

A22/A2290 Public Consultation Outcome Executive Summary

Acronyms and Abbreviations

BSIP	Bus Service Improvement Plans
DfT	Department for Transport
ESCC	East Sussex County Council
LCWIP	Local Cycling and Walking Infrastructure Plan
MRN	Major Road Network
OBC	Outline Business Case
SOC	Strategic Outline Case

Executive Summary

This summary sets out the consultation strategy and results in relation to the East Sussex County Council (ESCC) projects along the Major Road Network (MRN) corridor, A22 in the south Wealden and the Eastbourne area of East Sussex. The requirement for consultation is driven by the Outline Business Case (OBC) submission to the Department for Transport (DfT). The projects that have been consulted on include:

- Boship roundabout – to enlarge and signalise an existing roundabout at the confluence of the A22, A267 and A271 northwest of Hailsham;
- Hempstead Lane – to replace an existing left in left out junction with an all moves roundabout;
- A295 (Eagles) South Road roundabout – introduction of a left slip lane from the A295 arm onto the A22 southbound;
- A27 / A22 Golden Jubilee Way roundabout – enlargement of the existing roundabout on the SRN; and
- A22 Golden Jubilee Way / B2247 Dittons Road roundabout – replacement of the existing roundabout with a traffic signal-controlled junction including improvements for non-motorised users.

Additionally, as a coordinated approach, consultation was carried out on proposals for the southern section of the A22 and A2290 in Eastbourne. This second package of improvements is subject to the development of a Strategic Outline Business Case (SOBC) to be put forward as a future MRN scheme for the following junctions:

- A22/Shinewater Roundabout - fully-signalising the roundabout with control on all approaches and on all sections of the circulatory;
- A2290/Lottbridge Roundabout - full signalisation of the roundabout, with more capacity provided through an additional flared lane on the A2290 Lottbridge Drove south-eastern approach;
- A2290/Birch Roundabout – introduction of toucan crossings on two of the four arms of the existing roundabout in coordination with Seaside Roundabout; and

- A2290/Seaside Roundabout - conversion of the existing four arm roundabout to a signalised crossroads with capacity enhancements to provide three or four approach lanes on each arm.

The consultation ran for approximately eight weeks from 12th July to 3rd September 2021 and was undertaken virtually (due to Covid-19 restrictions). There were numerous methods of consultation. These were:

- A consultation survey on the ESCC website - [A22 and A2290 Improvements - East Sussex - Citizen Space](#) - and a paper-based format alongside a telephone service to provide feedback;
- A brochure drop was carried out to key strategic locations;
- Emails were sent to businesses along the corridor;
- Targeted engagement with key stakeholder groups;
- Publication of the consultation in parish newsletters, newspapers; and
- The consultation was promoted through social media.

During the consultation period, a total of 706 survey responses were received, 679 from online surveys and 27 paper-based surveys.

Responses were received from a wide area, with four responses situated outside of East Sussex. The majority of responses were received from around Hailsham, Polegate and Eastbourne. Smaller clusters of respondents were from around the Bexhill, Seaford, Uckfield and Heathfield areas.

Analysis of the survey indicated that in total 9% of respondents had a disability. Additionally, 99% of respondents indicated that they were residents in East Sussex and 3% of respondents answered on behalf of a business in East Sussex.

When asked what the main mode of transport was when travelling to/from/through the consultation area, the majority of respondents use private car. When asked for the purpose of travelling through the A22/A2290 area, the majority of respondents were commuting to or from work or travelling for leisure/social purposes.

A22 Hailsham/Stone Cross junctions

A22 Boship Roundabout

The junction improvements for Boship roundabout saw a fairly even split between respondents agreeing/strongly agreeing (45%) and disagreeing/strongly disagreeing (48%) with the scheme. Just under half of the respondents whose main mode of travel through the corridor was by car (45%), walking (45%) and cycling (49%) agreed/strongly agreed with the junction improvements.

A key concern was the implementation of traffic lights increasing traffic congestion. For those who agreed or strongly agreed with the scheme, key comments included that the scheme would help to reduce the congestion. There were several general supportive comments for the scheme including that improvements are long overdue and that improvements to the journey experience for pedestrians and cyclists and to improve safety, noise and air pollution are welcomed.

