

Bexhill-on-Sea Cycling and Pedestrian Route (A)
Collington to Worsham

Appendix 4 – Public Consultation Results Report

APPENDIX 4: Consultation Results\Analysis

Bexhill Cycling and Pedestrian Route (A) Collington to Worsham Public Consultation

Analysis and summary of the comments returned

Consultation: Thursday 25/11/2021 – Thursday 16/12/2021

Bexhill-on-Sea Cycling and Pedestrian Route (A) Collington to Worsham

Consultation Summary Report

Date: 16 June 2022



A partnership between:

COSTAIN CH2M
Supporting East Sussex



East Sussex Highways
The Broyle
Ringmer
East Sussex
BN8 5NP

Executive Summary

This report records the results of the public consultation undertaken by East Sussex Highways (ESH) for the Cycling and Pedestrian Route (A) Collington to Worsham Scheme proposals at Bexhill-on-Sea, which ran from 11 November 2021 to 16 December 2021.

Approximately 1000 leaflets with accompanying overview plan were sent out to local residents, businesses and community facilities.

Of the total number of respondents, 87% were from the TN39 (27 respondents) & TN40 (29 respondents) postcode Bexhill-on-Sea area. It is worth noting that the location of the proposed scheme falls primarily within this area. All other response were from Battle, Hastings, and St Leonards on-Sea post codes.

Analysis of the feedback suggests that the returns were representative in terms of the scheme location demographic.

A total of 64 responses were received in response to the public consultation. Of the responses received, 42% of respondents supported the proposed scheme improvements, 58% oppose the scheme.

The questionnaire also asked the respondents to elaborate on their reason for the objection. The reasons given included safety concerns around mixing cyclists with pedestrians, perceptions of poor cyclist behaviour, maintenance issues and loss of car parking.

The ESH team provides replies to the issues raised confirming that the route selected is safe and considers all-road users when designing the scheme. It is also noted that 1 in 10 respondents cite that their opinion is in part influenced by the poor state of Bexhill roads, requesting that the funding for this scheme is reallocated for general road maintenance in Bexhill.

Included in this report is a summary of the scheme, the methodology and promotional activity, and a detailed analysis of responses.

Table of Contents

1.	Introduction.....	1
1.1	Background.....	1
1.2	Scheme Description	2
2.	Methodology.....	3
2.1	Introduction - Objectives of the Consultation	3
2.2	Letter to residents and questionnaire.....	3
2.3	Online.....	3
2.4	Public surgeries	4
2.5	Press releases and social media	4
3.	Summary of Consultation Results	5
3.1	Introduction.....	5
3.1.1	Section 1 Question 1 – Respondent profile.....	5
3.1.2	Section 1 Question 2 - Postcode.....	6
3.1.3	Section 2 Question 1 - To what extent do you support the proposed pedestrian and cycle scheme improvement?	6
3.1.4	Section 2 Question 2 - If you do not support the proposals, please tell us why. (Optional)....	7
3.1.5	Section 2 Question 3 - If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to.....	17
3.1.6	Section 2 Question 4 - Are there any additional comments that you would like to make about the proposal and how it might affect you?.....	26
3.1.7	Section 3 - Equality Survey – (About You).....	41
3.1.8	Section 3 Question 1 - (Gender) Do you consider yourself:.....	41
3.1.9	Section 3 Question 2 - Which age group do you fall into?	41
3.1.10	Section 3 Question 3 - On average how often do you commute without the use of private vehicles or public transport?	42
3.1.11	Section 3 Question 4 - Do you have reduced mobility?	43
3.1.12	Section 3 – Question 5. What would be your main purpose for using this route?	45
3.1.13	Section 3 – Question 6. Do you consider yourself to be disabled as set out in the Equality Act 2010?	46
4.	Conclusion	47
5.	Appendices	49

1. Introduction

1.1 Background

East Sussex County Council (ESCC) and Rother District Council worked in partnership to develop a Bexhill Walking & Cycling Strategy with involvement from a variety of walking and cycling groups. This was developed to link in with Rother District Council's wider Local Plan. This involved the identification of a network of walking and cycling routes, which provided links between residential areas to key locations in the town, such as the Seafront, Town Centre, employment areas, education, health and leisure facilities. East Sussex Highways, a partnership between ESCC, Costain and Jacobs, are working to consult, plan and eventually deliver this scheme for those who live, work, and visit Bexhill.

The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Investment Plan. East Sussex Highway (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. This consultation is based on the outcomes of that design by ESH.

The proposed scheme design supports the aspirations set out in the East Sussex Local Plan for Cycling and Walking 2021-2031 (LCWIP), which aims to promote a sustainable integrated package of cycling, walking and bus infrastructure, traffic management and public realm improvements. This will therefore support a sustainable approach to local economic and planned growth across Bexhill and Hastings. Details of this strategy can be found on the ESCC Website. Please see reference web link for further details:

<https://democracy.eastsussex.gov.uk/documents/s38922/Item%2011-%20Appendix%204.pdf>

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

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

This Technical Note provides a comprehensive record of the public consultation events and summary of responses for Bexhill-on-Sea Cycling and Pedestrian Route (A) (Bexhill Route A), as illustrated below in Figure 1. At the consultation events ESH also presented an outline of the proposals for a Bexhill Route B. This was done to provide residents with an early opportunity to contribute to the development of the next scheme. The drawings shown at consultation can be seen at **Appendix B**. It is envisaged that Route B public consultation will take place later in the year.

The purpose of this report is therefore to explain how the public consultation was undertaken and summarise the responses received, including the replies from ESH/ESCC. Any significant findings from the feedback received will be used to inform the next stages of the design process.

1.2 Scheme Description

The proposed route, derived from the LCWIP strategy, largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School and Bexhill Sixth Form College.

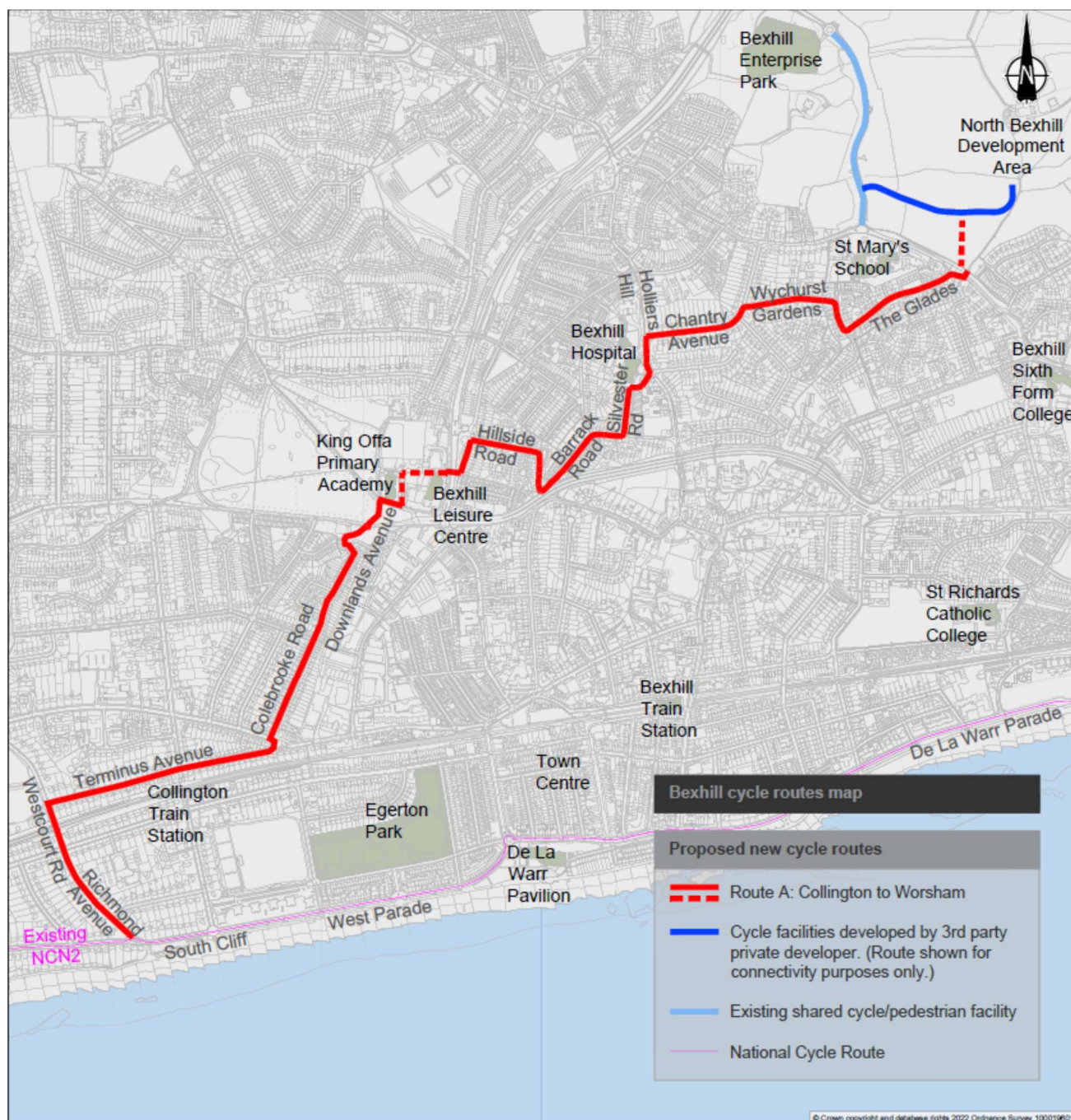


Figure 1.0 - Illustration of Route A (Red)

2. Methodology

2.1 Introduction - Objectives of the Consultation

ESH and ESCC used a range of advertising and notification channels to raise awareness of the consultation events, with the objective of capturing a representative number of the public and stakeholders. Prior to the public consultation, ESH and ESCC undertook a statutory stakeholder consultation to engage all affected interested stakeholder groups within the community.

This section describes the different channels and materials used to encourage stakeholders and the public to engage with the consultation process by visiting a specific webpage or contacting ESCC to find out more about the scheme or how to respond/provide comments.

The following channels and media were used, and described in greater detail below:

- Leaflet and Letter drop
- Webpage, via the ESCC consultations portal
- Public surgeries via phone
- Press releases in local newspapers and on social media

How were the responses analysed:

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 reviewed in detail. Each individual comment was attributed with one or more themes according to the issues raised.

Replies were provided by the ESH team to provide clarifications to the comments raised. All results are reported in Section 4 and Section 5 of this technical note. Throughout this process we were mindful of our responsibilities under the Data Protection Act.

2.2 Letter to residents and questionnaire

The main mechanisms employed to inform and engage the local communities through the consultation period was through a leaflet, delivered by post to residents, businesses, and publicly accessible community premises, such as local libraries and Rother District Council. A copy of the leaflet can be seen at **Appendix A**.

Approximately 1000 leaflets with accompanying overview plan were sent out to local residents, businesses, and community facilities (such as libraries and schools). The leaflets were delivered within the corridor of the route.

2.3 Online

Detailed drawings related to each road or carriageway affected were made available to the public on the East Sussex Highways website at www.eastsussexhighways.com/consultations.

Visitors to the website were invited to share their views of the scheme in an online version of the questionnaire, which was open for comment until 16 December 2021.

2.4 Public surgeries

Due to the on-going pandemic restrictions at the time, it was inappropriate to hold a face-to-face Public Surgery. In place of this, to ensure that the public and stakeholders had an opportunity to speak directly with the scheme promotor team, ESH customer contact centre staff were made available over phone to answer any questions with support from ESH project team.

2.5 Press releases and social media

To publicise the consultation a press release was issued by the East Sussex County Council press team. East Sussex Highways also used social media, such as Facebook and Twitter to publicise the consultation and shared a link to the online consultation page.

3. Summary of Consultation Results

3.1 Introduction

The questionnaire had three sections posing 12 questions. The aim of the questionnaire was to give stakeholders the opportunity to provide feedback and further comments on the scheme proposals.

ESH and ESCC received a total of 64 responses. These comprised of a mixture of postal and online submissions. From the 1000 questionnaires issued the response rate equated to a 6.4%. Typical survey response rates can lie anywhere in the region between the 5% to 30% range, this response rate could therefore be considered as 'slightly below average'. This is likely to have been influenced by the COVID19 restrictions in place during the consultation period.

Set out below is an analysis and summary of the results and responses for each section of the questionnaire.

3.1.1 Section 1 Question 1 – Respondent profile

Respondents were asked to indicate whether they were responding as an individual or on behalf of a business. The results are shown in the **Table 3.1**, and proportions illustrated at **Figure 3.1** below.

Respondent Status	Number of responses	% of responses
An Individual	60	93.8%
A Business	2	3.1%
Other	2	3.1%
Not Answered	0	0%
Total	64	100%

Table 3.1 Summary Respondent Profile

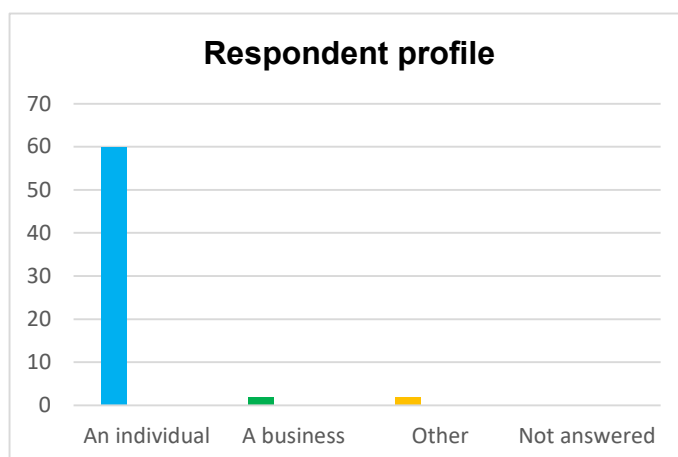


Figure 3.1 Respondent Profile

The majority of responses (93.8%) were by individuals. Two responses were directly from businesses. Two responses were registered as other. These results are considered representative of area surveyed, as a high proportion of the route alignment is residential, therefore we would expect a lower business response rate.

3.1.2 Section 1 Question 2 - Postcode

As part of the questionnaire respondents were asked to provide their postcode. This was only used to find the areas where respondents lived. A total of 63 postcodes were given, this was 98.5% of the total respondents. The full summary can be seen at **Table 3.2** below.

Postcode	Area	Frequency	Percentage
TN32	Battle	1	1.5%
TN33	Battle	4	7%
TN34	Hastings	1	1.5%
TN37	St Leonards-on-Sea	1	1.5%
TN39	Bexhill-on-Sea	27	42%
TN40	Bexhill-on-Sea	29	45%
Not answered	N/A	1	1.5%
Total		64	100%

Table 3.2 Respondent Postcode

Of the total number of respondents, 87% were from the TN39 & TN40 postcode Bexhill area. All the postal responses were from outside the immediate Bexhill area. It is worth noting that the location of the proposed scheme falls primarily within the Bexhill area.

