

Appendix 3 - Stakeholder and Public Consultation Summary: Key concerns and route specific comments and responses

General

Comment/Issue raised	Response
Concerns about the cycling facilities not being designed in accordance with LTN1/20	Whilst the proposals do not fully achieve all of the core design principles set out in LTN1/20, following publication of the guidance the preliminary designs were reviewed to ensure that cyclists have the highest level of provision possible, whilst also considering other road users. This has included undertaking a retrospective Cycling Level of Service (CLoS) audit, as advised through the LTN1/20 guidance, to assess the coherence, directness, safety, comfort and attractiveness of the design of each route.
The proposals were too small and do not include several major routes proposed in the LCWIP;	The proposals here are not seeking to address all the aspirations highlighted in the LCWIP, but it should be noted that the County Council is committed to delivering further improvements for cyclists through other funding streams. Each of the five cycle routes consulted on have been subject to a rigorous multi-process assessment to ensure that the routes provide the highest level of provision possible, whilst also considering other road users. The delivery of these schemes presents a significant improvement to the cycle network in Eastbourne, with connections between the routes allowing for cyclist to make longer journeys more easily, and more safely.
Concerns regarding pedestrian safety	As part of each scheme's development, a Road Safety Audit has been undertaken to assess the impacts on all road users including pedestrians. Where issues have been identified, these were addressed in refining the scheme designs. In addition, an EqIA has also been undertaken for each scheme to assess and document the impacts in protected characteristic groups, including people with mobility impairments, and identify the required corrective actions.
Concerns that the schemes aren't warranted because of the lack of cyclists within the area	The schemes were identified initially through the Eastbourne Cycle Strategy (2012) with their need reinforced through the evidence base developed to support the East Sussex Local Cycling and Walking Infrastructure Plan. The network of routes put forward for consultation seek to provide safer facilities for cyclists and consequently increase the number of cyclists, and trips, within the Eastbourne area.
Concerns were also raised about the cost of the scheme and how it could	The funding available to deliver these cycle routes was secured specifically for improving walking and cycle infrastructure in the Eastbourne and south Wealden

Comment/Issue raised	Response
be better spent repairing the existing infrastructure	area and is not available for repairing existing infrastructure.
Concern about the road layout and design due to reduced capacity for motorists, which could lead to increased traffic	<p>Government guidance, and the recent updates to the Highway Code, gives greater priority for pedestrians and cyclists at the top of the overall road user hierarchy. The proposed routes have been developed to encourage active travel particularly for some of those shorter and first mile, last journeys that are currently undertaken by car.</p> <p>However, in developing the proposals we have also recognised that there is still a need to balance the other competing needs for the available road space, including motorists.</p> <p>However, by encouraging greater levels of walking and cycling, the proposed schemes will seek to reduce traffic levels.</p>
Concerns regarding the removal of a number of parking bays	In developing the proposed routes and in order to provide safe provision for cyclists where road space is limited, we have had to remove a number of parking bays particularly as part of the Town Centre and Horsey Way Phase 1 schemes. However, in doing so, we have sought to minimise the loss of spaces.

Horsey Way Phase 1b

This phase of the Horsey Way cycle route extends from Eastbourne Railway Station to Ringwood Road where it would join with the existing Horsey Way route that runs to Langney Rise roundabout. This phase would run mostly along existing footways which have been widened into a shared cycleway/footway.

Comment/Issue raised	Response
<p>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</p> <p>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</p>	<p>This final section of the Horsey Way cycle route will complete the route between the rail station and Langney Rise roundabout linking the town centre with residential areas and employment along its length.</p> <p>It is recognised that the proposed design may not fully achieve all of the core design principles set out in LTN1/20.</p> <p>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.</p>

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.

Comment/Issue raised	Response
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 developments that are underway or in planning	Noted. This route will perform a key part of the over cycle network for the Eastbourne area and its environments by linking major residential areas of Stone Cross, Shinewater and Langney with trip attractors such as the Langney Shopping Centre and tie into other proposed cycle routes – Langney Rise and Willingdon Drive – as well as the Horsey Way and seafront routes.
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”.	<p>The cycle route to Langney Rise is in accordance with the ESCC cycling strategy.</p> <p>The Langney Rise route is centrally located and allows cycle connectivity to the Langney shopping centre, the schools and the east of Langney - thereby serving a greater catchment. The proposed route has undergone a Stage 1 safety audit and is considered safe.</p> <p>The Sevenoaks Road route, suggested during the Public Consultation would serve less people because of its location on the outskirts of the Langney conurbation.</p> <p>It should also be noted that the Sevenoaks Road route has existing physical constraints (i.e. insufficient verge width to accommodate a shared footpath/cycleway).</p>

Eastbourne Town Centre Cycle Route

This proposed route links cyclists with key destinations within the town centre, particularly between the rail station, the seafront, the Devonshire Quarter and other cycle routes in Eastbourne. From the station the route travelling along Old Orchard Road, Saffrons Road, Grange Road, Carlisle Road and Wilmington Road to end up at an existing seafront cycle route.

Comment/Issue raised	Response
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.	<p>In developing these proposals, various different routes between the rail station and the seafront via Devonshire Quarter were considered. Whilst both on road and off road provision was considered, the preference was for on-road because of the nature of the urban realm in this part of Eastbourne.</p> <p>This route was identified as the most appropriate because the design of this scheme between the rail station and seafront was based on the previously available design standards.</p>
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.	However, the proposed routes have been reviewed against the 22 summary principles of LTN 1/20, to determine whether or not they meet the new guidance

Comment/Issue raised	Response
<p>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</p>	<p>requirements, and wherever possible these have been met.</p>

Langney Rise Cycle Route

This proposed route would run as a shared pedestrian/cycle route along the western side of Langney Rise between Langney Shopping Centre and the Langney Roundabout where it connects with the existing Horsey Way 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.

Comment/Issue raised	Response
Note proposals to provide improved bus stop and shelter opposite The Rising. Not clear about the "shared cycle/bus" provision.	The proposal is to replace the existing bus layby with footway on which the new bus shelter will be sited. The proposed cycle path will run behind the new bus shelter and therefore there is no conflict between cycle movements and the movement of bus users (as they board and alight from the bus).
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?	The 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.
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.	<p>The cycle route along Langney Rise is in accordance with the ESCC cycling strategy.</p> <p>The Langney Rise route is centrally located and allows cycle connectivity to the Langney shopping centre, the schools and the east of Langney - thereby serving a greater catchment.</p> <p>The Sevenoaks Road route, suggested during the Public Consultation would serve less people because of its location on the outskirts of the Langney conurbation.</p> <p>It should also be noted that the Sevenoaks Road route has existing physical constraints (i.e. insufficient verge width to accommodate a shared footpath/cycleway).</p>

Willingdon Drove Cycle Route

The Willingdon Drove proposals would 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 Road and endings at Sandpiper Walk, which is located within close proximity to Langney Shopping Centre.

Comment/Issue raised	Response
"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.	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

Comment/Issue raised	Response
<p>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</p>	<p>on-street parking which would prove unpopular to residents when the footway is wide enough to cater for a shared facility.</p>
<p>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”.</p>	<p>In regards to the 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 forwards as part of this proposal.</p>
<p>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.</p> <p>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.</p>	<p>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</p>