bike lane, space for pedestrians and alongside this all the residents have no option (generally) but to leave their refuse bins on the pavement. Obviously, there is no law that requires residents to put their bins within their properties, however taking into account that many of these properties are houses turned into flats with steps reaching up to the entrance door to the building.*

This ill-conceived plan was put together on the basis that the residents on the South side of the road ‘put their bins inside their properties’. But this is not the case as some of the houses have been turned into HMOs and have bins on the pavement. So, pedestrians have to - on the South side of the road - negotiate between bins, car doors etc (and the odd bike).

These two pavements were previously a very pedestrianised route into the town centre and the railway station for those residents living in and coming from the North areas of Eastbourne. And they have been ruined!

Clearly Eastbourne is a tale of two cities.... those living to the South and those living to the North...

The parking for cars that have been put on the road (and was a cost cutting exercise) should now be reversed. The parking of cars should be put back onto the road. The pavements for the people of the North of the town should be reinstated as safe places for people to walk (Ashford Road Pavements).

Also, surely there must be a legal requirement for a space which is acceptable for a demarcated bike track and a pedestrian route which is not as a result of the unavoidable presence of the bins.”

- **ESH Response** – The alignment of this route was established over a number of years and is considered to be the most appropriate option available. The proposals have been through the independent Stage 1 and Stage 2 Road Safety Audit process from which no specific safety issues were identified.

It should be noted that the proposal is to provide a shared-use facility and that these do not involve the laying of a segregating line along the centre. Pedestrians and cyclists all share the same space.

It is important that no single user is unfairly affected by works within the Highway and to this end, the Council are careful to ensure that a careful balance is achieved to avoid treating any one group preferentially. ESCC are comfortable that this has been achieved along this section of the Horsey cycle route.

- *“The routing of the proposed cycle route on the southern side of Cavendish Avenue will mean that well established trees are removed - are they being replaced? The southern side of Cavendish Ave is already busy with parking and pedestrians. It would be better placed on the northern side where parked cars would not cause a problem and the trees could remain in position”.*
- **ESH Response** – The proposals do require the removal of a number of semi-mature trees along Cavendish Avenue. ESCC policy is that where a tree is removed this is replaced with 2 new trees in locations to be confirmed.

The proposals include the widening of the existing footway along Ashford and Cavendish Roads to provide a shared space. The route alignment has been developed over a number of years and is considered to offer the best solution taking all site factors into consideration, including land ownership and visibility.

- *“Cyclists have to dismount and walk near the station, twice change to the other carriageway on Ashford Road and again dismount. It is hugely unlikely that*

experienced cyclists would use this route, or that inexperienced cyclists would dismount. There is also the danger to pedestrians on the shared space. The extension of Horsey Sewer cycleway along the watercourse, past ESK until Courtlands Road, would seem a more logical route.”

- **ESH Response** – The proposals include the widening of the existing footway along Ashford Road and Cavendish Avenue to provide a shared space. The route alignment has been developed over a number of years and is considered to offer the best solution taking all site factors into consideration, including residents, other road users including public transport, land ownership and visibility.
- *“Adding shared use pavements will not increase cycling rates. To make cyclists and pedestrians feel safe cycle routes need to be separated from cars and pedestrians, this achieves neither of these. All of the roads in this proposal are generally wide enough to do this properly, but it will mean removing vehicle parking. These proposals maintain priority for cars and other motor traffic.*

A good cycle route should force priority to the cyclist, usually by adding segregated lanes and dedicated traffic lights (such as those on the junction of Firle Road and Whitley Road).

For people wanting to cycle to work (commute) the route taken should be fast, efficient, and safe. Due to the number of road crossings, these proposals fail on all of these areas.

For the route through Waterworks Road, Stansted Road, and Firle Road, the route should utilise Whitley Road instead by adding the cycle traffic lights to the Waterworks Road/Whitley Road junction. This is far safer than the unprotected right turn into Stansted Road. The cycle route should be on the side of the road, separated with a kerb, not on the pavement, and it crosses over the road too many times. If nothing else changes in these proposals the route should change to the northern side of Cavendish Avenue as there are 3 less road crossings”

- **ESH Response** – The alignment of this route has been established following a number of iterations before arriving at the current proposal. The route is considered to be the most appropriate option available and has been through the independent Stage 1 and Stage 2 Road Safety Audit process from which no significant safety concerns were raised.
It is important that no, single, user is unfairly affected by works within the Highway and, to this end, the Council are careful to ensure that a careful balance is achieved to avoid treating any one group preferentially. This includes residents, other road users including public transport, land ownership and visibility. ESCC are comfortable that this has been achieved along this section of the Horsey cycle route.
- *“What is the point of making a route along existing roads we are all grownups and can choose our own route we don’t need to be told which way to go. If we did, I am sure we would choose the seafront and not the dowdy back streets.”*
- **ESH Response** – The aim of introducing cycling provision is to encourage increased use of this alternative form of transport for short journeys and for leisure and helps the Council achieve its targets for carbon reduction. Confident cyclists may choose to use alternative routes around the town. The Horsey cycle route is just one of a number of cycle routes proposed for Eastbourne.

- *“The new proposal requires bicycles to cross from the North to the South of Cavendish Avenue/Ashford road. This will put cyclists in increased danger or require more traffic light crossings at the junction with Firle Road leading to increased traffic at the Cavendish Avenue/Firle Road junction.*

Why have the plans changed? Originally, the cycle lane remained on the North/West side of Cavendish Avenue which would require less road crossings for cyclists and interruption of traffic flow.

I fear that making this a legal route for these forms of transport will result in serious injury to me, my family or neighbours. Would it not be more sensible to set the cycle route via Dursley Road, which has much less traffic, and create a cycle path through the current one-way entrance from Firle Road? I believe that this plan has not been thought through in terms of consequences for Road Safety and will put cyclists and pedestrians at risk. It will also contribute to slowing of traffic along Cavendish Avenue, especially at peak times.”

- **ESH Response** – The alignment of this route has been established following a number of iterations before arriving at the current proposal. The route is considered to be the most appropriate option available and has been through the independent Stage 1 and Stage 2 Road Safety Audit process from which no significant safety concerns were raised.

It is important that no single user is unfairly affected by works within the Highway and to this end, the Council are careful to ensure that a careful balance is achieved to avoid treating any one group preferentially. This includes residents, other road users including public transport, land ownership and visibility. ESCC are comfortable that this has been achieved along this section of the Horsey cycle route.

- *“Cyclists have to dismount and walk near the station, twice change to the other carriageway on Ashford Rd and again dismount. It is unlikely that many experienced cyclists would use this route and there is also the danger to pedestrians on the shared space. A preferable alternative would be to extend the Horsey Sewer cycleway along the watercourse, past ESK and Courtlands Rd.”*

- **ESH Response** – The alignment of this route has been established following a number of iterations before arriving at the current proposal. The route is considered to be the most appropriate option available and has been through the independent Stage 1 and Stage 2 Road Safety Audit process from which no significant safety concerns were raised.