3.1.3 Section 2 Question 1 - To what extent do you support the proposed pedestrian and cycle scheme improvement?

Question 1 asked respondents about the extent to which they supported the proposed pedestrian and cycle scheme improvements. A total of 64 responses were given, and the results are shown in **Table 3.3** below.

Responses	Number of Response	% of Responses
Strongly Support	21	33%
Support	6	9%
Oppose	14	22%
Strongly Oppose	23	36%
Don't Know	0	0%
No Opinion	0	0%
Prefer not to say	0	0%
Not Answered	0	0%
Total	64	100%

Table 3.3 Respondent Responses to the scheme

To what extent do you support the proposed pedestrian and cycle scheme improvement?

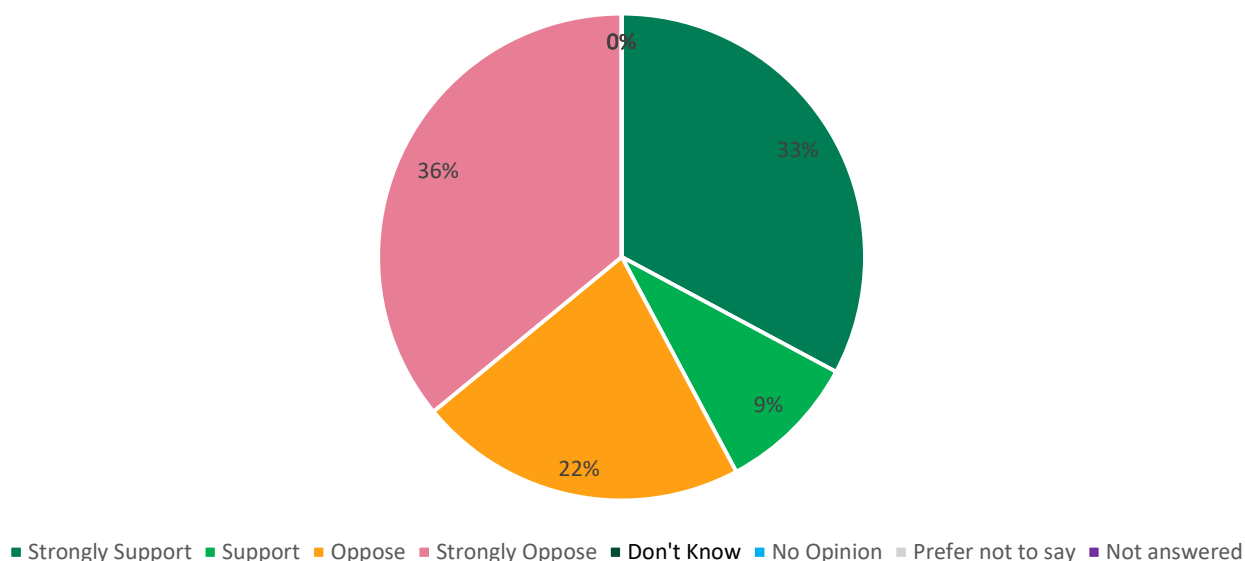


Figure 3.2 Respondent Responses to the scheme

All submitted questionnaires provided a supporting or opposing response to this question. As shown in **Figure 3.2** above, 42% of respondents supported the proposed scheme improvements, 58% oppose the scheme. This shows that over half of respondents oppose the scheme. The associated open question, analysed next, provides details of the reasons given for opposing the scheme.

3.1.4 Section 2 Question 2 – If you do not support the proposals, please tell us why. (Optional)

Question 2 gave those respondents who did not support the proposals the opportunity to provide feedback about their lack of support. Of the 64 responses received, 38 comments were given. The comments received have been reviewed and categorised into themes and these are presented in the **Table 3.4** below.

Some answers had more than one theme, and therefore a single response could raise a number of points across the themes identified. Example responses from the respondents around the major sub-themes are also provided. Where appropriate, ESH/ESCC has provided a reply relating to that comment in **Table 3.5**.

The two most common response themes within the General Comments section were based around cyclist behaviour and removal of parking, with 35% who did not support the scheme. A summary of these proportions can be seen in **Table 3.4** below.

These comments were mostly linked to concerns regarding cyclists being perceived as a hazard to road users and a danger to pedestrians. The second most common theme were around the issue of safety with 34% of the comments mentioning issues that linked to safety as a reason they did not support the scheme. This also linked to another common point about a lack of space on the road for cyclists due to parked cars and the safety of pedestrians, particularly in relation to shared spaces with cyclists.

Theme	Number of responses	Proportion of comments
Safety	38	34%
Cost	7	6%
Infrastructure	27	25%
General Comments	39	35%

Table 3.4 Summary Reasons for not supporting the scheme

		Number of responses	Detailed response	ESCC response
Theme	Safety	38		
Sub-themes	More bikes on the road would be dangerous	4	<p>Traffic is parked either side of road if a number of cyclists used this road there is a danger of many accidents. Speed is not controlled currently and would be even worse if cyclists were on the road due to impatience of vehicle driver movements. Colebrooke Road is also a residential road with cars parked along both sides of the road.</p> <p>The condition of the road is full of pot holes and dangerous for cyclists. Vehicles proceed at excessive speed which again is dangerous to cyclists. Alternative roads are available rather than this road.</p>	<p>The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. The details can be found in East Sussex Cycling and Walking Strategy – Bexhill on See LCWIP</p> <p>The condition of the road surfacing will be reviewed in next design stage and suitable repair/resurfacing will be carried out within the scheme. Parking restrictions at the southern end of Colebrook Road will be extended to deter parking near the junction.</p>
	Vehicles, Pedestrians, and cycle spaces should not mix	2	<p>The roads around Bexhill Hospital (Holliers Hill and Chantry Avenue) are extremely busy during the day. Many visitors to the hospital park where they can. Cars' park in every spot available, even if it is on yellow lines, bus stops, on a bend or blocking driveways.</p> <p>Chantry Avenue is used as a cut through for a large volume of traffic going to and from the town, sometimes at speed. Because cars</p>	<p>The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>

		Number of responses	Detailed response	ESCC response
			<p>park on both sides of the road, traffic has to give way as only one car at a time can pass through. Sometimes the restriction to pass can be many car lengths long, so you have to look well up the road to see if the road is clear before proceeding. In busy times, cars will park right on the junction of Holliers Hill and Chantry Avenue, making it extremely difficult to turn into or out of Chantry Avenue.</p> <p>At busy times pedestrians of all ages use the footpaths to get from their parked cars to the hospital. There are sometimes manual or electric wheelchairs using the footpaths too. All of these factors combine to make the roads in this area unsafe at times for cyclists and vehicles mixing. It really gets busy at some times.</p>	
	Filling potholes should be prioritised over this scheme	5	<p>We live in The Glades the road is not wide enough to include a cycle path or fit enough. The Pavement and road are all full of potholes. We brought our property because of the peace and quiet this will ruin our lives.</p>	<p>The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://www.southeastlep.com/project/hastings-and-bexhill-movement-and-access-programme/</p> <p>However, where required along the proposed cycle route, any potholes identified will be reviewed as part of the county wide highway maintenance program.</p>

		Number of responses	Detailed response	ESCC response
	Street lighting	1	Another point to make is street lighting? How 'lit up' will our street be if this goes ahead?	Street lighting will be reviewed and improved as part of the detailed design process to ensure the route is lit to accord with necessary design standards.
	Overhanging vegetation impacts the safety of proposed route	2	The route from London Road, up Hillside Road, with the twitten leading to Barrack Road is not suitable for cyclists. The twitten is very narrow and steep with a sharp bend, and also very overgrown.	Vegetation will be cut back and maintained as appropriate to maximise visibility for all users.
	The pavement is too narrow	7	As a resident in Barrack Road I am concerned about the plan, the road is already congested with parking and school traffic at certain times of the day, in places the footpath is narrow so that to pass someone else you have to step into the road. Adding another element to this concerns me. Will there be a painted route on the path/road, how will this affect parking, what can be done about the narrow path? While I am in favour of cycle routes and carbon neutral transport, I do not think it should be at the expense of safety or inconvenient for affected residents.	The proposals do not include any mandatory or advisory cycle lanes along Barrack Road. For the proposed section of shared cycling/pedestrian facilities, where possible along the route existing footways will be widened to a 3m width (where possible) and 2.5m absolute minimum, which is suitable for shared use by pedestrians and cyclists and accords with design guidance 'Inclusive Mobility'. However, there are short sections of the route sections which may be considered as localised pinch points.
	The road is dangerous	14	Cycle route should not be on road. It's too dangerous.	The on-road cycle routes are only proposed through quiet residential areas with 85 th percentile speed of 30mph on both directions.
	Mixed spaces are dangerous for people with disabilities	3	Too many people already using the paths with children, as well as people going to and from town. It's dangerous, someone will get hurt.	Shared cycling/pedestrian facilities work well locally and in other parts of the country.

		Number of responses	Detailed response	ESCC response
				<p>Scheme has been designed according to national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)
Theme	Cost	7		
Sub-themes	Money should go elsewhere	1	Will ruin the peace and quiet. Spend the money on doing up the existing roads around Bexhill they are a disgrace to our beautiful county.	<p>Funding of this scheme was awarded from the Government's Local Growth Fund (LGF) specifically to introduce measures to improve facilities for those walking, cycling, and using public transport.</p> <p>Where required along the route any potholes identified will be reviewed as part of the county wide highway maintenance program. The surfacing along the proposed route will be improved as part of the scheme.</p>
	Money would be better spent on road improvements	2	I think the money spent on this scheme could be used on more urgent issues, for example repairing our existing road network, maintaining verges and every other service that has been neglected over the years, being told no funding available?	
	Waste of money	4		
Theme	Infrastructure	27		
Sub-themes	Reduced space for cycleway due to too much residential parking	2	In addition, there is no turning point for cars on Silvester Road and as a result vehicles have to reverse up the hill onto Barrack Road which would make it dangerous for cyclists as the road is not wide enough for them both to pass. It would be safer to continue	The routes were initially identified and developed by Sustrans in Walking and Cycling network maps for Bexhill in 2017 and in-depth site visits were carried out throughout the design process.

		Number of responses	Detailed response	ESCC response
			the route along Barrack Road until it joins with Holliers Hill.	<p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p> <p>Scheme has been designed in accordance with the prevailing national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)
	There is already not enough parking (particularly Barrack Road, Download Avenue, Holliers Hill and Chantry Avenue)	16	<p>We only have one car ourselves, but struggle to park in our own cul-de-sac as it is. We sometimes have to park on Hillside Road, but this may be a further struggle should this be put in place poorly. We have a five-month-old child that needs to be carried a long way (when not parked in the cul-de-sac) and need to get to the car quickly when carrying a few things for them - we cannot speak for other parents in our cul-de-sac, but know that this could be an absolute pain for all if parking is worsened further!</p> <p>Whilst we support cycling routes, we were surprised/shocked this has even been proposed.</p>	<p>No on road cycle lane has been proposed. The impact to the parking has been kept to a minimum. There will be no additional parking restriction on Hillside or Bayencourt North, so the available off-street parking spaces will remain broadly the same.</p> <p>Government transport policies are seeking to encouraging more active and sustainable modes, i.e. walking and cycling. It is therefore preferable that a cycle route should avoid any dismount. Hillside Road is a relatively low trafficked road. It is therefore considered acceptable to keep the cyclists on the road rather than converting the footpath into a shared use path.</p>

		Number of responses	Detailed response	ESCC response
	Roads are poorly maintained	2	I think the money spent on this scheme could be used on more urgent issues, for example repairing our existing road network	Noted. The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://www.southeastlep.com/project/hastings-and-bexhill-movement-and-access-programme/ Any highway defects can be reported to ESH\ESCC for review and where appropriate repair works will be undertaken.
	Proposed route is too narrow	7	The proposal to come down Silvester Road where I live is ridiculous!!! It is a narrow 1-way road with a dead end. It is always full of cars on both sides and because of it being a narrow road we are often made to reverse the whole way up the road to exit it. This is difficult enough on its own and with it being a family road with children and dogs and cats all we need to add to the mix is a load of people on bikes. It would be a recipe for disaster.	Traffic flow on Silvester Road is low due to use of the road is only for residents on street parking. There are no recorded accidents on this street and therefore, it was considered a suitable route for the cyclists.
Theme	General comments	39		
	Cyclist behaviour	21	You are doing a lot for cyclists at the expense of other road and footpath users: As a footpath user I am constantly having cyclists speed along and expect pedestrians to get out of the way. As a road user I see cycle lanes empty and yet will be delayed by a cyclist on the normal road causing a further hazard on roads already narrowed to accommodate the cyclist.	Sussex Police are responsible for enforcement of traffic orders, such incidents should therefore be reported to Sussex Police to address in the first instance. The introduction of more cycle facilities within East Sussex aims to promote the use of active/sustainable transport modes, which aligns with the target of reducing carbon emission stated in the East Sussex Environment Strategy 2020.

		Number of responses	Detailed response	ESCC response
	Will not increase levels of walking and cycling levels in the area	1	Cycling infrastructure needs to be taken seriously and a much bigger effort is needed than this. Well-designed segregated cycle lanes are the only practical solution within urban environments. Cycle paths should be designed as efficient means of transport and not exclusively for slow moving and recreational cyclists.	<p>The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment.</p> <p>The recommended route was initially identified by Sustrans and developed by ESH, and is considered to provide the best route option within the constraints presented by topography, available highway space and existing land uses.</p> <p>Scheme has been designed in accordance with the prevailing national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 – The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)
	This scheme will increase my journey time	1	I support the proposals of having a cycle route however I believe it needs a rework. Barrack Road, Silvester Road area is already poor for traffic with it being a congested road with lack of parking for residents and school services. I believe, although not shown on plans so don't believe it is happening, a cycle Lane would be	<p>The proposals do not include any mandatory or advisory cycle lanes. At this design stage, no additional parking restriction at Barrack Road would be introduced as a result of the cycle scheme.</p> <p>The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with</p>

		Number of responses	Detailed response	ESCC response
			dangerous and cause further parking issues and by creating a cycle route on this road you are encouraging bike users to use a “safe” route. I don’t believe by feeding further traffic, although cyclists, through this already congested area is a safe environment for road users. I am all for a safe cycle route however do not believe that the current route is the correct solution	<p>ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users. Scheme has been designed in accordance with the prevailing national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)
	Removal of Parking and restrictions of cycling & walking due to parked vehicles.	16	If it prevents myself or my visitors parking outside my house, due to a cycle lane, then I am strongly opposed and against this. If there is no impact on my parking rights, then I do not have an issue.	Any proposal is carefully designed with the safety of all road users considered. Parking restrictions will only be introduced where absolutely necessary for safety reasons and will be kept to a minimum.

Table 3.5 Detailed Responses with ESH Replies categorised by theme

3.1.5 Section 2 Question 3 - If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to.

Question 3 gave respondents an opportunity to comment on the specific scheme drawings. A total of 13 comments were received. The comments received have been reviewed and categorised into themes and these are presented in detail in **Table 3.7** below. Some answers had more than one theme. A summary of the issues raised, and the proportion of comments made on each theme can be seen in **Table 3.6** below.

