

Public 'Infotation' Feedback

Correspondent	Response
<p>Disturbance My bedroom overlooks this crossing, so I am naturally concerned by noise disturbance early in the morning, particularly as you propose to take six months to complete this work.....and to work weekends. Weekend working in a residential area is not allowed in most areas. So it shouldn't be allowed or necessitated on this project. And how will we leave/access our building if the pavement at our entrance is dug up?</p>	<p>The working hours will generally be standard day time, starting at 08:00 each day and finishing between 16:00 and 17:00, Monday to Friday. Evening and weekend working is included within the programme to accelerate the Works and reduce the duration of the disruption. However, if working outside of the standard hours is not suitable or appropriate then it will not take place. We anticipate some construction requiring the road to be closed; although this will be of very short duration, it is likely to take place at night. You and your neighbours will be informed in advance when this is agreed to take place.</p>
<p>Location of new crossing It isn't clear from the plan where exactly this new crossing will be situated on Devonshire Road. I have attached a photo showing the staggered crossing, and our building (next to the Royal George pub) with our front door at the entrance to the Devonshire Road crosspoint. Will this new crossing start outside our front door? Or outside the Royal George pub? If it is located outside our front door, or even close to it, this will present a big problem for us residents.</p>	<p>No. The existing pedestrian crossing location is outside your front door. We are proposing to move this crossing eastwards towards the junction with Station Road, where it will be outside the Royal George public house and away from your front door.</p> <p>We do propose to resurface the footway outside your front door and this will be carried out in a considerate manner, allowing for the fact people will want access into homes, businesses and workplaces. This may mean working early or late to cause minimal disruption and advance notification will be made to those affected when the time comes to discuss the best time to carry out such work. No emergency access will ever be refused.</p>
<p>Steps to be installed on the embankment from Station Approach close to the traffic signals to Station Piazza/College.</p>	<p>Steps or a ramp in the grass bank was considered but the ramp was very costly (£413k ramp, £137k steps) and there are already steps close by. Given this, and the fact that there is a medical centre in Station Plaza it was felt that a ramp would be more appropriate although Hastings Borough Council did not consider this a value for money scheme. Considering this and the LGF funding constraints it was not taken forward. However, this may be reviewed again.</p>

<p>A pedestrian crossing notification (green man) at the traffic signals in Station Approach. This is a very awkward road to cross when vehicles are turning from Cornwallis Terrace and/or travelling up from Havelock Road.</p>	<p>Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.</p>
<p>Travelling/driving from Cornwallis Terrace. Is it possible to make more prominent the 'no right turn' into Havelock Road. Perhaps removing the filter from the traffic signals and/or a prominent sign on the signals themselves.</p>	<p>Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.</p>
<p>Turning right either from Station Approach to Cornwallis Terrace, Priory Street, and from Havelock Road into Devonshire Road. Can traffic positional markings be placed in the middle of the junction to assist drivers that are unaware of the area.</p>	<p>Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the desire to include this feature as part of the new signal/crossing arrangements.</p>
<p>Having the traffic signals so far back into Station Approach does confuse many people. Once they have passed the signal they are then completely flummoxed as to complete any manoeuvre on the junction. Whether turning left or right or illegally continuing straight on into Havelock Road.</p>	<p>Noted. The design shall be carried out in accordance with current standards. The design team shall be made aware of the potential confusion and will make any instructions to motorists as clear as possible.</p>
<p>The corner of Queensbury House/ Priory Street/ Cornwallis Terrace. There is a delivery bay to the building, although it is rarely used now, it does leave an area for vehicles to park off road. Trying to get around that corner in my recent situation posed many problems.</p>	<p>This location is outside the scope of this phase of improvements. However, your observation will be considered for inclusion within the scheme and your correspondence shared with other relevant teams within East Sussex County Council for review.</p>
<p>Also perhaps a crossing from Priory Quarter side of the road to the entrance of the multi-story carpark would be welcome.</p>	<p>As above, this location is outside the scope of this phase of improvements. However, your observation will be considered for inclusion within the scheme and your correspondence shared with other relevant teams within East Sussex County Council for review.</p>
<p>Outside Queensbury House in Cornwallis Terrace/ Priory Street. A wide pavement but mainly used for Openreach vehicles to park whilst their engineers are working in the area and more so I will think, once the building has completed its conversion to 80 + flats. It is very difficult to try to cross</p>	<p>Noted.</p>

<p>over from this area to Cornwallis Terrace/Cambridge Gardens. Walking from Priory Meadow to Cambridge Gardens is a nightmare.</p>	
<p>The walk from Cambridge Gardens to the Rail Station. Crossing from Cambridge Gardens to Cornwallis Terrace, the walkway outside the flats (the old Citizens Advice building) is usually obstructed by vehicles parked on the footpath, I've crossing over only to find the footpath again obstructed by vehicles outside Domino the pizza takeaway.</p>	<p>Noted.</p>
<p>Although I agree, in some cases they are other longer walking routes to take to bypass these obstructions, (I can assure you, when people are disabled they want to take a shorter much quicker route as possible) I ask why are cars given priority over pedestrians? Perhaps the traffic signals at this junction should be given pedestrian priority and not wait for the full cycle of the system to complete before giving the pedestrian a chance to cross safely. As I have mentioned before, I am a driver and cyclist so I'm not anti-motor vehicles.</p>	<p>The proposed signals will contain a dedicated pedestrian phase. Whilst the pedestrians will not be given top priority, they will be given an equal share of the priority once the button is pushed, and a crossing required.</p>
<p>The customer main concerns regards whether the signage (refers to current signage 15/12/2021) and any additional future signage will be sufficient to ensure pedestrian and traffic safety as he says that some of the signage is too high up to be easily seen.</p>	<p>All signs and their locations will be reviewed for suitability and shall be installed to meet current standards.</p>