It is important that no single user is unfairly affected by works within the Highway and to this end, the Council are careful to ensure that a careful balance is achieved to avoid treating any one group preferentially. This includes residents, other road users including public transport, land ownership and visibility. ESCC are comfortable that this has been achieved along this section of the Horsey cycle route. There are no proposals at this time to introduce additional cycling provision around the station.

Stone Cross Cycle Route

The Stone Cross Cycle Route proposals are to provide a facility for cyclists wishing to travel from the residential areas of Stone Cross and Langney to the seafront area and also offer access to an off-road route on Dittons Road to Polegate, as well as route NCR 21 on Lottbridge Drive, which is part of the National Cycle Network (NCN). The proposed route is shown in Figure 4.3.

Figure 4.3 Proposed Stone Cross to Royal Parade Cycle Route, Eastbourne



4.4.1 Respondent gender

The majority respondents of the Stone Cross cycle route survey were male (56%), where only 28% were female. It is important to note that 16% of respondents either preferred not to say or did not answer this question. This data does not correlate to the gender profile of the Eastbourne, Hailsham and Seaford CGG³ where 51.6% are female and 48.4% are male in this geographic area.

Table 4.14 Survey Gender Respondent – Stone Cross Cycle Route

What gender do you identify as?	Number	Percentage (%)
Male	14	56%
Female	7	28%
Prefer not to say / Not answer	4	16%
Total	25	100%

³ <http://www.eastsussexjsna.org.uk/JsnaSiteAspx/media/jsna-media/documents/localbriefings/E%20%26%20D%20profiles/Jan%202018/Equality-Profile-EHS-CCG-Jan-2018.pdf>

4.4.2 Respondent age

The respondent age for the Stone Cross survey was fairly evenly spread across each age category. The largest number of respondents were from the 55-64 age group followed by the 35-44. The smallest number of respondents were from the 16-24 category and 65+ category.

Table 4.15 Survey Age Respondent – Stone Cross Cycle Route

Age	Number	Percentage (%)
16-24	2	8%
25-34	3	12%
35-44	4	16%
45-54	3	12%
55-64	7	28%
65+	2	8%
Not Answered/Prefer not to say	4	16%
Total	25	100%

4.4.3 Respondent postcode

The respondents of the Stone Cross survey reside across 6 postcodes. The largest number of respondents live in BN21 (7 respondents) and BN24 (7 respondents), followed by BN22 (5 respondents) and BN23 (4 respondents).

Table 4.16 Respondent postcodes – Stone Cross Cycle Route

Postcode	Total	Percentage (%)
BN21	7	28
BN22	5	20
BN23	4	16
BN24	7	28
RH16	1	4
TN37	1	4
Total	25	100

4.4.4 Accessibility and disabilities

Of all the respondents of the scheme survey, 80% of the survey respondents said that they do not have reduced mobility and 76% said they do not consider themselves to be disabled. Table 4.17 details the responses.

Table 4.17 Accessibility and disabilities responses - Stone Cross Cycle Route

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	1	4	1	4
No	20	80	19	76
Prefer not to say/No answer	4	16	5	20
Total	25	100	25	100

4.4.5 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 above proposed cycle route?’

Respondent support to the proposed cycle route is noted in Table 4.18.

Table 4.18 Survey Respondent view – Stone Cross Cycle Route

View	Number	Percentage (%)
Strongly support	14	56
Support	3	12
Not Answered	0	0
Oppose	2	8
Strongly Oppose	5	20
No opinion	1	4
Total	25	100

A considerable number of respondents are in favour the proposed cycle route with 68% either strongly supporting (56%) or supporting (12%) it. The remaining 28% were against the proposed cycle route, with 8% opposing and 20% strongly opposing.

For those who said they would use the new route, the majority would use it for leisure or social purposes (30%) and around 9% said that they would use it for commute purposes. 57% of respondents did not answer this question. Table 4.19 provides detail on the purposes of travel.

Table 4.19 Purpose of travel – Stone Cross Cycle Route

Purpose of travel	Number	Percentage (%)
Leisure/social	7	30
Not answered	13	57
Commute to or from work	2	9
Prefer not to say	1	4
Total	23	100

4.4.6 Specific Themes and Trends in the Qualitative Responses

4.4.6.1 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 provided below, with an ESH design response underneath in [blue](#).

- *“Your comments regarding cleaner air are not correct. By putting cycle lanes on the side of main roads only causes traffic congestion, hence creating more pollution. Further there is already a cycle route from the sea front to Pevensey Bay.*

The footpath route shares the footpath on the stretch through the harbour following the main road exiting the harbour. Cyclists do not use this cycle route and cause havoc by riding on the main road. This practice will occur on all your routes unless you pass by law enabling you to find cyclists that refuse to use your new routes.”

- **ESH Response** – The proposed route aims to increase the extent of the cycle network within Eastbourne and Hailsham and to provide greater provision for cyclists to improve connectivity to key destinations (such as Stone Cross to Royal Parade via Langney).

It is possible that some cyclists who are confident in cycling amongst traffic will continue to use the main roads instead of the proposed scheme. However, one of the aims of the delivery of the scheme is to encourage modal shift and reduce dependency on car use for shorter distance. The proposed route and interventions will help to encourage those persons who may not feel comfortable cycling the route in the current road configuration, which would require sharing the road space with other vehicle traffic with some of the roads experiencing relatively high vehicle volumes along with large and busy junctions to make that modal shift with the with the resultant health and environmental benefits.

- *“Doesn’t seem to be any priority given to cyclists?”*
- **ESH Response** – The majority of the proposed route is off-carriageway on shared paths or cycle only paths, where cyclists have joint or sole priority and where possible Copenhagen crossings over side roads are proposed. Where the route is on-carriageway (Adur Drive and Hadlow Avenue) these are low speed / volume roads.

At the major road crossing locations (Dittons Road / Adur Drive, Larkspur Drive, Willingdon Drove, Kingfisher Road, Langney Roundabout and Prince William Parade) controlled crossings in the form of parallel or toucan crossings are proposed that provide priority to cyclists on demand to allow safe crossing with significant reduction in the likelihood of conflict.

- *“Cycleways should be a properly segregated and prioritised part of the road, not footpath.”*
- **ESH Response** – As part of the route design process a detailed and robust route identification process and multi-criteria assessment was performed to ensure that the design produced met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes and the final route choice was one of the highest ranked routes.

In July 2020 the Department for Transport issued new, updated, design guidance to be used from that date for the design of cycle facilities. The new design guidance – LTN 1/20, Cycle Infrastructure Design.