Theme	Number of responses	Proportion of comments
Safety	5	16%
Design	2	7%
Specific Drawing Comments	15	50%
General Comments	8	27%

Table 3.6 Summary of responses for Section 2, Question 3

Theme	Number of responses	Detailed response	ESCC response
Safety	5		
No Road Markings	1	The junction of Chartres and The Glades has always been dangerous, as there are no road markings or signs warning of T junction and virtually everyone coming along The Glades fails to stop at the Chartres junction and risks colliding with vehicles coming or going into Portfield Close.	Road marking and signs will be reviewed along the proposed cycle route.
Blind spots are dangerous due parked cars and poor visibility	1	I live on Downlands Ave and as a keen cyclist support the proposal. However, the junction of Terminus Road and Colebrooke Road is very busy due to Tesco Express and Boots. Parking on the corner and adjacent yellow lines is constant with cars manoeuvring in and out causing congestion and generally less than ideal conditions for bikes.	Noted. Additional parking restrictions have been proposed at the junction. Parking restrictions are proposed only where absolutely necessary for safety reasons and will be kept to a minimum.
No segregated sections along the route for cyclists.	1	[All Drawings] No actual segregated routes, just 'painted/signposted' routes. shared access routes also less practical and safe.	There is clear evidence both nationally and locally that shared pedestrian/cyclist facilities work well.
Pedestrians and cyclists do not mix	1	Any section of cycle route [Drawing 4] where a 'cyclist is encouraged to dismount' is a failure of design, what a joke! Why should I have my travelling speed reduced to walking pace, this is inefficient and defeats the point of using a bike as a highly practical means of urban transport (the most practical actually).By blocking entry to each end of the path you may cause a busy pinch point and block	Scheme has been designed in accordance with the prevailing national design guidance and standards as below: <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)

Theme	Number of responses	Detailed response	ESCC response
		the use of some types of bicycles/cyclists, such as those for people with disabilities.	
Cyclists are too dangerous	1	[All Drawings] Cyclists are too dangerous to allow any of this!!	<p>Cyclists are permitted to use the network as per the Highway Code. This scheme aims to encourage a greater adoption of this travel mode by all abilities and provide facilities that should encourage better cyclist behaviour, as well as a safer environment for pedestrians.</p> <p>Dangerous behaviour by any road user should be reported to Sussex Police in the first instance for them to address.</p> <p>Scheme has been designed in accordance with the prevailing national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Cycling England Design Portfolio • Manual for Streets (1 and 2)
Design	2		
Are there mandatory cycle lanes being introduced	2	Not clear if cycle lanes are proposed and, if so, would they be in the road or on the footpaths. If in the road, the loss of parking spaces (for the hospital) would cause major issues with parking in the area. If on the footpaths, there could be issue about who has right of way.	The proposals do not include any mandatory or advisory cycle lanes.

Theme	Number of responses	Detailed response	ESCC response
Specific Drawing comments	15		
Drawing 7, Chantry Avenue to Wychurst Gardens	1	[Drawing 7] – the section between Silvester Road and Chantry Avenue (GEN-SCH0026-A-DR-CH-0007 A) is significantly less efficient than just cycling on Barrack Road to Holliers Hill and making a right turn on the road to Chantry Ave.	The suggested route avoids sending cyclists onto the narrow section of Holliers Hill, between Barrack Road and Church Vale Road. This was considered on balance to be safer, as the route needs to be designed for all riding abilities.
Drawing 8, The Glades	1	<p>Two issues with joining Westwood Road; Toucan crossing! The crossing and traffic lights further up the road were it links with Hastings Road and the new traffic lights further up in front of St. Marys school and leading down to the link road already mean traffic is at a standstill for busy school times without an additional Toucan crossing there are less crossings in the Town Centre. A different method of crossing the road needs to be considered to not impede traffic flow any further.</p> <p>Which leads to the issue with exiting The Glades in a vehicle with traffic lights and new grass verges reducing feed in and when grass is not mown visibility for drivers. The present proposal will lead to further congestion and probably an accident black spot for all road users.</p>	<p>Noted. The signal phase and timing of Toucan crossing will be designed according to the current traffic situation.</p> <p>The junction is proposed to be tightened at the Glades to help to reduce the vehicle speed entering from the Westwood Road and improve the safety for cyclists along Glades.</p> <p>The verge area at the junction will be included in the regular grass cutting maintenance program.</p>
Drawing 8, Chartres and The Glades	1	The junction of Chartres and The Glades has always been dangerous, as there are no road markings or signs warning of T junction and virtually everyone coming along The Glades fails to stop at the	Accident data and a junction reviewed have been carried out in the design stage. The proposals have gone through the Road Safety

Theme	Number of responses	Detailed response	ESCC response
		Chartres junction and risks colliding with vehicles coming or going into Portfield Close.	Audit process to assess the impact on the safety of all road users. Road marking arrangement will be reviewed along the proposed cycle route.
Drawing 3, Colebrooke Road and Downlands Avenue	3	Downlands Avenue is not a feasible route. Do not direct it down Downlands Avenue.	The proposals for these sections do not include dedicated cycle lanes. Cyclists will cycle on-road as per current Highway Code regulations and be signed appropriately. The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Drawing 7, Chantry Avenue to Wychurst Gardens	1	We suggest that after the toucan crossing where the route turns left that a additional section of shared use is added to the entrance of Bexhill Hospital.	Noted, the suggestion will be reviewed.
Drawing 4, Arthur Road to Down Road, crossing at A259 Little Common Road	1	At the toucan crossing any railings should not require the cyclist to dismount.	Noted. A Toucan crossing is the name of a cycle friendly controlled crossing. The Toucan crossing will not require cyclists to dismount.

Theme	Number of responses	Detailed response	ESCC response
Drawing 3, Colebrooke Road and Downlands Avenue	1	Where Colebrook Road crosses Collington Avenue Road markings or similar are required to show the cyclist how to cross the junction	<p>Noted. The junction has been reviewed and design in accordance with the prevailing national cycle design standards and guidance.</p> <p>The proposals have been put through a Road Safety Audit process. The audit identified a risk that cycle symbols could be misinterpreted by cyclists as having priority over vehicles travelling along Collington Ave at this location. They have therefore been excluded from the proposals.</p>
Drawing 8, The Glades	1	The route should be extended to link with "The Greenway"	Noted. However currently this area is outside our scope of works for this scheme.
Drawing 2, Terminus Avenue	1	Terminus Avenue has a wide foot way and could be shared use.	Noted. The shared use proposal has been reviewed but due to the frequent private accesses, the idea has been dismissed.
Drawing 6, Barrack Road to Chantry Avenue	1	<p>As a resident in Barrack Road, I am concerned about the plan, the road is already congested with parking and school traffic at certain times of the day, in places the footpath is narrow so that to pass someone else you have to step into the road.</p> <p>Adding another element to this concerns me. Will there be a painted route on the path/road, how will this affect parking, what can be done about the narrow path?</p> <p>While I am in favour of cycle routes and carbon neutral transport, I do not think it should be at the expense of safety or inconvenient for affected residents.</p>	<p>The proposals do not include any mandatory or advisory cycle lanes along Barrack Road. The proposals for these sections do not include dedicated cycle lanes. The design has considered the requirements and safety of all road users, including pedestrians.</p> <p>The team is aware of the constraints at this location and tailored the proposals to suit, i.e; Cyclists will cycle on-road as per current Highway Code regulations and the route signed appropriately.</p> <p>The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in</p>

Theme	Number of responses	Detailed response	ESCC response
			partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards. The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Drawing 5, interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road	1	Drawing 5 - Building marked hall is newly converted four properties 1-4 Old Wesleyan Chapel, Chapel Path - Two properties (2 & 4) boundary entrance open straight onto this Footpath from hillside Rd to Barrack Rd. There boundary fences are high, and this is possible accident site with residents emerging from these properties onto the path. (Cyclists not realising there are entrances there). Also, there bins are placed on this path on bin days (no other place for the bins to be put out to). We have had motor bikes / electric scooters using the path from Hillside to Barrack Road and this new shared path could encourage this to happen more often. I have had motorbikes speed past me and in the summer, we get the occasional cyclists coming under the underpass and my kids have nearly been hit by them before.	<p>Noted. The gate is opened inwards into the properties. It is not uncommon in urban areas for residential properties to access directly onto such facilities. It is considered that there is adequate visibility between the accesses and the proposed cycle route to allow the residents to check whether it is safe to emerge from their property.</p> <p>Noted. Motor bikes illegally using the footpath or shared path is a traffic enforcement aspect, which should be referred to the Sussex Police in the first instance.</p> <p>Unless the path is restricted by bollards or gates, it would be difficult to stop all the possibility of motorbikes misusing the path. However, the bollards or gate would also restrict the movement of wheelchair and pushchair users, which would contravene the Equality Act 2010.</p>
Drawing 5, interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road	1	I think it will be Dangerous for pedestrians emerging from the steps from the underpass onto the footpath in Barrack Road and straight onto a shared path with possibly of cyclists whizzing. This is	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.

Theme	Number of responses	Detailed response	ESCC response
		especially concerning at school times with children going to and from school. Many children walk in front or behind their parents on this section. Parents pushing buggies with a child at the side, kids on scooters	
Drawing 6, Barrack Road to Chantry Avenue	1	Drawing 6 – The carriageway is mostly down to one lane on Barrack Road, as there is parking on one side of the road. There is limited parking already for residents and parents using the schools. Often cars are pulling into the spaces in front of driveways to allow other vehicles to pass, vehicles also pull into the mouth of Hanover Close, Silvester Road and the junction with Crowmere Avenue/ Barrack Rd can get very busy with vehicles. Adding cyclists could just increase the possibility of accidents in this busy school area. Often delivery vehicles to the school/residents, rubbish collection vehicles, partly hold up the road to do deliveries or you must pull in / sometimes reverse down the road to a space to let them get past.	Additional warning sign will be installed to highlight the presence of the shared use facilities.
Drawing 1, Richmond Avenue to Terminus Road		Route A - Collington to Worsham; Route map consultation; 02 Terminus Avenue- Terminus Avenue is a residential thoroughfare used mostly by private houses with a comparatively small area in the front. Parked cars now line both sides of the road every day because of parking restriction in the town. Traffic still races along at quite a speed. Would it not be	The average width of Terminus Avenue is 8m. In order to provide a 3m cycle lane (or a 1.5m cycle lanes on each direction), on-street parking would have to be removed in both sides. The current proposal has been developed in line with the prevailing national design standards and guidance.

Theme	Number of responses	Detailed response	ESCC response
		feasible to stop on street parking at least on one side of the road, and establish cycle lanes?	
General comments	8		
Pavements could be wider and more accessible	2		Where possible and economically viable pavements will be widened to improve accessibility for cyclists and pedestrians.
Positive comments about the proposed cycle route	2	I live on Downlands Ave and as a keen cyclist support the proposal. However, the junction of Terminus Road and Colebrooke Road is very busy due to Tesco Express and Boots. Parking on the corner and adjacent yellow lines is constant with cars manoeuvring in and out causing congestion and generally less than ideal conditions for bikes.	Noted. Additional parking restrictions have been proposed at the junction.
Negative comments about the proposed cycle route	1	Any section of cycle route (GEN-SCH0026-A-DR-CH-0004) where a 'cyclist is encouraged to dismount' is a failure of design, what a joke! why should I have my travelling speed reduced to walking pace, this is inefficient and defeats the point of using a bike as a highly practical means of urban transport (the most practical actually).	The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, and this is an interim measure. It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance .
Roads are currently in a poor condition	1		The route will be reviewed for defects, and any found will be reported to the maintenance team for further investigation.

Table 3.7 Detailed Responses with ESH Replies categorised by theme

Of the responses which did mention a specific drawing, Drawing 6, which covers the areas of Barrack Road to Chantry Avenue, raised the most concerns. Followed closely by Drawing 3, which covers the areas between Colebrooke Road and Downlands Avenue. The majority of the comments were about the lack of street parking, safety of pedestrians, cyclist visibility and behaviour, reduced lack of existing on street parking, lack of space for cyclists and narrowness of footways and carriageways.

3.1.6 Section 2 Question 4 - Are there any additional comments that you would like to make about the proposal and how it might affect you?

Question 4 gave respondents an opportunity to give any further comments on the scheme. A total of 45 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Some answers had more than one theme.

The most common answers raised from each theme are summarised below in **Table 3.8**, with more detailed transcripts and ESH replies in **Table 3.9**:

Theme	Sample comments from the Theme	Number of responses	Proportion of comments
Safety	<ul style="list-style-type: none"> • Pedestrian safety • Cyclists on the highway\Busy Roads 	21	34%
Cost	<ul style="list-style-type: none"> • Monies should spend on improving other facilities. 	3	5%
Infrastructure	<ul style="list-style-type: none"> • Concerns regarding the removal of parking • Lack of existing on-street Parking • Current condition of the roads and pavements 	4	6%
General Comments	<ul style="list-style-type: none"> • Happy with the proposal • Increase segregated cycle facilities 	18	29%
Area Specific	<ul style="list-style-type: none"> • Too many parked vehicles on Terminus Avenue, The Glades, Wychurst Gardens, Barrack Road, Colebrooke Road • Request to avoid route going down Downlands Avenue 	16	26%

Table 3.8 Summary Table of Common responses raised for each theme

Theme	Number of responses	Detailed response	ESCC response
Safety	21		
The current road condition require repair	2	The current proposals for Colebrook Road and Downlands Avenue do not take into account of the condition of the road and number of times the road has had to be repaired.	<p>The road condition will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.</p> <p>Any potholes identified will be reviewed as part of the county wide highway maintenance program.</p>
Street Lighting	1	Without knowing the position of any new lighting, this may have an effect on residents enjoying the current standard of unobtrusive lighting in the area.	Street lighting will be assessed, and details of the improvement will be designed in the next stage.
Risk to Pedestrians, due to cyclist behaviour	4	The junction of Terminus Avenue / Collington Avenue / Colebrook Road is extremely dangerous already and is a disaster waiting to happen. Please do not ignore the risks to pedestrians (as previously mentioned).	<p>Noted, however the proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p> <p>The scheme has also been designed in accordance with the prevailing national design guidance and standards.</p>
Not enough space	2	I think it would overload which is a well-used small road and cause a danger to those that live on the road, and the cyclists for the reasons already stated. It needs to be a bigger road to accommodate the changes you want to implement. It	Government transport policies are seeking to encourage the short journeys to be undertaken by more active and sustainable modes, i.e. walking and cycling. The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian

Theme	Number of responses	Detailed response	ESCC response
		has too many cars on it as it is often parked on the pavement, as is so narrow wing mirrors would take a hit and no room to turn around so reversing for long distance to top of the road and reversing out onto Barrack Road mostly blind. We have enough to look out for with cars turning into the road, children and numerous cats occupy the street. It would make it difficult to have to now factor in bicycles and would think there was a risk to safety if Silvester Road plan goes ahead.	<p>links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p> <p>The scheme has also been designed in accordance with the prevailing national design guidance and standards.</p>
Cyclist Safety	3	I think any road restrictions such as top of Colebrooke Road need to be strictly adhered to as it is impossible to get round safely on a bike due to the ridiculous parking by some people visiting Tesco shop. I also think as more people have taken up cycling during periods of lockdown a large cycle track away from any traffic would be of massive benefit for the health and wellbeing of our community. Maybe it could be	<p>Civil Parking Enforcement (CPE) Parking in Rother District (including Bexhill) was introduced in September 2020. The enforcement of parking restrictions should be improved with time.</p> <p>The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>This scheme aims to encourage a greater adoption of this travel mode</p>

Theme	Number of responses	Detailed response	ESCC response
		incorporated into the intended new leisure facility we are supposedly getting.	<p>by all abilities and provide facilities that encourage better cyclist behaviour, as well as a safer environment for pedestrians.</p> <p>It is agreed that the idea of large cycle track would be of benefit to the community, however such a facility would primarily serve leisure journeys.</p> <p>The scheme was designed to promote cycling to all users and abilities, and provides an opportunity to cycle safely between schools, businesses, community amenities and the Collington Rail Station.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Dangerous due to kids playing in the road.	1	A cyclist could get hit by someone coming off their drive or by them swerving into an oncoming car or parked car. It's too busy and too narrow a road to have cyclists going up n down. All our kids play outside too in the better months with our watchful eye, and to add another hazard is stupid	<p>The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Busy Roads	3	Spend a day on the road and you will see from the vehicle and pedestrian traffic, it's dangerous to add a cycle path. The traffic wardens would know about this as they are always up the end	Noted.