A22 Hempstead Lane

Overall, 48% of respondents supported/strongly supported the proposed scheme with 38% disagreeing/strongly disagreeing with the scheme.

Key concerns were around the implementation of a new roundabout in place of the existing junction. Concerns were raised around an increase in pollution, congestion and slower journey times with the proposals in place. For those who agreed/strongly agreed with this scheme, key comments included that this scheme would reduce congestion and traffic volumes, including HGVs using local residential roads. It was commented that noise and air pollution levels would be reduced on local roads. As highlighted in the consultation pack, a package of measures for Hempstead Lane as well as improvements for pedestrians, cyclists and bus use in the vicinity of the A22 is being developed in parallel. These measures will either be integrated into the MRN funding bid to Government or funded through other funding sources.

A22/A295 Eagles Roundabout

The majority of respondents agreed or strongly agreed with this scheme (67%). Close to half of the respondents whose main mode of travel through the corridor was by car (49%), walking (46%) and cycling (52%) agreed/strongly agreed with the junction improvements.

The majority of concerns were around providing a signalised crossing point north of the junction (and south of Diplocks Way roundabout) between Arlington Road East and Arlington Road West, where respondents would like to see a safe pedestrian and cycle crossing installed. There were various pedestrian and cycling infrastructure suggestions that were made by those who supported the proposals.

A22/A27 Golden Jubilee Roundabout

Overall, 50% either agreed/strongly agreed with the proposals for this junction. Respondents whose main mode of travel through the corridor was by car (49%), walking (46%) and cycling (52%) agreed/strongly agreed with the junction improvements.

General concerns from respondents related to the conflicts with the Dittons Road junction improvements, where respondents thought the two junctions close together would result in an increase in congestion and pollution. Responses from those who agreed/strongly agreed with the junction proposals commented that the traffic controls would reduce vehicle noise, whilst another respondent highlighted that it would encourage people to cycle.

A22 Dittons Road

The Dittons Road junction improvement scheme saw the majority of respondents disagreeing with the scheme proposals (55%); this is the junction within the corridor scheme that has the highest percentage of respondents who disagreed with the proposed improvements. Close to half of the respondents whose main mode of travel through the corridor was walking (44%) and cycling (53%) agreed/strongly agreed with the junction improvements, whilst under half of respondents travelling by car (32%) agreed/strongly agreed.

The majority of comments from those who disagreed/strongly disagreed with the scheme were concerned that the traffic lights would create longer journey times, queues and pollution that may back-up to the A22/A27 Golden Jubilee Way roundabout, particularly during peak times. Respondents who support this junction proposal commented that there would be increased safety for pedestrians and cyclists crossing the road to access local amenities, whilst another respondent commented that the measures would encourage walking and cycling to work.

A22/A2290 Eastbourne junctions

Shinewater Roundabout

Overall, 46% of respondents strongly agreed/agreed with the Shinewater roundabout junction proposals. Respondents whose main mode of travel through the corridor was by car (43%), walking (56%) and cycling (69%) agreed/strongly agreed with the junction improvements.

Key comments in disagreement with the scheme were around the signalisation of the roundabout. Suggestions from respondents who agreed/strongly agreed with this scheme included ensuring clear lane markings where each exit can only be accessed via one lane on approach to the roundabout. Another respondent suggested that segregated measures for buses and bicycles should be incorporated to address speed and visibility issues.

Lottbridge Roundabout

A total of 47% of respondents agreed/strongly agreed with the proposed junction improvements at Lottbridge roundabout. Just under half of respondents whose main mode of travel through the corridor was by car (45%) and walk (46%) agreed/strongly agreed with the junction improvements, whilst over half of cyclists (59%) agreed/strongly agreed with the improvements.

Where respondents disagreed, key responses were around the implementation of traffic lights, and concerns that this would result in further congestion, particularly during peak periods. Of those who agree/strongly agree with the junction proposals, it was suggested that the walking and cycling measures should be supported by regular undergrowth clearing for the improved shared path.

Birch Roundabout

The majority of respondents (52%) supported the Birch Road roundabout junction improvements. Over half of all respondents whose main mode of travel through the corridor was by car (50%), walking (51%) and cycling (77%) agreed/strongly agreed with the junction improvements.