East Sussex County Council has a significant programme of schemes to provide new and improved cycle facilities throughout the County which are in various stages of development from feasibility design through to detailed design and ready for construction. The design of the majority of these schemes including this route along was based on the previously available design standards. However, ESCC & ESH have resolved to review designed routes against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance requirements.

The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles. Key Principle #2 suggests that cyclists should be physically separated from pedestrians. Unfortunately, limited carriageway widths make it

unsuitable for introducing cycle lanes on the carriageway and similarly restrictive footway and verge widths for most of the route, means there is insufficient width to provide a segregated cycle route next to the footway.

The width of the cycleway for the majority of its length is 3 metres meeting design guidelines. There are a few pinch points where unfortunately a 3-metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern by independent safety auditors.

The proposed cycle facility is being introduced into existing infrastructure with associated constraints e.g., corridor width. Given these restrictions ESCC/ESH believe that the proposed route will provide a valuable facility as part of Eastbourne's growing cycle route network.

- *“ESCC should include a rolling maintenance programme is in place to prevent sections of the route from becoming overgrown. This is particularly relevant for the section on Larkspur Drive, which I understand has had issues with overgrowth in the past (see <https://www.eastbourneherald.co.uk/news/obstructed-eastbourne-cycle-lane-called-physically-dangerous-1073771>).”*
- **ESH Response** – Removal and cutting back of vegetation and subsequent maintenance schedules will be fully developed as part of the detailed design process as and when the scheme is progressed.
- *“The combined walk path / cycle path is a failed model. Cycle routes need to be dedicated and 1.5m wide at least, like the Dutch or Danish ones. Otherwise, they are useful only for pram and scooters.”*
- **ESH Response** – As part of the route design process a detailed and robust route identification process and multi-criteria assessment was performed to ensure that the design produced met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes and the final route choice was one of the highest ranked routes.

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The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles. Key Principle #2 suggests that cyclists should be physically separated from pedestrians.

Unfortunately, limited carriageway widths make it unsuitable for introducing cycle lanes on the carriageway and similarly restrictive footway and verge widths for most of the route, means there is insufficient width to provide a segregated cycle route next to the footway. The width of the cycleway for the majority of its length is 3 metres meeting design guidelines. There are a few pinch points where unfortunately

a 3-metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern by independent safety auditors.

The proposed cycle facility is being introduced into existing infrastructure with associated constraints e.g., corridor width. Given these restrictions ESCC/ESH believe that the proposed route will provide a valuable facility as part of Eastbourne's growing cycle route network.

- *“Shared cycle routes are a stupid idea, there will surely be pedestrian injuries and many complaints. This is a quiet area which does not require special cycle routes. The roads are fine. The building disruption will not justify the small or possibly non existing improvements. Undoubtedly the road width will be reduced causing potentially more collisions and delays. This looks like a half-baked central government scheme which has ringfenced money looking for a way to spend it.”*
- **ESH Response** –As part of the route design process a detailed and robust route identification process and multi-criteria assessment was performed to ensure that the design produced met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes and the final route choice was one of the highest ranked routes.

In July 2020 the Department for Transport issued new, updated, design guidance to be used from that date for the design of cycle facilities. The new design guidance – LTN 1/20, Cycle Infrastructure Design.

East Sussex County Council has a significant programme of schemes to provide new and improved cycle facilities throughout the County which are in various stages of development from feasibility design through to detailed design and ready for construction. The design of the majority of these schemes including this route along was based on the previously available design standards. However, ESCC & ESH have resolved to review designed routes against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance requirements.

The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles. Key Principle #2 suggests that cyclists should be physically separated from pedestrians.

Unfortunately, limited carriageway widths make it unsuitable for introducing cycle lanes on the carriageway and similarly restrictive footway and verge widths for most of the route, means there is insufficient width to provide a segregated cycle route next to the footway. The width of the cycleway for the majority of its length is 3 metres meeting design guidelines. There are a few pinch points where unfortunately a 3-metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern by independent safety auditors.

The proposed cycle facility is being introduced into existing infrastructure with associated constraints e.g., corridor width. Given these restrictions ESCC/ESH believe that the proposed route will provide a valuable facility as part of Eastbourne's growing cycle route network. It is for this reason that in the main the existing carriageway widths will be maintained and therefore the route is expected to have minimal impact on the passage of vehicles, with the route being mainly off-road.

- *“I believe that the disruption caused with constructing the shared cycle ways will be a major imposition on the people of Eastbourne. I think that 'shared' cycle ways are dangerous and that transferring cyclists from roads to pavements cannot be a good thing.”*

- **ESH Response** – As part of the route design process a detailed and robust route identification process and multi-criteria assessment was performed to ensure that the design produced met the study objectives whilst considering the likely end users, impact on other users and the surrounding environment. This identified a number of routes and the final route choice was one of the highest ranked routes.

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The 22 summary principles are provided to encourage designers to deliver high quality cycling infrastructure, enabling designers to evaluate their design against these principles. Key Principle #2 suggests that cyclists should be physically separated from pedestrians.

Unfortunately, limited carriageway widths make it unsuitable for introducing cycle lanes on the carriageway and similarly restrictive footway and verge widths for most of the route, means there is insufficient width to provide a segregated cycle route next to the footway. The width of the cycleway for the majority of its length is 3 metres meeting design guidelines. There are a few pinch points where unfortunately a 3-metre width cannot be achieved, but these are of a minimal length and have not been highlighted as a concern by independent safety auditors.

The proposed cycle facility is being introduced into existing infrastructure with associated constraints e.g., corridor width. Given these restrictions ESCC/ESH believe that the proposed route will provide a valuable facility as part of Eastbourne's growing cycle route network.

- *“The section through Adur Park is welcome. However, the multiple crossings from one side to the other of Larkspur Drive are not as safe as a possible route running through Shinewater Park.”*
- **ESH Response** – Whilst the route does involve several crossings over Larkspur Drive, this was for specific reasons. In the first instance the existing provision of a separated path outside the Causeway School which needed to remain provides vehicle separated entry to the school grounds for school children. To the north of Causeway School is The Meadows Nursery School and at an early stage this was identified as potential point of conflict with nursery age children, with limited options to widen the footway around the school entrance it was not considered appropriate to run a shared footway along this section of Larkspur Drive.

To the south of the Shinewater Park entrance there is no current footway with the highway boundary close to the current edge of carriageway, this would result in providing an extended sub-standard width shared footway (with insufficient space to provide segregated paths), or potential lengthy and costly process of obtaining non-highway land.

There would also be a need to consider the environmental impact if continued on the western side of Larkspur Road as this would result in significant loss of vegetation / hedgerow.