Theme	Number of responses	Detailed response	ESCC response
Increase travel time and will not improve safety	1	I live on the route at Wychurst Gardens. I would never consider using this route. I commute daily to Eastbourne by bike on NCR2. This route would significantly increase my time required to get to the NCR2 as it is a totally inefficient and would do virtually nothing to improve my safety.	<p>The scheme was identified by Sustrans, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Too many parked cars	1	Terminus Avenue Staggered junction with Collington Avenue and Colebrooke Road: This junction is and always has been difficult and dangerous to negotiate for pedestrians and cyclists. This is exacerbated by inconsiderate parking (on all areas of this junction) by shoppers at Tesco Express. Restricted parking measures (yellow lines) have never been a deterrent in the past.	<p>Parking restrictions are introduced or extended at the Terminus Avenue and Colebrook Road to reduce the risk caused by the parked vehicles.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Introduce 20mph speed limits and avoid cyclist dismount areas	3	<p>1. Please avoid cyclist dismount areas</p> <p>2. Avoid barriers where cyclists have to navigate</p>	<p>1 & 2. The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, which is an interim measure.</p> <p>The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to</p>

Theme	Number of responses	Detailed response	ESCC response
		<p>3. Route for cyclists need to be along quiet lanes where possible</p> <p>4. 20mph and segregated lane beneficial for cyclist</p> <p>5. marked route at junctions for cyclists</p> <p>6. route for cyclists should follow pavement edge and not parked cars</p> <p>7. cyclist route where not segregated should shared paths</p> <p>8. toucan crossings on route preferred for cyclists</p>	<p>dismount, and this is an interim measure. It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance.</p> <p>3. Noted.</p> <p>The introduction of 20mph limits and zones requires consideration of a number of factors to get police support to enforce the limit. The factors considered include existing vehicle speeds and road layout. Where these are considered to undermine the potential of drivers adhering to the 20mph limit additional traffic calming features are usually required. This can result in the requirement for significant infrastructure investment.</p> <p>The introduction of 20mph is therefore considered to be outside of the scope of the Bexhill Route A project, and the proposals present the safest route option based on the existing traffic and highways conditions.</p> <p>5. Road marking and signage will be provided as per the guidance and standards. The use of cycle symbols was dismissed in the Safety Audit process.</p> <p>6 to 8. Noted.</p>
Cost	3		
Money should be invested in other facilities	1	The investment needs planning which supports and facilitates all transport not just one sector to be sustainable and a future asset to the area.	The funding identified to deliver this scheme is part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. The Local Growth Fund includes investment in a wide range of projects, including roads, cycle and pedestrian facilities, broadband infrastructure and education and

Theme	Number of responses	Detailed response	ESCC response
			employment sites. Details of the funding for this project can be found here: https://www.southeastlep.com/project/hastings-and-bexhill-movement-and-access-programme/
Money better spent improving existing roads	1	Will ruin the peace and quiet. Spend the money on doing up the existing roads around Bexhill they are a disgrace to our beautiful county.	The funding identified to deliver this scheme is specifically ring-fenced for walking and cycling proposals as part of the South East Local Enterprise Partnership (SELEP) Local Growth Deal bid. Details of the funding for this project can be found here: https://www.southeastlep.com/project/hastings-and-bexhill-movement-and-access-programme/ The condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.
Cycle between Bexhill and Eastbourne preferred	1	A pedestrian and cycle lane between Bexhill and Eastbourne would be a much better option and economically the town would benefit much more from this	The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations such as; retail, schools, leisure facilities, residential areas, and employment. The suggested route is noted.
General comments	6		
Parking outside resident's house	1	I will need to be able to park on the road outside my house.	Noted.
Alternative Roads should be considered	2	Alternative roads need to be assessed to avoid the narrow roads currently in the scope of work.	The recommend route was initially identified by Sustrans and developed by ESH and is considered to provide the best route option within the constraints presented by topography, available highway space and existing land uses.

Theme	Number of responses	Detailed response	ESCC response
			<p>The scheme is designed in line with the prevailing national design guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Nowhere to Park	2	There will be nowhere to park as St Mary's school staff park on the Glades and Wychurst gardens and the hospital patients park on Chantry Ave and Holliers Hill there is no room for a cycle Lane	<p>The proposals do not include any mandatory or advisory cycle lanes.</p> <p>The proposed cycle route is part of a wider strategy called the Local Cycle and Walking Infrastructure Plan. The strategy aims to encourage greater use of sustainable and active travel modes by providing improved cycle and pedestrian links between key destinations, such as; retail, schools, leisure facilities, residential areas, employment and the hospital. This should reduce reliance on using the private car to travel short journeys. which could have a positive impact in reducing the parking demand at the school and hospital.</p>
Cyclist should be segregated from all traffics	1	Cycle routes should be segregated from car traffic. It's no good just painting lines on the road, and motorists will park in the designated lanes. Please give us safe, segregated, and protected cycle lanes.	<p>The proposed routes were initially identified and developed by Sustrans in Walking and Cycle network maps for Bexhill in 2017. There is not enough space to provide a segregated cycle track on most roads within Bexhill.</p> <p>The scheme is designed in line with the prevailing national design guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Infrastructure/Design	4		

Theme	Number of responses	Detailed response	ESCC response
Address issues on other routes	1	The scheme does not address the problem that the existing cycle route along Cooden Drive is unusable due parked cars. It would be preferable to address this issue before starting a new section.	The issue of parked vehicles on the existing cycle route along Cooden Drive is beyond the scope of this scheme.
Alternative Roads should be considered instead of going down Downlands Avenue	3	This proposal is very distressing although it is meant to improve the area, I myself and many others strongly feel you need to rethink the routing as going through Downlands Avenue is careless and dangerous. There are surrounding roads near Downlands Avenue which would be safer/quieter alternatives such as Holmesdale Avenue leading onto Eastwood Avenue. These roads would benefit from this making them safer as they are known to be unsafe and 'too quiet' perhaps unsafe sometimes during darker times of day.	<p>The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
General comments	18		
Happy with the proposal	4	I cycle everywhere and any improvement in the local network would be greatly appreciated.	Noted.
Toucan crossings are positive	1		Noted.

Theme	Number of responses	Detailed response	ESCC response
Increase segregated cycle facilities	3	We support the route but expect that the increase in cyclist numbers will be limited due to the lack of segregated sections	<p>Dedicated cycle lanes have not been proposed due to the constraints in topography and available highway space. The carriageway width will remain the same and cyclists will be required to cycle on the carriageway in the on-road sections, as per the Highway Code.</p> <p>The scheme is designed in line with the prevailing national design guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Sustainable future travel	1	<p>We absolutely need cycle routes through our urban areas if we are to provide opportunity for ethical and sustainable travel methods in the future -Bexhill will benefit hugely from this project, so it must go ahead. Routes should not be shared with parked cars, so need to be adjacent to the pavement to avoid cyclists having to veer into roads to avoid parked cars.</p> <p>Routes need to be clearly way marked at junctions, but 'cyclist dismount' signs do not serve any useful purpose.</p>	<p>Majority of the roads within Bexhill are residential roads with high parking demands and limited road width. This limits the ability to introduce mandatory cycle lanes.</p> <p>The introduction of 20mph limits and zones requires consideration of a number of factors to get police support to enforce the limit. The factors considered include existing vehicle speeds and road layout. Where these are considered to undermine the potential of drivers adhering to the 20mph limit additional traffic calming features are usually required. This can result in the requirement for significant infrastructure investment.</p> <p>The introduction of 20mph is therefore considered to be outside of the scope of the Bexhill Route A project, and the proposals present the safest route option based on the existing traffic and highways conditions.</p>

Theme	Number of responses	Detailed response	ESCC response
		<p>Where routes intersect busy roadways, safe crossing points should be provisioned</p> <p>On B roads, speed reduction to 20mph or cycle-accessible single passing chicanes would help.</p> <p>In the north section, the route needs finishing in order to provide a connection to "The Greenway"</p>	
Connect route to the Greenway	2	<p>Route is unfinished in the north and a connection to "The Greenway" would be beneficial. I would cycle The Greenway more if one existed as I live in the central area of Bexhill. Currently, I tend to avoid it as getting onto it is too rough and hazardous.</p>	<p>The proposed cycle route connects to the new housing estate at the north at Westwood Road. It will then go towards Bexhill Enterprise Park, where it will link to the Combe Valley Countryside Park.</p>
Introduction of Parking Restrictions	2	<p>I am an old age pensioner and if double yellow lines restrict parking, firstly I don't know where I would park, secondly carrying heavy shopping and walking a long way will definitely put a strain on my health. I already have painful knee and hip joints plus lower back ache. At the moment cyclists are a rarity along</p>	<p>Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum.</p>

Theme	Number of responses	Detailed response	ESCC response
		our road, so they must all use a different route.	
Included at least a shared 3m shared pathway	1	Just like to add, wherever possible, to have at least a 3m shared pathway. Even at 'pinch points' otherwise there will be aggravation from both pedestrians and cyclists as no one will have room to move safely	<p>There is clear evidence both nationally and locally that shared pedestrian/cyclist facilities work well.</p> <p>Scheme has been designed in accordance with the prevailing national design guidance and standards as below:</p> <ul style="list-style-type: none"> • TA 90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes • LTN 1/12 – Shared Use Routes for Pedestrians and Cyclists • LTN 2/08 – Cycle Infrastructure Design • Manual for Streets (1 and 2) • Cycling England Design Portfolio
Parking restrictions must be enforced	2	Great to see double-yellow lines and no-stopping areas, but these must be enforced for the safety of young and nervous cyclists. I note that the route also passes a school, and these tend to create dangerous car situations at school pickup times	<p>Noted. Civil Parking Enforcement (CPE) Parking in Rother District (including Bexhill) was introduced in September 2020.</p> <p>The scheme is designed in line with the prevailing national design guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
Improve maintenance of roads to cycle and drive on.	2	Please give us decent resurfaced roads to cycle and drive on	The road condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.
Area specific	16		
Barrack Road	1	Barrack Road is somewhat of a rat run suffering with saturated parking during the	Noted. The scheme is designed in line with the prevailing national design guidance and standards.

Theme	Number of responses	Detailed response	ESCC response
		school drop-off and pick-up times. The footpaths being full of waiting parents etc. Often it is both difficult and dangerous for vehicles to exit Sylvester Road, due to virtual loss of visibility.	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Bexhill Leisure Centre	2	Cyclist dismount signs to be avoided	<p>The cycle dismount requirement near Bexhill Leisure Centre is the only section where cyclists are required to dismount, which is an interim measure.</p> <p>It is expected that cycling facilities for the development will be provided in line with prevailing design standards and guidance.</p>
The Greenway	1	Route is unfinished in the north and a connection to "The Greenway" would be beneficial. I would cycle The Greenway more if one existed as I live in the central area of Bexhill. Currently, I tend to avoid it as getting onto it is too rough and hazardous	The proposed cycle route connects to the new housing estate at the north at Westwood Road. It will then go towards Bexhill Enterprise Park where links to the Combe Valley Countryside Park.
Downlands Avenue	2	This proposal is very distressing although it is meant to improve the area, I myself and many others strongly feel you need to rethink the routing as going through Downlands Avenue is careless and dangerous. There are surrounding roads near Downlands Avenue which would be safer/quieter	The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.

Theme	Number of responses	Detailed response	ESCC response
		alternatives such as Holmesdale Avenue leading onto Eastwood Avenue. These roads would benefit from this making them safer as they are known to be unsafe and 'too quiet' perhaps unsafe sometimes during darker times of day.	The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.
Downlands Avenue	2	Downlands Avenue is not an option for a cycle route this is a very unorganised consultation clearly. Putting lives at risk putting a cycle route down this road.	<p>The scheme was identified by Sustrans Walking and Cycling network maps for Bexhill in 2017, as part of an ESCC commission to inform the development of ESCC Local Cycling & Walking Infrastructure Plan. East Sussex Highways (ESH) in collaboration with ESCC have worked in partnership to review and develop the routes, taking into account the needs of all user groups and the prevailing guidance and standards.</p> <p>The proposals have gone through the Road Safety Audit process to assess the impact on the safety of all road users.</p>
The Glades	2	There will be nowhere to park as St Mary's school staff park on the Glades.	<p>The proposals do not include any mandatory or advisory cycle lanes.</p> <p>It is the responsibility of the school to manage their travel impact and set out a sustainable transport strategy for their staff and pupils. This includes providing sufficient parking facilities so as avoid reliance on-street parking.</p> <p>This cycling and walking scheme is designed to promote sustainable travel, which should also have positive effect in reducing the parking demands at the school.</p>
Wychurst Gardens	2	There will be nowhere to park as hospital patients park on Chantry Ave and	The proposals do not include any mandatory or advisory cycle lanes.