Key comments from those who disagreed with the scheme include that respondents felt that it is not necessary to add additional crossings to the roundabout as there are already toucan crossings to the north (near Hammonds Drive) and south (between the Birch Road and Seaside roundabouts) of the roundabout. There are also concerns surrounding an increase in congestion between roundabouts on the A2290 corridor with the addition of traffic lights. Key comments from those who agreed or strongly

agreed with the scheme included that the toucan crossings address the safety concerns for cyclists crossing the existing junction.

Seaside Roundabout

Overall, 46% of respondents were in favour of the proposed improvements to Seaside roundabout. Under half of respondents whose main mode of travel through the corridor was by car (44%) and pedestrians (41%) agreed/strongly agreed with the junction improvements, whilst over half of cyclists (62%) agreed/strongly agreed with the improvements.

Where respondents disagreed, key comments related to the impact that bus services/stops would have on the junction approach, where vehicles are unable to pass stationary buses. Additionally, concerns were raised around an increase in congestion on all four approaches to the junction, with queues creating an impact at other junctions within the corridor. Comments from those who agreed/strongly agreed with the scheme included that the scheme allows cyclists to navigate the junction more safely.

Stakeholder Briefing Sessions

During the stakeholder briefing sessions comments were raised about:

- the priority lanes from the Boship Hotel and the sensitivity of the lack of right-turn facility from the western direction to access Boship Hotel.
- enlarging the roundabout and that there would still be traffic congestion prior to the roundabout as traffic speeds slow on the approaches.
- the Hempstead Lane roundabout proposals which were supported by local Councillors, but it was noted that it would help to reduce the speed on the A22 and prevent Gleneagles Drive being used as a rat-run.
- construction impacts on local businesses and the potential rerouting of traffic onto smaller roads to avoid congested roundabouts.

Business Responses

A total of 58 responses were received from businesses. Overall, 69% said that the proposed schemes would not improve their business.

There were comments raised about an increase in congestion as a result of the proposals and subsequent pollution. Comments were raised about the potential negative effects on businesses during construction. There was support for the pedestrian and cycle crossings and footways proposed within all schemes. Approval was also given for buses being given a higher level of prioritisation at each junction. Support was given for overall for the schemes as it will unlock new housing and jobs.

Social Media

The Facebook advertisement received a total of 4,555 clicks between and 185 comments from 82 individuals and 46 shares. Key comments received included concerns about the increase in roadworks, safety and congestion. The Twitter posts resulted in five people viewing the consultation advertisement and four people re-tweeting the advertisement. There were no comments received on Twitter.

Conclusions and Next steps

The junction improvement which received the highest level of support was the A22/A295 Eagles roundabout, with 67% of respondents in agreement. In contrast, the junction with the least support was the A22 Dittons Road roundabout with 34% of respondents in agreement. The remaining three junctions on this section of the corridor received approximately 45-50% of responses in favour of the improvements. The survey highlighted that a significant proportion of cyclists supported the Hempstead Lane junction improvements.

The junction on the A22/A2290 Eastbourne section of the corridor that received the highest level of support was the Birch roundabout with 52% supporting the improvements. The remaining three junctions all received 46% of respondents in favour of the junction improvements.

The consultation exercise has provided a number of observations and comments, which are being examined against the objectives of the overall package of schemes to ensure alignment with a key strategy to enable the delivery of housing growth in the Eastbourne and South Wealden area.

There is strong commentary and sentiment on the provision of facilities for cyclists and walking and further commentary received from the various Local Authority workshops, which have also indicated that greater provision for cycling, not just on the A22 junctions, but in parallel, would be beneficial.

More detailed analysis of the consultation outcomes has highlighted a greater desire by respondents towards increasing the sustainable transport measures for pedestrians, cyclists and public transport users already included in the proposed package of improvements to the junctions along the A22. Therefore, building on the evidence and proposals within the East Sussex Bus Service Improvement Plan (BSIP) and Local Walking and Cycling Infrastructure Plan (LCWIP), a further package of sustainable transport measures has been identified and developed for the south Wealden area which addresses the comments raised in the consultation.

It is anticipated that the proposals will proceed to detailed design in spring/summer 2022, with a full business case in late 2022 and the works commencing during the Spring of 2023.