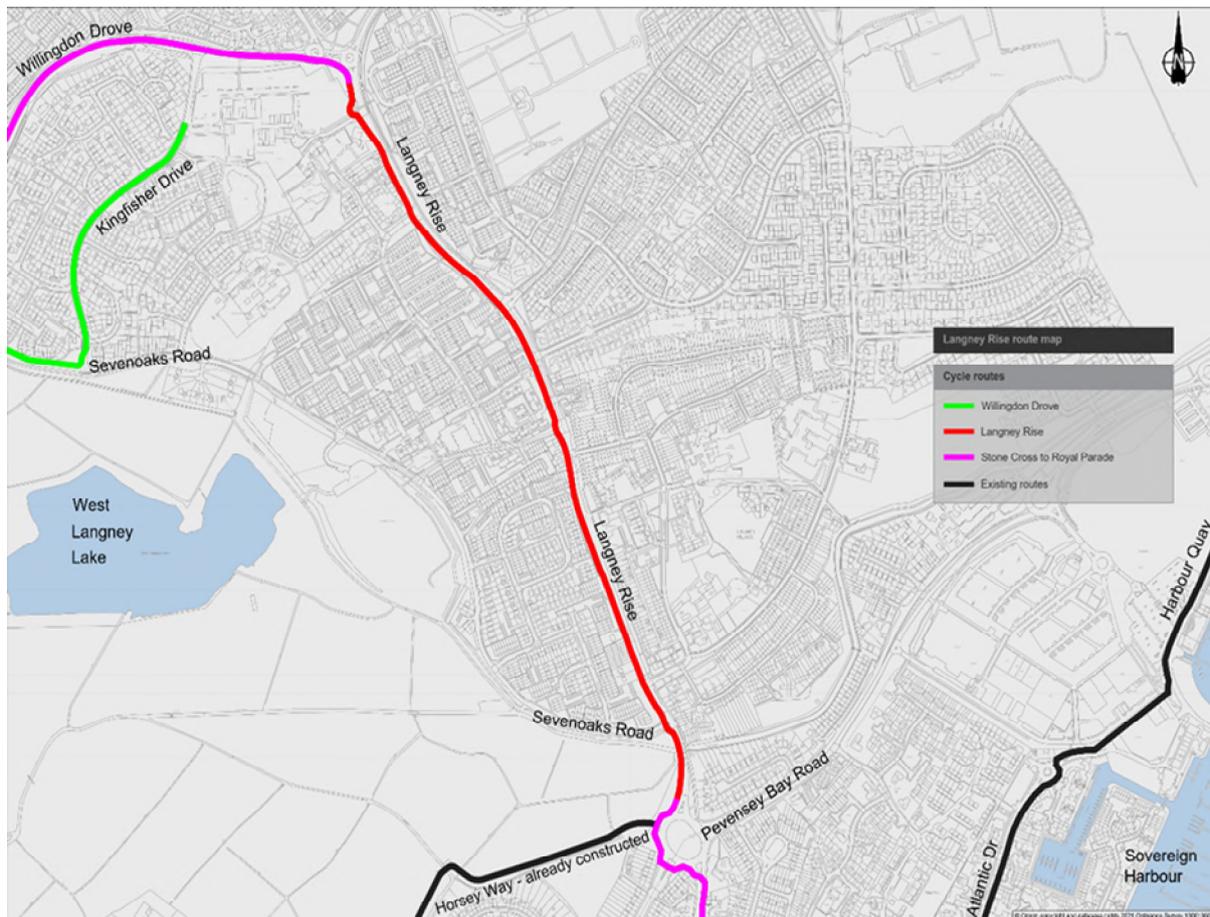
Whilst it is acknowledged that there are existing paths through Shinewater Park, the diversion of the route through this section was not considered suitable for all users on the basis of personal security.

This would require users to travel through an isolated section of park without direct observation from adjacent properties, or no closely associated indirect properties. On this basis the use of this section was not considered viable at this time for a continuous route that would be attractive for all users throughout all time periods.

Langney Rise Cycle Route

The Langney Rise cycle route proposals are to provide a new strategic cycle route from Lottbridge Drove to Sovereign Harbour, also forming the central link between the two sections of the Stone Cross to Royal Parade cycle route. Figure 4.4 shows the scheme location.

Figure 4.4 Proposed Langney Rise Cycle Route



4.5.1 Respondent gender

A larger amount of the survey respondents of the Langney Rise cycle route survey were male (42%), where only 35% were female.

Table 4.20 Survey Gender Respondent – Langney Rise Cycle Route

What gender do you identify as?	Number	Percentage (%)
Male	11	42
Female	9	35
Prefer not to say / Not answer	6	23
Total	26	100

4.5.2 Respondent age

Generally, the Langney Rise survey had an older group of respondents. The largest number of respondents were from the 55-64 (35%). The smallest number of respondents were from the 16-24 category (4%) and 25-34 category (4%).

Table 4.21 Survey Age Respondent – Langney Rise Cycle Route

Age	Number	Percentage (%)
16-24	1	4
25-34	1	4
35-44	3	12
45-54	3	12
55-64	9	35
65+	3	12
Not Answered/Prefer not to say	6	23
Total	26	100

4.5.3 Respondent postcode

The respondents of the survey reside across 5 postcodes. The largest number of respondents live in BN23 (11 respondents) followed by BN21 (9 respondents).

Table 4.22 Respondent postcodes – Langney Rise Cycle Route

Postcode	Total	Percentage (%)
BN21	9	35
BN22	4	15
BN23	11	42
BN24	1	4
TN37	1	4
Total	26	100

4.5.4 Accessibility and disabilities

Of all the respondents of the Langney Rise route survey, 73% of the survey respondents said that they do not have reduced mobility and 77% said they do not consider themselves to be disabled. Table 4.23 details the responses.

Table 4.23 Accessibility and disabilities responses - Langney Rise Cycle Route

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	2	8	2	8
No	19	73	20	77
Prefer not to say/No answer	5	19	4	15
Total	26	100	26	100

4.5.5 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 above proposed cycle route?’

Respondent support to the proposed cycle route is noted in Table 4.24.

Table 4.24 Survey Respondent view – Langney Rise Cycle Route

View	Number	Percentage (%)
Strongly support	10	38
Support	6	23
Not Answered	0	0
Oppose	4	15
Strongly Oppose	5	19
No opinion	1	4
Total	26	100

Around 61% of respondents are in favour the proposed cycle route with 38% strongly supporting and 23% supporting it. The remaining 34% were against the proposed cycle route, with 19% opposing and 4% strongly opposing.

For those who said they would use the new route, the majority would use it for leisure or social purposes (32%) and 5% said that they would use it for commute purposes. However, it is important to note that 53% of respondents did not answer this question and it is therefore difficult to ascertain the purpose of usage.

Table 4.25 Purpose of travel – Langney Rise Cycle Route

Purpose of travel	Number	Percentage (%)
Leisure/social	6	32
Not answered	10	53
Commute to or from work	1	5
Prefer not to say	2	11
Total	19	100

4.5.6 Specific Themes and Trends in the Qualitative Responses

4.5.6.1 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 provided below, with an ESH design response underneath in [blue](#).