Theme	Number of responses	Detailed response	ESCC response
		Holliers Hill there is no room for a cycle Lane	<p>NHS England require Trusts to have a Green Travel Plan which includes interventions that encourage staff and patients to reduce vehicle use.</p> <p>It is the responsibility of the school to manage their travel impact and set out a sustainable transport strategy for their staff and pupils. Such a strategy could help reduce parking demand to a level that could be accommodated by the parking within the school.</p> <p>Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum.</p>
Terminus Avenue	3	Terminus Avenue, West from the junction with Sutherland Avenue: Either side of the road is often full of parked cars, especially when Collington Station is being used by commuters during weekdays and always has parked vehicles to the west of the road near to the junction with Collington Avenue. The road surface is adequate for cycling.	<p>Parking restrictions are proposed only where absolutely necessary for safety reasons and is kept to an absolute minimum.</p> <p>Parking restrictions are introduced or extended at the Terminus Avenue and Colebrook Road to reduce the risk caused by the parked vehicles.</p> <p>The condition of the road surfacing will be reviewed in the next design stage and suitable repair/resurfacing will be carried out within the scheme.</p>
Colebrook Road	1	Colebrooke Road and Downlands Avenue: Parking restrictions are welcome if they are enforced. Widened shared pathway to A259 is a good addition.	Noted.

Table 3.9 Detailed Responses with ESH Replies categorised by theme

3.1.7 Section 3 - Equality Survey – (About You)

The equality questions were asked to make sure the opinions provided were representative of all persons impacted by the proposal, either directly or indirectly. Respondents were under no obligation to provide a response to these questions.

All responses received are treated in strictest confidence. ESH & ESCC used the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal. All data is used, stored and secured in line with General Data Protection Regulations and subsequent Data Protection Act 2018.

3.1.8 Section 3 Question 1 - (Gender) Do you consider yourself:

We asked respondents to provide details about their gender. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

Response	Number of responses	% of responses
Female	28	43%
Male	33	52%
Prefer not to say	3	5%
Not answered	0	0%
Total	64	100%

Table 3.10 Gender of the respondents

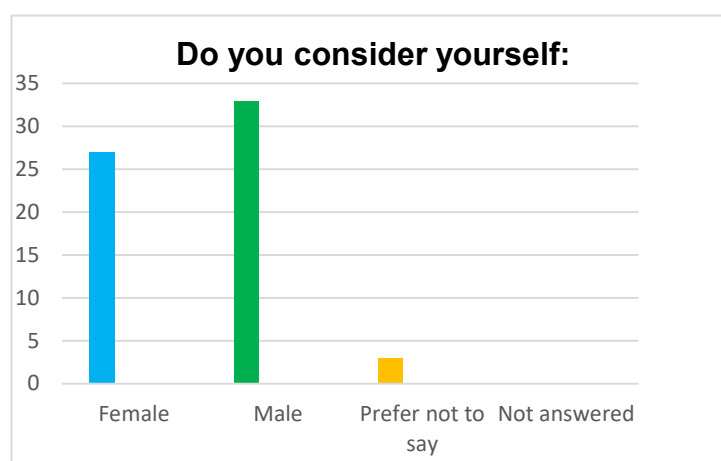


Figure 3.3 Gender of the respondents

3.1.9 Section 3 Question 2 - Which age group do you fall into?

We asked respondents to indicate which age band they were in. This was to gauge the age range of respondents in the area in relation to the scheme. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

Age	Number of responses	% of responses
16-24	0	0%
25-34	8	13%
35-44	5	8%
45-54	15	23%
55-64	7	11%
65+	26	41%
Prefer not to say	3	4%
Not answered	0	0%
Total	64	100%

Table 3.11 Age ranges of the respondents

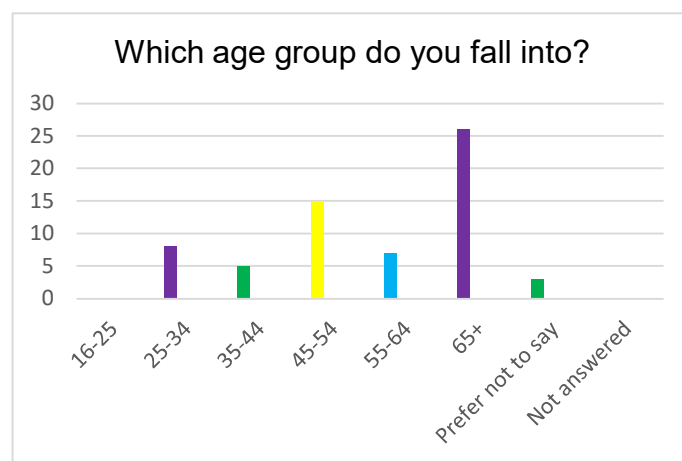


Figure 3.4 Age ranges of the respondents

A significant number of the respondents were over 65 (41%) which reflects the sample and not necessarily the profile of the area.

3.1.10 Section 3 Question 3 - On average how often do you commute without the use of private vehicles or public transport?

We asked respondents to note how often they commute without the use of private vehicles or public transport. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

On average how often do you commute without the use of private vehicles or public transport	Number of responses	% of responses
5 or more days a week	15	23%
3-4 days a week	14	22%
2 days a week	10	16%
Once a week	1	1.5%
Once a fortnight	2	3%
About once a month	0	0%
Less than once a month	14	22%
Prefer not to say	7	11%
Not Answered	1	1.5%
Total	64	100%

Table 3.12 Frequency of commuting without vehicles of the respondents

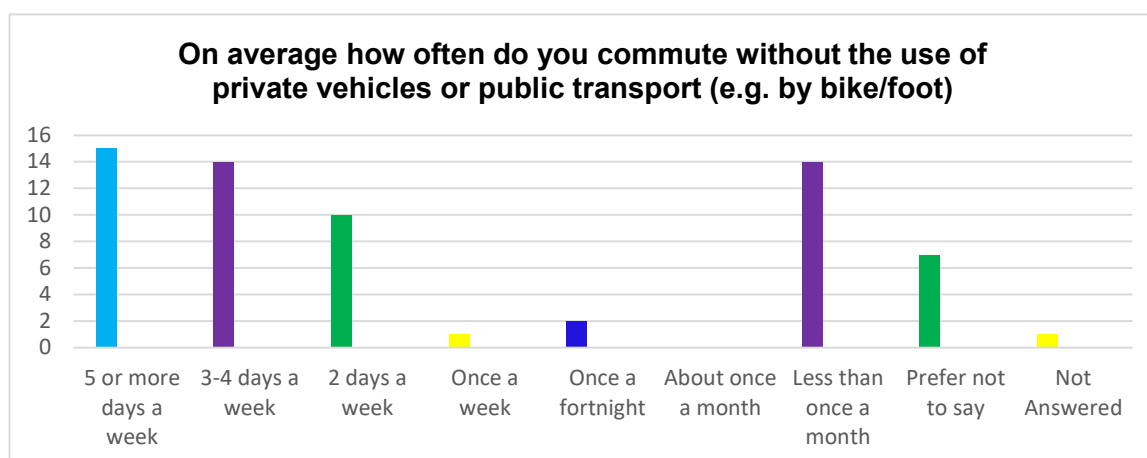


Figure 3.5 Frequency of commuting without vehicles of the respondents

Out of all the respondents: 28% said that they would never commute with a private vehicle or public transport; 67% of respondents do commute at least once a month; 5% noted that they commute without a private or public vehicle more than five days a week.

3.1.11 Section 3 Question 4 - Do you have reduced mobility?

We asked respondents to note if they had reduced mobility. If they did, we asked three further questions: If yes, is this route suitable? And if yes, is this route accessible? If they had any further comments about this, they could add them. Some people who put not applicable also added an answer in this space.

Do you have reduced mobility?	Number of responses	% of responses
Yes	6	9%
Not applicable. I do not have reduced mobility	55	86%
Prefer not to say	3	5%
Is the route suitable	1 (Yes) 5 (No)	17% (Yes) 83% (No)
Is this route accessible	1 (Yes) 2 (No)	17% (Yes) 34% (No)
Not answered – Is the route accessible	3/6	50%
Total	64	100%

Table 3.13 Respondents with reduced mobility

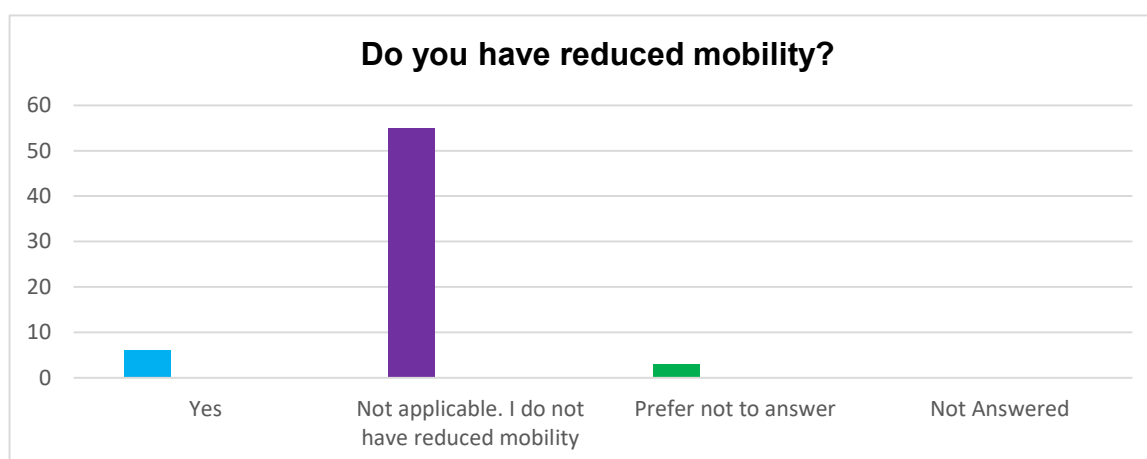


Figure 3.6 Respondents with reduced mobility

Out of all the respondents, 86% noted that they do not have reduced mobility. However, 9% noted that they did and 5% of people, who are over 65, confirmed that they had reduced mobility.

Of the reduced mobility respondents, one respondent believed the route was suitable and five advised the route was not suitable.

One respondent also chose to add that they believe the route is accessible, while two felt it was not. Three respondents chose not to provide response. Despite the feedback advised the current design support users who have reduced mobility and has been independently safety audited.

3.1.12 Section 3 – Question 5. What would be your main purpose for using this route?

This question was asked to find out the main reason people would use the proposed route. The options given were Work, Leisure, School/College/Higher Education, Other, & Prefer not to say. Some respondents selected more than one option.

What would be your main purpose for using this route?	Number of responses	% of responses
Work	12	13%
Leisure	41	47%
School/College/Higher Education	5	5%
Other	21	25%
Prefer not to say	5	5%
Not answered	5	5%
Total Selections	89	100%

Table 3.14 Purpose of the using the proposed route

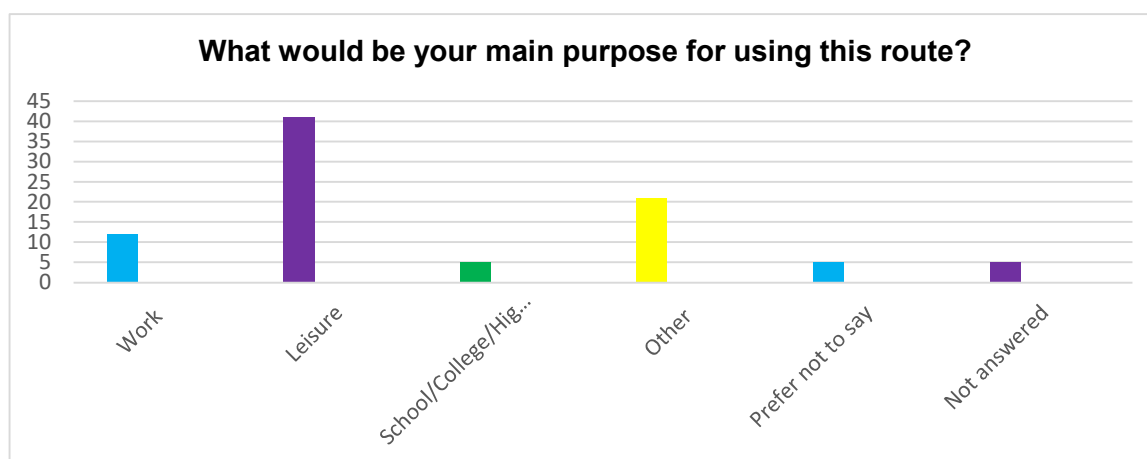


Figure 3.7 Purpose of the using the proposed route

Most respondents (47%) cited leisure as the main reason that they would use the route. Work was 13%, confirming that the respondents did not see the route as a primary route for commuting. It should be noted that the route provides a safe route for all users, but it is accepted that regular cyclists, such as commuters, may be confident enough to use other roads and streets to undertake their journey, and continue to do so even with the proposals in place.

3.1.13 Section 3 – Question 6. Do you consider yourself to be disabled as set out in the Equality Act 2010?

We asked respondents if they consider themselves disabled. Respondents were given the option to put “prefer not to say” and were not required to give an answer for the question.

Do you consider yourself to be disabled as set out in the Equality Act 2010?	Number of responses	% of responses
Yes	4	6%
No	57	89%
Prefer not to say	3	5%
Not answered	0	0%
Total	64	100%

Table 3.15 Respondents consider themselves as disabled

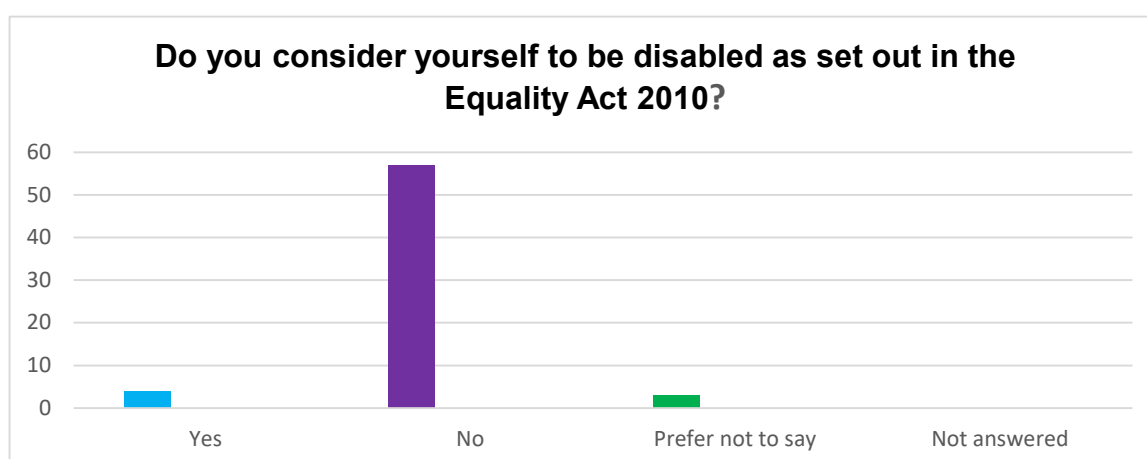


Figure 3.8 Respondents consider themselves as disabled

Disabled interests are represented within the sample, with 6% of respondents stating that they considered themselves to be disabled.

4. Conclusion

This report confirms that the engagement approach and events captured a representative view from stakeholders, residents and workers that may be directly or indirectly affected by the current proposals for Bexhill Cycle Route A.

The public engagement used various channels to capture the public's opinion of the proposals, issuing information via post and, in light of the prevailing COVID restrictions, hosting information online and providing ESH officers to answer queries directly by phone.