- *“Can the designer please confirm if the proposed cycle routes will be entirely separate from the existing roads and footways?”*
- **ESH Response** – The cycle way will be separate from the road. The cycleway will be shared with pedestrian footway. The shared pedestrian/cycleway will be sufficiently wide to accommodate the pedestrians and cyclists that will use the facility.
- *“Why is this proposal looking to remove the existing bus lay-by? This is yet another example, that will cause chaos, and danger, for road users, where buses block the roads, like at Hampden Park. Surely there is enough grass verge to widen footpaths for cyclists and to have lay by for buses therefore keeping all road users happy”.*
- **ESH Response** – The removal of the bus stop layby will have a nominal impact on the overall traffic along Langney Rise since the frequency of buses is only a maximum of 3 buses per hour. In terms of safety, this proposal has passed a safety audit and is considered safe.
- *“Your plan does not show our drive way and the path will cut right over our drive way, for reference we are 55 Langney rise what our problem is who will have right of way when it comes to our drive way?”*

Cyclist as it stands being on the road is no issue as the top off our drive way allows for complete view of the road so we are able to pull out safely or wait for a cyclist to pass, with them being on the pavement out visibility is more limited meaning that you will have to install signs advising cyclist of our drive way and to proceed with the relevant caution. We feel money would be better spent making Langney rise safer with traffic control measures as currently it is used like a drag racing strip at all hours of day and night.”

- **ESH Response** –The route has been assessed and audited as the safest route option for the cyclists along Langney Rise. The existing footpath is already used by many cyclists instead of the road carriageway. Overall, it is considered that the proposals will offer improved safety for cyclists and pedestrians, as much as is reasonably practical.
- *“There are a number of places where the shared path suggested is too narrow, near to bus stops, crosses side streets and cuts across entrance to drives and houses. Once the suggestion of an off-road route along Sevenoaks Road verge would be better. There are then options to connect this to the Shopping Centre through paths and quiet streets.”*
- **ESH Response** –This route is to serve cyclists that are currently using Langney Rise. Sevenoaks Road would not necessarily be an appropriate alternative route for all the cyclists that use Langney Rise.
- *“This appears to be a total disaster for both cyclists, pedestrians especially those with sight problems and disabilities and those with children. How you can run a cycle route down the road to Langney Shopping Centre is beyond belief. It is narrow enough for cars.*

- Do you intend to get rid of parking spaces in the car park to widen the road. Remember elderly people live in Ruxley Court - they walk usually - how many will be involved in incidents.

All the way down Langley Rise the pavements are narrow how can you put a cycle lane on these footpaths. Again, cyclists will be travelling across pedestrian crossings - do we really expect them to cycle carefully."

- **ESH Response** – Cyclists are using the existing footpaths. The cycleway will be shared with pedestrian footway. The shared pedestrian/cycleway will be sufficiently wide to accommodate the pedestrians and cyclists that will use the facility. There is no evidence to suggest that shared cycle routes promote an increase in accidents.
- *"Eastbourne main roads are already congested e.g., due to ill-considered pavements jutting out for bus access. Thus, causing more pollution while traffic is stationary behind a bus unable to pass e.g., Seaside. Can the designer please confirm if the following has been looked at?*
 - *Stop any proposed dual access cycle / pedestrian path as Guess what Eastbourne has a high elderly population and if given the go ahead will cause an increase in accidents between pedestrians and cyclists!*
 - *give pedestrians NOT cyclists Priority. Keep pavements for people, including ALL the Promenade.*
 - *Stop increasing cycle lanes*
 - *Stop increasing paid for parking where it used to be 2 hours free."*

- **ESH Response** – The proposal does not include any pavements that will be jutting out for bus access. The project is located on Langney Rise and not the Eastbourne Promenade. The existing footpath is currently being used by cyclists. The proposed shared pedestrian/cycleway will be sufficiently wide to accommodate the pedestrians and cyclists that will use the facility.
- *"These proposals will not achieve to aims of cycle lanes. A 1m shared pathway is a complete waste of time. Cyclists will not use it. It will only ever be used if it's more convenient and faster than current routes.*

Surely logic would suggest a protected cycle Lane along Kings Drive and a genuine bridged solution over the rail line to link the current paths. This is, importantly the quickest path. This brings 'serious' cyclists and transport / commuting cyclists to the route.

If you were serious about making a difference you would aim to link up the schools of Old Town with safe and secure cycle/pedestrian routes along Victoria Drive. Extending the footpaths and removing the grass verges from the top of Victoria Drive all the way to Ratton school. The reduction in traffic at school drop off would immediately address health and air quality issues."

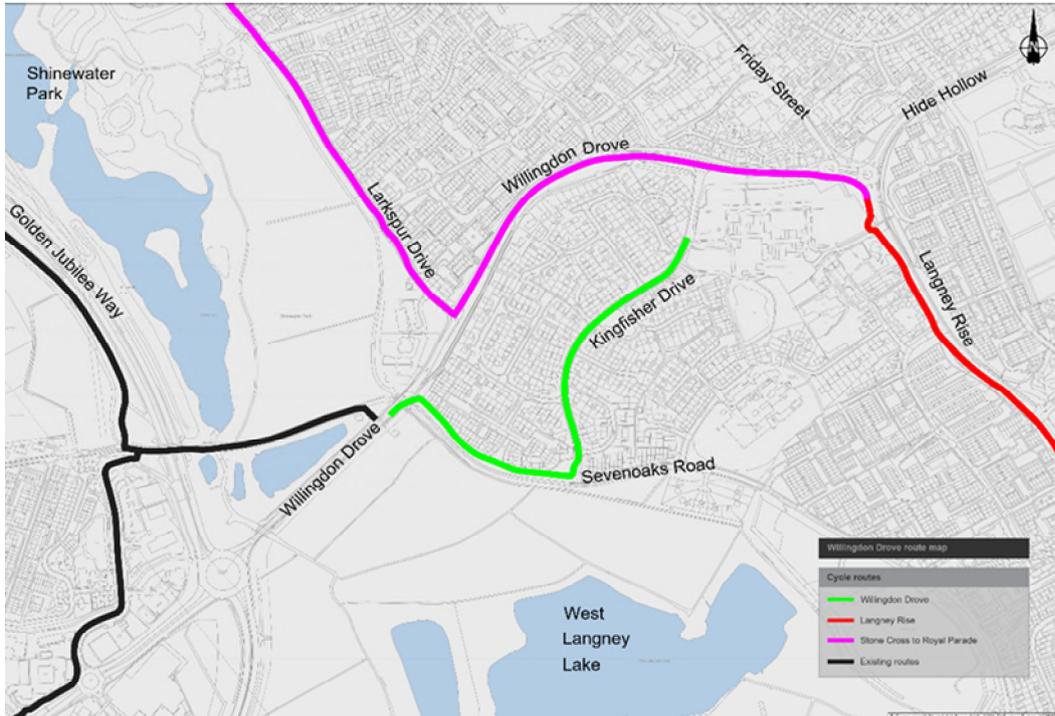
- **ESH Response** – This route is to serve cyclists that are currently using Langney Rise. The existing footpath is currently being used by cyclists (travelling at low speed). The proposed shared pedestrian/cycleway will be sufficiently wide to accommodate the pedestrians and cyclists that will use the facility.