The response rates were considered to be in line with average return rates and representative, with the greater majority coming from those residents and workers within the same post codes as the proposals.

In terms of support for the scheme, from the question of "To what extent do you support the proposed pedestrian and cycle scheme improvement?", the responses indicate that there are a number of concerns with the proposals, with results showing a majority opposed to the scheme (opposed 58%/support 42%).

However, further analysis of the reasons for this opinion, provided in response to the second question, "If you do not support the proposals, please tell us why?", suggests that the influencing factors are not necessarily all directly attributed to the scheme itself, but the general perception of poor cyclist behaviour and the poor state of the existing highways infrastructure.

Safety concerns represent the greater majority of the issues raised, generally associated with cyclist behaviour, especially where the proposals include the mixing of pedestrian and cycle traffic, and routing concerns, where it is considered that local traffic conditions and space constraints, using narrow paths, may present a greater risk to cyclists and pedestrians than the proposals address.

These concerns have been noted by the ESH design team, who have provided additional assurances within the replies to comments to confirm that the design of the scheme does provide a safe route for cyclists and pedestrians and conforms to the prevailing cycle design guidance and standards, which consider traffic speeds and volumes of vehicles and pedestrians that the cyclists will interact with.

The design process also follows a rigorous Road Safety Audit process. This process is designed to review highways proposals from a safety perspective only for all road users. Recommendations are made for changes to proposals where the auditors deem that a design has not responded to the prevailing road conditions or have introduced new risks to road users. The audit process has three stages, of which this scheme has gone through Stage 1, for preliminary designs. Should this scheme proceed, the issues raised by the consultation will be incorporated where appropriate and the design taken to a Stage 2 Road Safety Audit, which reviews detailed design.

In terms of the comments raised referencing poor maintenance of highways as a reason to object. This accounts for approximately 10% of all the issues raised, with a number suggesting that the funding for this proposed scheme should be focussed on the repair of the existing roads at Bexhill.

The ESH confirm in replies to these comments that the scheme will include the refurbishment of the highways pavements to provide a safe level surface for cyclists, i.e; no potholes or broken surfaces. This would include changing drainage grates to cycle friendly versions where considered necessary. For areas considered outside the scope of the scheme ESH have passed on details to the relevant highway maintenance teams.

Comments are also provided around the loss of on-street parking, as the proposals will require the displacement of a small number of parking spaces in order to provide a safe route for cyclists and pedestrians. There will be 51 spaces lost due to the introduction of TRO (Double yellow lines), of which 31 of these are located near the hospital. There will be another 18 spaces lost due to the introduction of the proposed controlled crossing on West Wood Road. However, the loss of parking is limited to a

total of approximately 69 spaces (each space being 5m long in length) which is considered to be an acceptable low loss of parking on a 4.0km cycling and pedestrian route. Indeed, given the objectives of scheme, of replacing private car-based journeys with sustainable transport, this impact is potentially mitigated with the consequential reduced need for motorised transport and ultimately parking demand.

5. Appendices

Appendix A - Leaflet to stakeholders, Website and Questionnaire

Have your say on a new cycle route in Bexhill

East Sussex County Council is developing a number new cycle routes across the town which reflect our Local Transport Plan objectives of creating safer, more sustainable communities and align with the Government's commitment to encouraging more active travel. The proposed route was identified through work carried out for the Council's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.

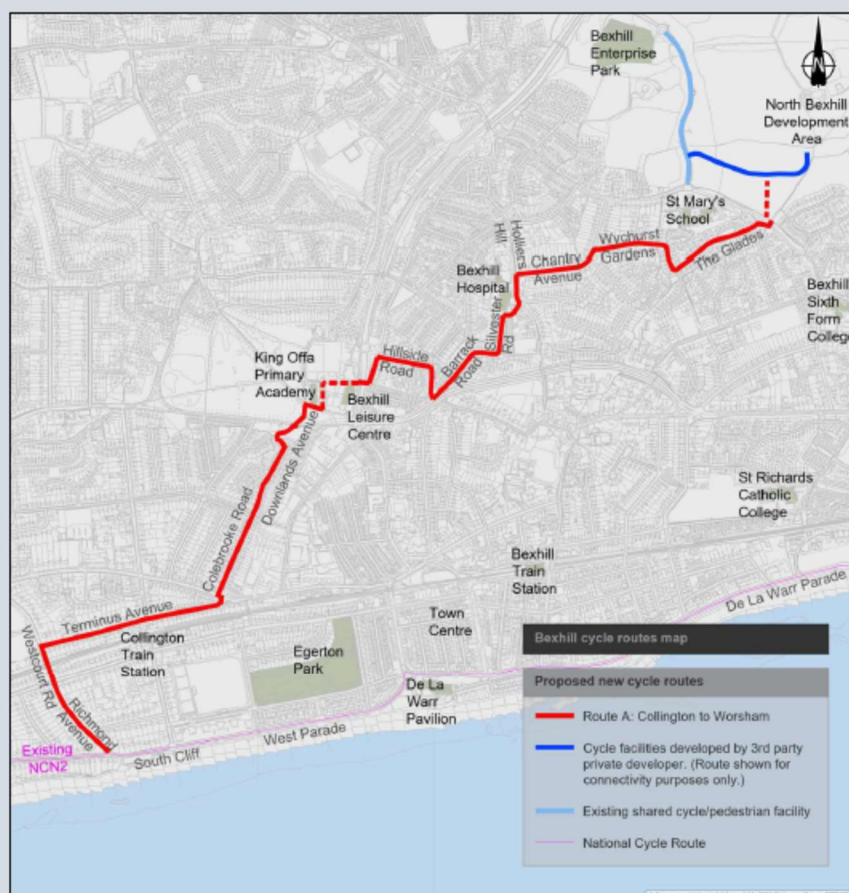
This consultation will focus on the route which runs between Collington and Worsham. The preliminary design has been developed in partnership with East Sussex Highways.

A map of the route is shown overleaf.

More information on the proposal and the consultation questionnaire can be accessed via the QR code or the weblink below:

<https://consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation>

The consultation closes on Thursday 16th December 2021



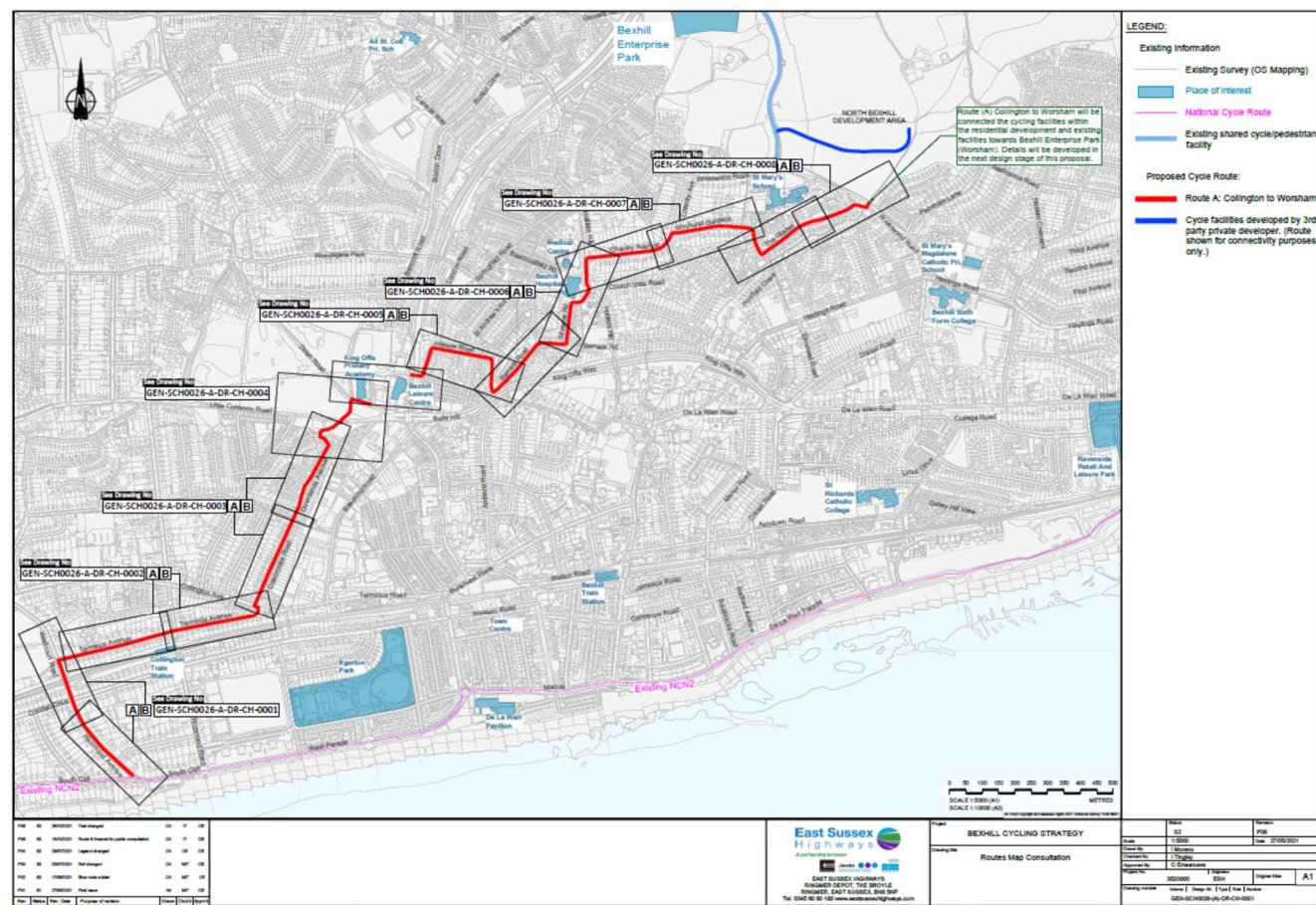
The Collington to Worsham route runs between the existing National Cycle Network Route 2 on the seafront via Collington Station to Bexhill Enterprise Park in Worsham. It is proposed that the alignment in the Worsham area will use the existing shared cycle/pedestrian path on Mount View Street and connect to the rest of the route via cycling facilities currently under development by an external developer in the North Bexhill Residential Development area. Discussions are also underway with third parties to ensure suitable cycling and walking facilities can be achieved through a proposed mixed-use development by Bexhill Leisure Centre, with interim measures in place whilst this is being progressed.

Why are we consulting: We want to hear your views on the proposals and whether you support the changes or have any reason for them not being installed. Subject to the feedback received, we propose to implement the route around March 2023.

You can also request paper copies of plans and response forms, copies in Braille, large text or another language by contacting customer@eastsussexhighways.com or via phone on 0345 60 80 193


Thank you for your interest in this consultation and for taking the time to look at the proposal.

Appendix B – Whole Route Layout Plan



Appendix C – Website Screenshot of Bexhill Cycle Route Consultation

← → ↻ 🏠 consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/ 🔍 ⚙️ ☆ 👤
Apps 📁 Costain Favourites 📖 Reading list



Bexhill Cycle Route consultation

Overview

East Sussex County Council (ESCC) is developing a range of schemes across the county that aim to create safer, more sustainable communities, and align with the Government's commitment to encouraging more active travel.

We are currently looking to take forward a new cycling and walking route in Bexhill which will extend and improve the current network in the town.

The proposed route was identified through work carried out for ESCC's Local Cycling and Walking Implementation Plan and is funded by the Government's Local Growth Fund (LGF) which aims to introduce measures to improve conditions for those walking, cycling, and using public transport.

Consideration of recent Department for Transport Guidance

In partnership with ESCC, East Sussex Highways has developed a preliminary design for a route from Collington to Worsham.

We are very much aware of the recent Department for Transport (DfT) guidance on cycle infrastructure design (LTN 1/20) 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

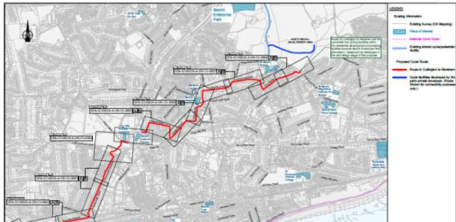
Closed 16 Dec 2021
Opened 23 Nov 2021

Contact
0345 60 80 193
customer@eastsussexhighways.co.uk

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.

At the time of the publication of the new guidance the route that we are now consulting on had been substantially developed. We therefore recognise that the proposals 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.

The Collington to Worsham route runs between the existing National Cycle Network Route 2 on the seafront via Collington Station to Bexhill Enterprise Park in Worsham. It is proposed that the alignment in the Worsham area will use the existing shared cycle/pedestrian path on Mount View Street and connect to the rest of the route via cycling facilities currently under development by an external developer in the North Bexhill Residential Development area. Discussions are also underway with third parties to ensure suitable cycling and walking facilities can be achieved through a proposed mixed-use development off Down Road, with interim measures in place whilst this is being progressed.





To make it easier to review the proposed route and design, the route has been divided into 8 drawings running in a linear fashion from south to north (Seafront towards Worsham).

[Click Here for Drawing 2 – Terminus Avenue](#)

existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill

Why your views matter

The proposals for the Collington to Worsham route are shown in the plans.

Please take the time to look at these proposals and tell us your views by completing the survey. Please click the link below to provide your feedback. We welcome any comments you may have.

The consultation period runs from **25 November to 16 December 2021**. All comments need to be received by the **16 December 2021**.

<https://www.eastsussexhighways.com/privacy-notice-esh>

Thank you for your interest in this consultation and for taking the time to look at the proposals.

Note: The consultation hub website included the same questionnaire. Below is the postal version available upon request for stakeholders who preferred to send their feedback in writing.

Appendix D – Postal Version of Consultation Questionnaire



☐ Work
☐ Leisure
☐ School/College/Higher Education
☐ Other
☐ Prefer not to say

☐ Yes

☐ No

☐ Prefer not to say

Thank you for taking part in this survey. your views are important to us.

Return by writing **Freemont East Sussex Highways** in a sealed plain envelope.

East Sussex Highways
Ringmer Depot
The Broyla
Ringmer
East Sussex
BN16 5NP
0345 60 80 193
www.eastsussexhighways.co.uk

Freepost East Sussex Highways

Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals: www.eastsussexhighways.com/consultations

Privacy Notice: East Sussex Highways takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met. Please see the website link for further information: www.eastsussexhighways.com/privacy-notice-eshconsultations

Please return your completed questionnaire by **(Monday the 16th December 2021)** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You...

- ☐ An individual
☐ A business
☐ Other

If business or other, please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

SECTION 2 – Feedback

Q1. To what extent do you support the proposed pedestrian and cycle scheme improvements?

- ☐ Strongly Support
- ☐ Support
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't know
- ☐ No opinion
- ☐ Prefer not to say

Q2. If you do not support the proposals, please tell us why. (Optional)

Q3. If you have a specific comment on any of the drawings, please state the drawing number that your comment refers to. (Please refer to the main overview route alignment drawing or the drawing in question for the number. Alternatively, you can reference the street/road name.)

Q4. Are there any additional comments that you would like to make about the proposal and how it might affect you?