- *“The cycling infrastructure plan for Eastbourne is no more than window dressing. The plan still treats cyclists as second-class travellers. The proposed routes, including this route expect that cyclists will 'work around' much more important road users by taking convoluted routes, routinely giving way to mechanised traffic, sometimes dismounting to achieve his, using shared space routes, travel along narrow unsuitable routes that are often effectively just repurchased footpaths with paint on.”*
- **ESH Response** – The proposal has been assessed as the safest route option for the cyclists along Langney Rise. The existing footpath is already used by cyclists instead of the road carriageway. Overall, it is considered that the proposed shared footpath/cycleway will offer improved safety for cyclists and pedestrians, as much as is reasonably practical.
- *Shared use spaces are potentially dangerous or at the very least cause cyclist to have to slow down significantly to avoid risk to pedestrians, who are often un-used to cyclists and so used to vehicular traffic that they move about using only the sense of sound and consequently unpredictable.*
Pedestrians do not look they listen for the sound of noisy vehicles. Even on shared routes, with signage they wander unpredictably. I want to move effectively, which means moving at a reasonable pace. If I am forced to move at walking pace to avoid danger to pedestrians there is no advantage to the cyclist.”
- **ESH Response** – The proposal has been assessed as the safest route option for the cyclists along Langney Rise. The existing footway is already used by cyclists instead of the road . Overall, it is considered that the proposed shared foot/cycleway will offer improved safety for cyclists and pedestrians, as much as is reasonably practical.

Willingdon Drove Cycle Route

The Willingdon Drove proposals are to provide a cycling facility to connect Sevenoaks Road and Kingfisher Drive to the Langley Shopping Centre. Figure 4.5 presents the location of the scheme.

Figure 4.5 Proposed Willingdon Drove Cycle Route



4.6.1 Respondent gender

A considerable number respondents of the Willingdon Drove cycle route survey were male (63%), where only 21% were female. It is important to note that 16% of respondents either preferred not to say or did not answer this question. This data does not correlate to the gender profile of the Eastbourne, Hailsham and Seaford CGG⁴ where 51.6% are female and 48.4% are male in this geographic area

Table 4.26 Survey Gender Respondent – Willingdon Drove Cycle Route

What gender do you identify as?	Number	Percentage (%)
Male	12	63
Female	4	21
Prefer not to say / Not answer	3	16
Total	19	100

⁴ <http://www.eastsussexjsna.org.uk/JsnaSiteAspx/media/jsna-media/documents/localbriefings/E%20%26%20D%20profiles/Jan%202018/Equality-Profile-EHS-CCG-Jan-2018.pdf>

4.6.2 Respondent age

The respondent age for the Langley Rise was fairly evenly spread across each age category. The largest number of respondents were from the 55-64 age group followed by the 35-44 and 25-34. The smallest number of respondents were from the 16-24 category and 65+ category.

Table 4.27 Survey Age Respondent – Willingdon Drove Cycle Route

Age	Number	Percentage (%)
16-24	2	11
25-34	3	16
35-44	3	16
45-54	2	11
55-64	4	21
65+	2	11
Not Answered/Prefer not to say	3	16
Total	19	100

4.6.3 Respondent postcode

The respondents of the Willingdon Drove survey reside across 6 postcodes. The largest number of respondents live in BN21 (5 respondents) and BN24 (7 respondents), followed by BN23 (4 respondents) and BN22 (3 respondents).

Table 4.28 Respondent postcodes – Willingdon Drove Cycle Route

Postcode	Total	Percentage (%)
BN21	5	26
BN22	3	16
BN23	4	21
BN24	5	26
RH16	1	5
TN37	1	5
Total	19	100

4.6.4 Accessibility and disabilities

Of the survey respondents 79% of the survey respondents said that they do not have reduced mobility and 68% said they do not consider themselves to be disabled. 11% of respondents said they had reduced mobility and 11% also said they considered themselves to be disabled. Table 4.29 details the responses.

Table 4.29 Accessibility and disabilities responses - Willingdon Drove Cycle Route

	Reduced Mobility? Frequency	Reduced Mobility? % of total respondents	Disabled? Frequency	Disabled? % of total respondents
Yes	2	11	2	11
No	15	79	13	68
Prefer not to say/No answer	2	11	4	21
Total	19	100	19	100

4.6.5 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 above proposed cycle route?’

Respondent support to the proposed cycle route is noted in Table 4.30.

Table 4.30 Survey Respondent view – Willingdon Drove Cycle Route

View	Number	Percentage (%)
Strongly support	9	47
Support	4	21
Not Answered	1	5
Oppose	0	0
Strongly Oppose	5	26
No opinion	0	0
Total	19	100

The survey showed that 68% of respondents are in favour the proposed cycle route with 47% strongly supporting and 21% supporting it. On the contrary, 26% of respondents were strongly against the proposed cycle route answering with ‘strongly oppose’.

For those who said they would use the new route, the majority would use it for leisure or social purposes (36%) and 7% said that they would use it for commute purposes. However, it is important to note that 50% of respondents did not answer this question and it is therefore difficult to ascertain the purpose of potential usage.

Table 4.31 Purpose of travel – Willingdon Drove Cycle Route

Purpose of travel	Number	Percentage (%)
Leisure/social	5	36
Not answered	7	50
Commute to or from work	1	7
Other	1	7
Total	14	100

4.6.6 Specific Themes and Trends in the Qualitative Responses

4.6.6.1 Issues & concerns

- *“Why has the proposed cycle lane, not be linked to that of the Pigs Lane bridleway, which is lit and popular. There is, with some cutting back, sufficient space for a 3m path alongside the Travelodge and then this would be a continuous route.”*
- **ESH Response** – The suggested section is beyond the scope of the proposed cycle route which links the NCR21 from Willingdon Drove to the Langney Shopping Centre. This proposed route was developed because Langney Shopping Centre was considered an important local destination and popular trip attractor. However, should demand increase for a link via Pigs Lane bridleway in the future your comments will be noted and considered for future scheme development.
- *“Can the designer please confirm why the 3m path that runs parallel from Willingdon Drove towards Sevenoaks Road is not upgraded? Surely this is a cheaper option plus it provides a shorter stretch to the Shopping Centre”.*
- **ESH Response** – In regard to your comments concerning the 3m path. We can confirm this alignment was previously considered as an option. However, due to lack of street lighting and the requirement to maintain vehicles access to properties, as well as the path not being wide enough to provide a shared cycle route it was therefore not taken forward as part of this proposal.
- *“The proposed Willingdon Drove section, which connects onto both Sevenoaks Road and onto Kingfisher Drive provides access to the Shopping Centre in much the same way as does this Willingdon Drove (B2191) proposal. Can the designer please confirm the reasoning behind this? Also, wouldn’t a preferred route be from Sevenoaks Road through Lapwing Close then via Plover Close then use the 3m path to the back of the Shopping Centre as an alternative route?”*
- **ESH Response** – A route through Lapwing Close and Chaffinch Road requires widening the footway to provide a 3.5m two-way shared footway facility with a 0.5m buffer.

This could be achieved by realignment of the kerbing which reduces the carriageway width to approximately 5.4m (Lapwing Close) & 5.7m (Chaffinch Rd) and would not be wide enough to accommodate all on-street parking. There would be loss of on-street parking which would prove unpopular to residents when the footway is wide enough to cater for a shared facility.

- *“The route further south does not connect to Section 1. From Langney Roundabout along Princes Road seems to provide a safe route across the roundabout from Horsey Phase 3 and down to the Sovereign Centre. Generally Bespoke are in support.”*
- **ESH Response** - The suggested section is beyond the scope of the proposed cycle route which links the NCR21 from Willingdon Drove to the Langney Shopping Centre. Both ends of the route were considered as important local destinations and trip attractors. However, should demand increase for such a route from Langney Roundabout along Princes Road in the future your comments will be noted and considered for future scheme development.
- *“Can the designer please confirm that the proposed route will indeed*
 - *Meet the Eastbourne BC target for a Carbon Neutral town by 2030*
 - *Support EBC in a modal shift away from increasing car use and towards public transport and active travel*

- *Support technologies that reduce pollution, improve health and deliver a better environment and*
- *Support an integrated network of safe, possibly off-road routes, throughout the town. Mostly in line with LCWIP, for cycles, e-bikes, mobility scooters and possibly e-scooters.”*
- **ESH Response** – Having reviewed the above comments, ESH believe that the proposed cycle route would help to reduce the number of motor vehicles using the roads, lowering congestion and the noise that comes from engines. Less noise from vehicles and idle traffic greatly supports the growth and sustainability local wildlife.

This strategy is in line with ESCC Climate Change policy target of achieving carbon neutrality from our activities as soon as possible and in any event by 2050, in line with the new target for the UK agreed by Parliament in 2019.
- *“Desire lines for residents, who might cycle, include locations outside of Langney such as the town centre. This is another route that does not provide or link to an end-to-end solution.”*
- **ESH Response** – As part of this cycle route locations outside of Langney, such as the town centre you have mentioned are unfortunately beyond the scope of the proposed cycle route which links the National Cycle Route (NCR21) from Willingdon Drove to the Langney Shopping Centre. This proposed route is an important local destination and trip attractor.
- *“It is unclear why the plans suggest creating a route along a busy verge when there is an existing path running parallel to Willingdon Drove starting from Sevenoaks Rd. This path would seem to reduce the number of junctions to cross and would be safer for school children. Plus, it would be cheaper.”*
- **ESH Response** – As part of the overall design process, a feasibility design review was conducted on the above suggested route as an alternative option. However, due to technical difficulties facilitating the correct levels of street lighting to the required standards and a clear requirement to ensure local residents continue to allow vehicles access to their properties. There was also the issue of the path not being wide enough to provide a shared cycle route. All of the above factors played a part of the decision to not consider this route as a viable option.
- *“The southern section from Langney Roundabout along Princes Road provides a safe route across the roundabout from Horsey Phase 3 and down to the Sovereign Centre. Can the designer please confirm how a cyclist then gets to the into town from this location?”*
- **ESH Response** – Unfortunately the southern section you refer to in your comments is beyond the scope of the proposed cycle route which links the National Cycle Route 21 (NCR21) from Willingdon Drove to the Langney Shopping centre. Therefore, no further comment is provided.
- *“Why hasn’t the scheme not looked at reducing the current traffic speeds along Sevenoaks Road? ESCC should look at installing speed restrictions, by way of speed cameras and a mini roundabout at the junction of Kingfisher Drive.”*
- **ESH Response** – Firstly, it should be noted that all comments issued to ESH should be related to that of the proposed cycle route, therefore speed restrictions do not form part the submitted scope of works and has not been addressed at this time. The installation of a mini roundabout cannot be introduced as the Kingfisher Drive and Sevenoaks Road is not deemed wide enough in terms of design standards.
- *“Why hasn’t a pedestrian crossing been incorporated that connects towards the playing fields? Surely a 20mph speed restriction would be beneficial?”*

- **ESH Response** – As mentioned previously, speed reducing measures do not form part of this proposed cycle route and therefore has not been commented on.
- *“The shared cycle lane on the pedestrian path, is not wide enough and is asking for accidents to happen! Surely, it would make more sense for the cycle path be on the other side of the road, via the existing clear grass verge. This will avoid the cyclists crossing Sevenoaks Road by its junction with Willingdon Drove, which we have noted over time, very dangerous.*

Then, if the mini roundabout is installed at the corner of Kingfisher Drive, a safer crossing point can be instigated.”

- **ESH Response** – Firstly, the grass area on the other side of the road is not located within the highway boundary and therefore not deemed wide enough. In addition, the grass area for widening would require a realignment of the existing kerb line. This would reduce the carriageway width to approximately 6.2m which would not be deemed wide enough to accommodate all the existing on-street parking. This would then result in a loss of on-street parking which in turn would prove unpopular to local residents. Especially when the footway is wide enough to cater for a shared facility.

And finally, as mentioned previously the installation of a mini roundabout cannot be introduced as the Kingfisher Drive and Sevenoaks Road is not deemed wide enough in terms of design standards.

- *“Many cyclists already use the pathway and now with the induction of e-scooters makes this area even more dangerous, as they travel and speed and make no noise. Many local residents now park their car on the hardstanding via our front gardens because it's again becoming too dangerous to park and get out of our cars when parked kerbside. Therefore, a proposed cycle way will be hazardous!”*

- **ESH Response** - The proposed cycle route includes signs and road markings (such as cycle logos & slow markings) which in turn will look to mitigate any potential risks.

- *“Shouldn't the cycleway be painted on the roadway itself and on the right-hand side going up towards the Langney center from Kingfisher Drive? The reasoning behind this is because cars are never parked on this side. The pathway itself is used by many residents and most of them elderly, who use walking aids or electric scooters.*

Also, when reaching the Langney Center junction, the cyclists would also be on the correct side, thus not needing to cross the busy junction at the exit of the center. Where there is a constant flow of cars and busses manoeuvring.”