SECTION 3: Equality Survey – (About You)

We are asking these questions as we want to make sure that we have a representative view of all persons impacted by the proposal either directly or indirectly. Please be advised that you are under no obligation to provide any responses to the below questions. All responses received will be treated in the strictest confidence. ESH & ESCC will use the responses from this questionnaire for research purposes only and to better understand the equality impact of the proposal.

Q1. Do you consider yourself?

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Prefer not to say

Q2. Which age group do you fall into?

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to say

Q3. On average how often do you commute without the use of private vehicles or public Transport (e.g. by bike/foot)

- ☐ 5 or more days a week
- ☐ 3-4 days a week
- ☐ 2 days a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ Less than once a month
- ☐ Prefer not to say

Q4. Do you have reduced mobility?

- ☐ Yes
- ☐ Not applicable. I do not have reduced mobility.
- ☐ Prefer not to say.




If you answered "Yes" to Q4.....

- ☐ If yes, is this route suitable?
- ☐ If yes, is this route accessible?

Appendix E – East Sussex County Council Website. Advertising the consultation.


The Newsroom

Latest news from East Sussex County Council



[HOME](#) [ALL RELEASES](#) [PRESS OFFICE](#)

Public invited to have their say on cycle route



A PUBLIC consultation has been launched on plans to develop a new cycle route between an existing route and a major development in Bexhill.

Members of the public have until Thursday, December 16, to give their views on preliminary designs for the route which runs between the seafront via Collington station and the Bexhill Enterprise Park in north Bexhill.

The proposed route was identified through work carried out for East Sussex County Council's Local Cycling and Walking Infrastructure Plan which is funded by the Government's Local Growth Fund and aims to improve conditions for those walking, cycling and using public transport.

Cllr Claire Dowling, the council's lead member for transport and environment, said: "Cycling and walking have huge benefits for people's health and wellbeing, as well as improving air quality and reducing emissions.

"We are keen to build on our recently approved cycling and walking plan and are fortunate to have been able to secure funding for this important route which links an established cycle route with a new development and the facilities that will provide."

She added: "A preliminary design for the route has been developed in partnership with East Sussex Highways and we are keen to hear the public's view on this plan."

The proposed route runs past Collington station, Bexhill Leisure Centre, Bexhill Hospital and on to the North Bexhill Development area.

For information about the proposals, a detailed map of the route and to take part in the consultation, visit <https://consultation.eastsussex.gov.uk/economy-transport-environment/bexhill-cycle-route-consultation/>

Subject to feedback, it is hoped the new route can be implemented in spring 2023.

Ends.

This entry was posted in [Cycling](#) on [December 1, 2021](#) by [karenb](#).

Whole Route Layout Drawing - 3520000-ESH-GEN-SCH0026-(A)-DR-CH-0001-P06

Description - The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School.

NOTE: To make it easier to review the proposed route and design, the route has been divided into 8 drawings running in a linear fashion from south to north (Seafront towards Worsham).

Drawing 1 – Richmond Avenue to Terminus Road - 3520000-ESH-GEN-SCH0026-A-DR-CH-0001-P05

Description – The route starts from the existing National Cycle Network (NCN2), which runs along the coast of Bexhill, at the junction of Richmond Avenue/ South Cliff. The route continues along Richmond Avenue and Westcourt Drive, then turns right into Terminus Avenue. Cyclists will travel on the carriageway in both directions. New double yellow line parking restrictions, no waiting 'at any time', are proposed in Richmond Avenue to improve visibility.

Drawing 2 – Terminus Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0002-P04

Description – The route will run along Terminus Avenue and enter the junction of Terminus Road and Colebrooke Road. Parking restrictions in Terminus Avenue near this junction will be extended westwards to improve safety for cyclists. Cyclists will travel on the carriageway in both directions. On B2098 Collington Avenue and Terminus Road, cyclists will be directed to position themselves in the existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

Drawing 3 – Colebrooke Road and Downlands Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0003-P05

Description – The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Drawing 4 – Arthur Road to Down Road, crossing at A259 Little Common Road – 3520000-ESH-GEN-SCH0026-A-DR-CH-0004-P05

Description – Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner

of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill Leisure Centre area.

The southbound journey towards to the seafront is simply a reverse of these movements.

Drawing 5 – Interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road – 3520000-ESH-GEN-SCH0026-A-DR-CH-0005-P06

Description – The route continues along the access road next to King Offa Primary Academy northwards and turns right to the public footpath. Cyclists will be required to dismount to use the public footpath before reaching the subway under Combe Valley Way. The access road and the public footway, around the Bexhill Leisure Centre is an interim measure, subject to a future mixed-use development being completed. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facilities in this location.

The existing subway under the Combe Valley Way and footway alongside London Road will be converted to shared use for cyclists and pedestrians. The route then leads to Hillside Road. Cyclists will leave the shared footpath and join the carriageway at the existing raised junction of London Road/Hillside Road.

Cyclists heading north will remain on the carriageway on Hillside Road and turn right onto a footpath at the end of Hillside Road leading to Barrack Road. This footpath will be widened to a minimum of 3.0m and converted to shared use. Dropped kerbs will be provided at the southern end of Barrack Road for cyclists to re-join the carriageway.

Southbound journeys towards to the seafront will be a reverse of these movements.

Drawing 6 – Barrack Road to Chantry Avenue – 3520000-ESH-GEN-SCH0026-A-DR-CH-0006-P04

Description – Cyclists will join the carriageway at the end of Barrack Road and remain on the carriageway, turning into Silvester Road.

At the northern end of Silvester Road, cyclists will turn right on the footpath towards Hollier's Hill. It is proposed to widen the footpath to a minimum of 3.0m for shared use although there will be a localised pinch point around a mature tree.

Cyclists will remain on the footways in Hollier's Hill which will be widened to a minimum of 3.0m before turning right onto Chantry Avenue. A new traffic island will be installed on Hollier's Hill to help pedestrians and cyclists to cross the road. New double yellow line parking restrictions, no waiting 'at any time', are proposed on Hollier's Hill to improve visibility and provide clearance for the new traffic island.

Southbound journeys towards the seafront will be a reverse of these movements.

Drawing 7 – Chantry Avenue to Wychurst Gardens – 3520000-ESH-GEN-SCH0026-A-DR-CH-0007-P04

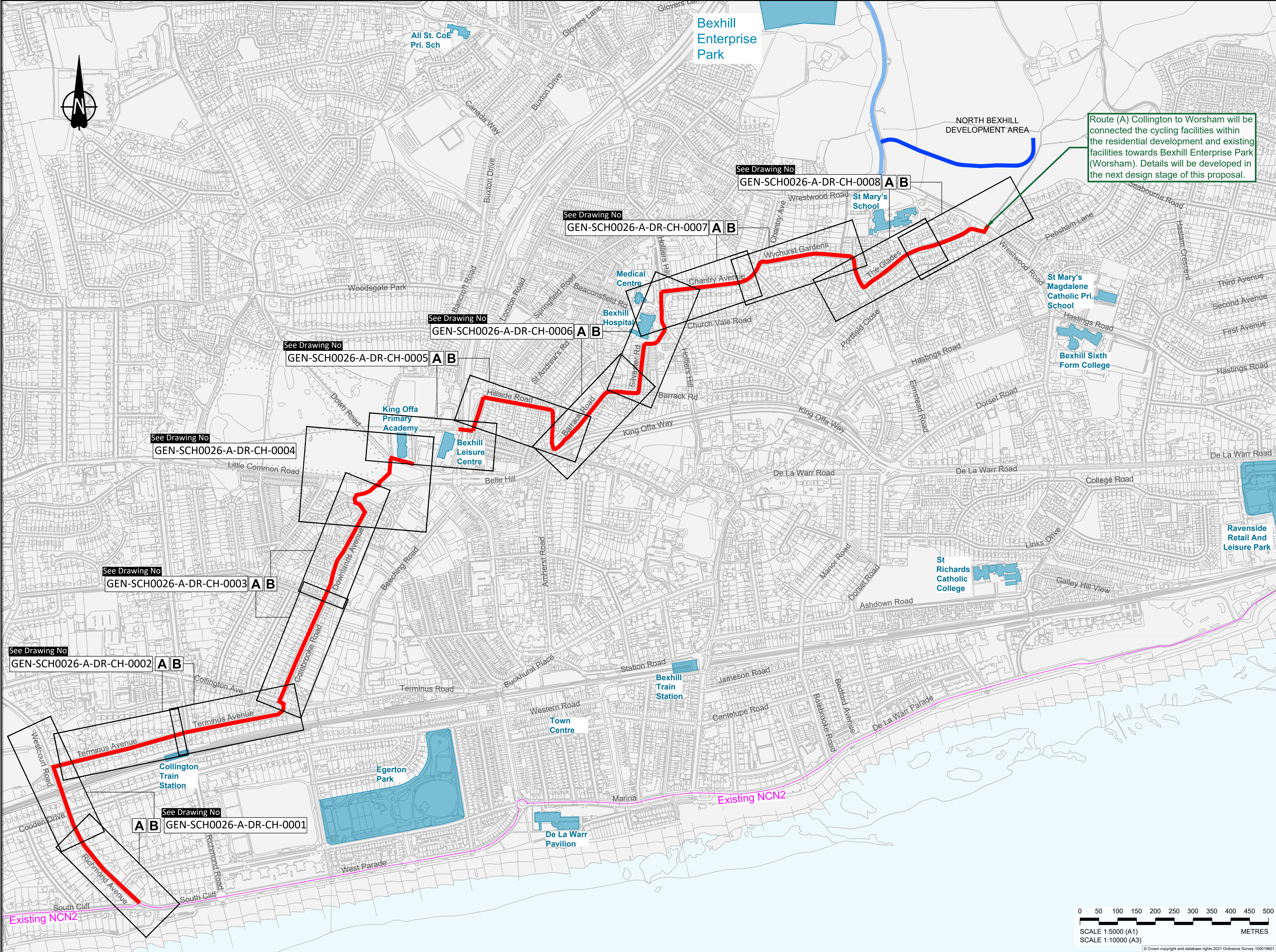
Description – At Chantry Avenue, cyclists heading north will re-join the carriageway. The route will remain on the carriageway along both Chantry Avenue and Wychurst Garden in both directions.

Drawing 8 – The Glades – 3520000-ESH-GEN-SCH0026-A-DR-CH-0008-P04

Description – The route will continue along The Glades and remain on the carriageway. At the eastern end of The Glades, cyclists will leave the carriageway and use a converted and widened shared footway to reach a proposed Toucan crossing at Westwood Road. The existing traffic island at Wrestwood Road will be removed and the new Toucan crossing will be

installed to allow cyclists and pedestrians to cross together, without the need for cyclists to dismount.

After crossing Wrestwood Road it is proposed that cyclists will use cycling facilities within a new residential development and then utilise existing cycling/pedestrian facilities towards Worsham.



LEGEND:

Existing Information

- Existing Survey (OS Mapping)
- Place of interest
- National Cycle Route
- Existing shared cycle/pedestrian facility

Proposed Cycle Route:

- Route A: Collington to Worsham
- Cycle facilities developed by 3rd party private developer. (Route shown for connectivity purposes only.)

P06	S2	26/10/2021	Text changed	CK	IT	CE
P05	S2	18/10/2021	Route B freed for public consultation	CK	IT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	23/07/2021	Ref changed	CK	IMT	CE
P02	S2	17/06/2021	Blue route added	CK	IMT	CE
P01	S1	27/05/2021	First Issue	IM	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd

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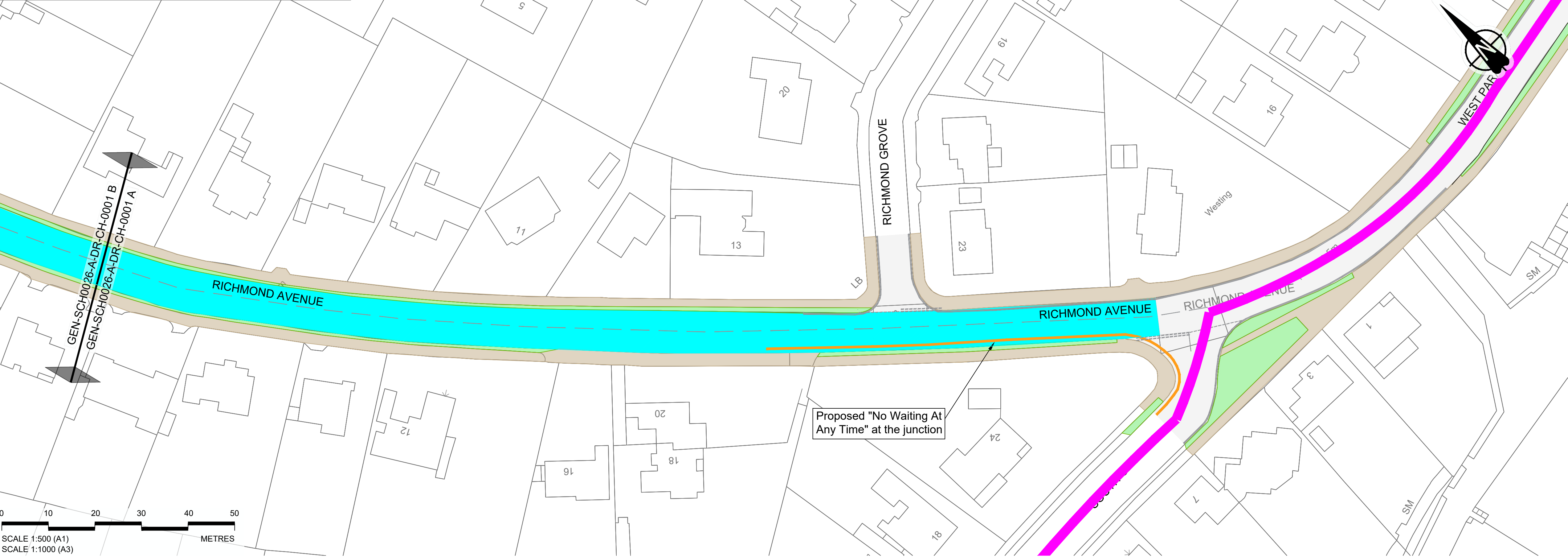
JACOBS **SHOPEX** **SHOPEX** **SHOPEX** **SHOPEX**

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Project	BEXHILL CYCLING STRATEGY		
Drawing title	Routes Map Consultation		