- **ESH Response** – Along the proposed cycle facility, a 0.5m buffer will be introduced to avoid risk from being struck by vehicles' occupants opening doors across the facility. Kingfisher Drive which is a shared facility i.e.; used by (both cyclists and motorists), will include signage and road markings to denote correct direction of travel.
- *“Aren't shared walking cycle routes not ideal due to the unpredictability of mixed traffic? Intersections with roads ought to give priority to cycle riders. Vehicular traffic should be made to treat the cycle route as a stop cycle traffic.”*
- **ESH Response** - While ESH appreciates your concern, historically provision of existing cycle routes within East Sussex has seen that although there can be conflicts between cyclists and vehicular traffic/mixed traffic, cycle schemes have already been successfully introduced within East Sussex. The scheme has also been designed to LTN 1/12 and LTN 02/08 guidelines, which seeks to reduce/eliminate conflicts between all users. ESCC continuously reviews traffic accident data. Should data demonstrate safety intervention measures are

required, then ESCC will ensure priority measures are put in place for safety review consideration.

- *“From the plans submitted, it would appear that proposed route joins up with the cycle path running along the southern edge of Shinewater Park? Wouldn't the scheme make more sense by replacing the existing crossing over Willingdon Drove with a Toucan crossing to improve safety for pedestrians and cyclists, especially as this road can often be busy and difficult to cross.*

In addition to the above, wouldn't the scheme benefit from a rolling maintenance programme is put in place to prevent the proposed section of cycle path at the junction with Willingdon Drove/Sevenoaks Road from becoming overgrown. This is an issue that currently affects many existing off-road cycle routes in Eastbourne.”

- **ESH Response** - The majority of your questions are related to outside of the ESH scope for this proposed cycle route, therefore this has not been commented upon at this time. In regard to the observation of the Toucan Crossing to be provided for pedestrians and cyclists opposite St Barnabas Church. A number of specific design criteria must be met before a location is even considered, as per DfT LTN 2/95, such criteria relates to the numbers of pedestrians crossing, the traffic flow, road use, site characteristics, accident history, current traffic speeds, etc.

The above must be taken into account when considering the introduction of a Toucan Crossing or (controlled crossing point), as the traffic flows and pedestrian volumes are low, with traffic speeds recorded at 31mph (85th percentile). Coupled with no accidents recorded in the last 3 years. The data and location do not support a recommendation for a toucan crossing or controlled crossing point in this location. However, should this change in the coming years the location could be considered by ESCC for a safety improvement review.

The suggestion to continue the proposed Willingdon cycle route to the Langney Pond pathway and through the proposed new development at Woods Cottages, emerging to join Langney Rise at Faversham Road junction, has not been considered as it is beyond the scope of this proposed cycle route. However, should demand increase for such a route in the future your comments will be noted and considered for future scheme development.

- *“Parts of the cycle route around the Shinewater Lake is very rough and damaged. Especially the part from Larkspur Drive park entrance, to Piggets Lane (which is close to Bannatynes gym.) It would be nice and easier for children to be able to bike and use scooters around it. In addition, the path from the DGH to the Lottbridge Road roundabout is in a terribly overgrown condition with ad hoc 'repairs' creating a series of dangerous 'speed humps'. In some places, the nettles are so overgrown there is only room for one person to pass at a time - let alone it being a 'shared' path.”*

- **ESH Response** – All maintenance concerns regarding other parts of Eastbourne 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.

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.

- *“Unfortunately, the proposals do not include any form of crossing between the existing 'old' Willingdon Drove spur of the cycle route to the new shared route link along Sevenoaks Road. Cars often travel excessively fast along the busy Willingdon Drove and this makes cycling across the junction difficult and potentially dangerous.”*

- **ESH Response** –There is an existing shared crossing point on the southwest of the Sevenoaks Road junction. However, should this cycle route be implemented then this section of road will continue to be monitored and should safety improvements be required, as a results of introducing the cycle scheme then further measures will be considered.
- *“After the total lack of dedicated cycle routes in the Eastbourne town centre redevelopment plan, it is nice to see that someone more enlightened has plans for sustainable transport and the health and welfare of our communities and especially our young.”*
- **ESH Response** - The Eastbourne Town centre redevelopment plan is outside the scope of this proposal and therefore no further comment has been provided.
- *“Why hasn’t the cycle path been extended to Gardner Books? Willingdon Drove is too congested at peak times and too fast at others?”*
- **ESH Response** – Gardner Brooks falls just outside the scope of works and therefore has not been included as part of these proposals.
- *“Kingfisher Drive does not address the crossing entrance to the Langley shops. Which in turn means that drivers assume every road user is turning into the shops.”*
- **ESH Response** -The existing short section of shared facility will be widened, and carriageway width will be reduced to mitigate the risk you and others may have experienced on that section of Kingfisher Drive. ESH hope that these improvements will reduce the conflicts referenced above.
- *“The proposed cycle route is not long enough! Ideally the northern end needs to connect up with the Willingdon Drove / Langney Rise cycleway (for commuter type cyclists) and also there needs to be an eastern extension to pass West Langney Lake and join the southern end of the Langney Rise cycleway (for recreational type cyclists).”*
- **ESH Response** – This location falls outside the scope of works for this scheme and therefore has not been included at this time within the submitted proposals. However, the National Cycle Route (NCR21) from Willingdon Drove to the Langney Shopping Centre was undertaken as part of a previous feasibility study. The study concluded that the centre was an important local destination and trip attractor to the local community.
- *“The proposed routes, including this route expect that cyclists will 'work around' much more important road users by taking convoluted routes, routinely giving way to mechanised traffic, sometimes dismounting to achieve his, using shared space routes, travel along narrow unsuitable routes that are often effectively just repurchased footpaths with paint on.*

Shared use spaces are potentially dangerous or at the very least cause cyclist to have to slow down significantly to avoid risk to pedestrians, who are often un-used to cyclists and so used to vehicular traffic that they move about using only the sense of sound and consequently unpredictable. Pedestrians do not look; they listen for the sound of noisy vehicles. Even on shared routes, with signage they wander unpredictably. Any space on a road that relies solely on paint to denote a cycle path is not fit for purpose. A road with paint on is still a road. This type of cycle path provides virtually no protection to the cyclist and should never be referred to as a cycle path.

ESCC Highways and EBC need to generate behavioural shift, 'by motorists' in order to protect the environment. Consequently, any plan needs to be ambitious and far reaching. This plan tinkers around the edges. What has been provided is a plan that

doesn't even instil confidence in people who are already experienced and confident cyclists. Why would a non-enthusiast abandon their car and their rights as a premiere road user based on this plan? These plans will fail to achieve anything!"

- **ESH Response** – The above comment is noted; however, they do not form part of this specific cycle route and therefore a direct response could not be provided at this current time.