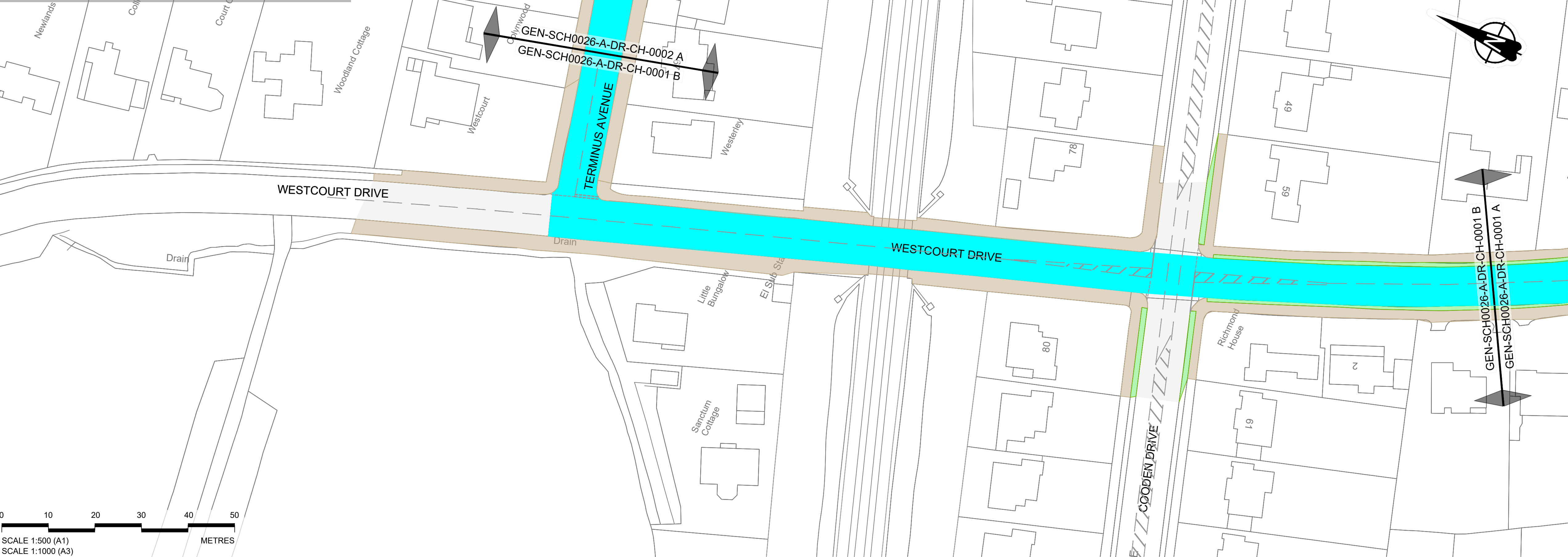
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Scale	1:5000	Date	27/05/2021
Drawn By	I Moreno		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	ESH
Drawing number	GEN-SCH0026-(A)-DR-CH-0001		
Volume	1	Design Alt.	1
Type	1	Role	1
Number			
Original Size	A1		

GEN-SCH0026-A-DR-CH-0001 A



- LEGEND:
- On road cycle route
 - New parking/stopping restrictions
 - Existing verge
 - Existing footway
 - Existing carriageway
 - Existing National Cycle Route No.2

GEN-SCH0026-A-DR-CH-0001 B



- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
 - Not all existing parking restrictions are shown for clarity.
 - Proposed road signs are not shown for clarity. Typical signage associated with the new cycle route will include:



P05	S2	15/11/2021	Change in title	CK	IMT	CE
P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in outline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd

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Project
Bexhill Cycling Strategy

Drawing title
Route A - Collington to Worsham
01 - Richmond Avenue to Terminus Avenue
Public Consultation

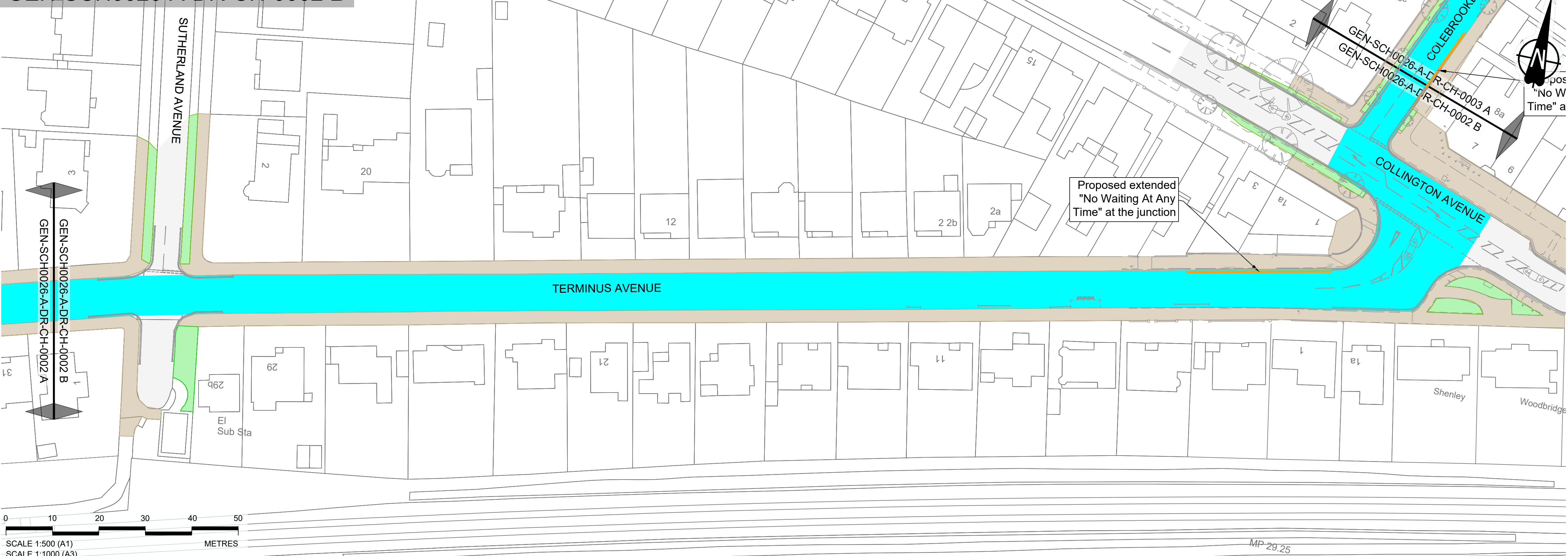
Status	S2	Revision	P05
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	ESH
Drawing number	GEN-SCH0026-A-DR-CH-0001	Original Size	A1

GEN-SCH0026-A-DR-CH-0002 A



- LEGEND:
- On road cycle route
 - Existing verge
 - Existing footway
 - Existing carriageway
 - New parking/stopping restrictions

GEN-SCH0026-A-DR-CH-0002 B



- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
 - Not all existing parking restrictions are shown for clarity.
 - Proposed road signs are not shown for clarity. Typical signage associated with the new cycle route will include:

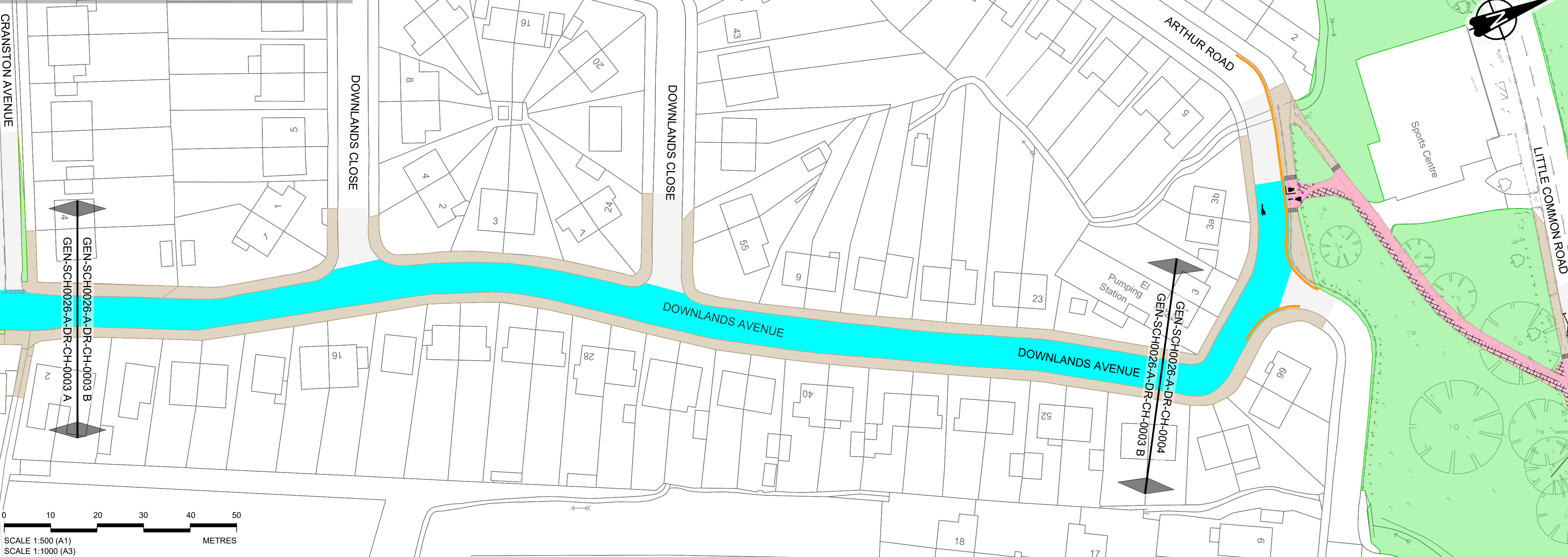


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GEN-SCH0026-A-DR-CH-0003 A



GEN-SCH0026-A-DR-CH-0003 B



- LEGEND:
- On road cycle route
 - Existing footway converted to shared use
 - Proposed footway widening to form part of shared use, minimum 3.0m wide
 - Proposed Corduroy tactile paving
 - New parking/stopping restrictions
 - Existing verge/grass area/woodland
 - Existing footway
 - Existing carriageway

- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
 - Not all existing parking restrictions are shown for clarity.
 - Proposed road signs are not shown for clarity. Typical signage associated with the new cycle route will include:

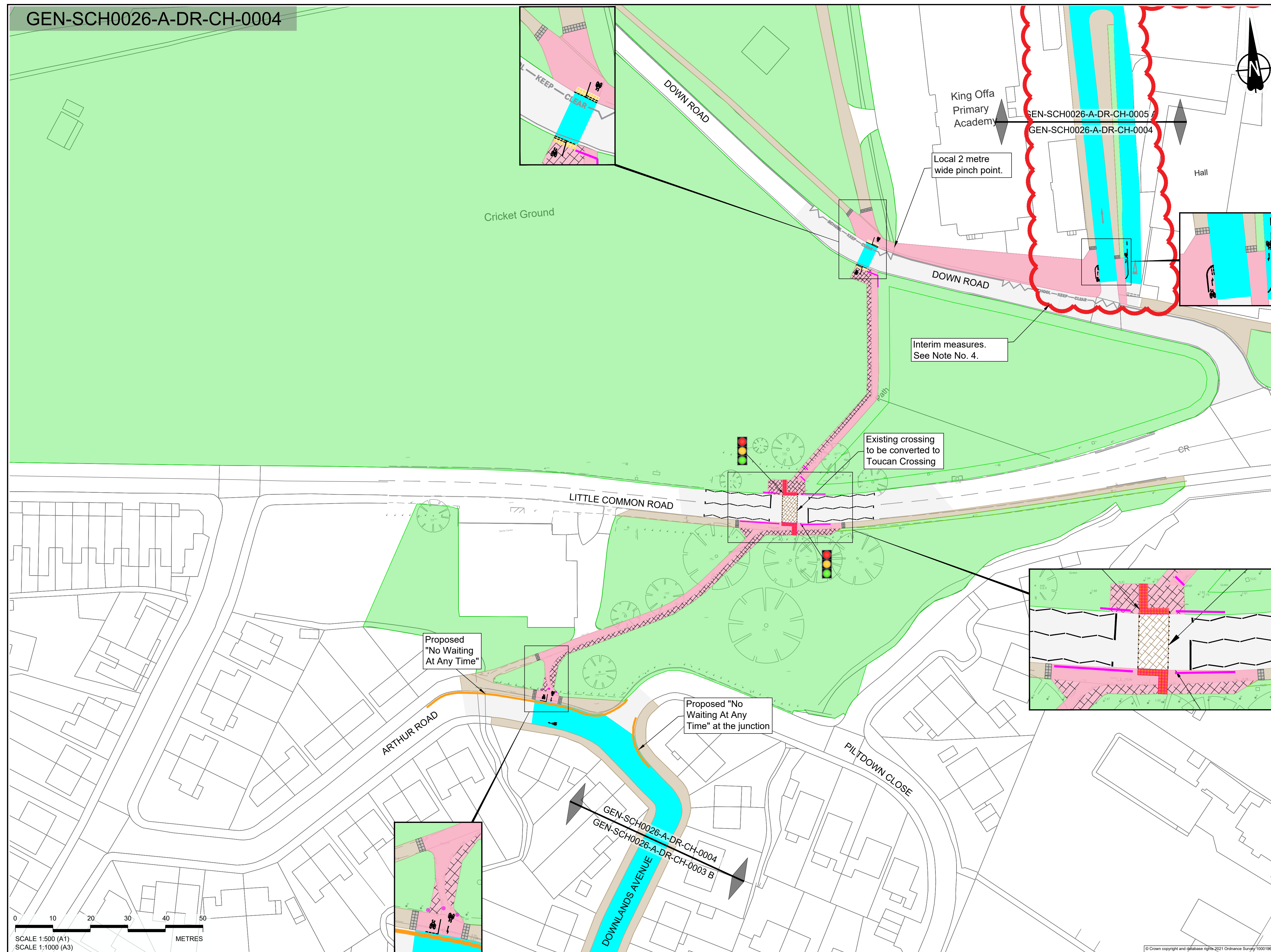


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P04	S2	15/07/2021	Change in legend and outline	CK	IMT	CE
P03	S2	09/07/2021	Additional DYLS	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First Issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd













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Project
Bexhill Cycling Strategy
Drawing title
Route A - Collington to Worsham
03 - Colebrooke Road & Downlands Avenue
Public Consultation


Status	S2	Revision	P05
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	ESH
Drawing number	Volume Design Alt. Type Role Number	Original Size	A1
	GEN-SCH0026-A-DR-CH-0003		



LEGEND:

- | | |
|---|--|
|  | On road cycle route |
|  | Existing footpath converted to shared use |
|  | Proposed footpath widening to form part of shared use, minimum 3.0m wide |
|  | Proposed red tactile paving |
|  | Proposed corduroy tactile paving |
|  | Proposed buff tactile paving |
|  | Proposed new parking/stopping restrictions |
|  | Proposed guardrail |
|  | Proposed toucan crossing (existing puffin crossing converted to toucan crossing) |
|  | Existing verge/grass area/woodland |
|  | Existing footway |
|  | Existing carriageway |

Note:

1. An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
2. Not all existing parking restrictions are shown for clarity.
3. Proposed road signs are not shown for clarity.
Typical signage associated with the new cycle route will include:

4. The section of route near the Bexhill Leisure Centre is subject to a new housing development. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facility in this location.

P05	S2	21/10/2021	Change in title	CK	IMT	CE
P04	S2	29/07/2021	Legend changed	CK	CE	CE
P03	S2	15/07/2021	Change in legend and outline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv

GEN-SCH0026-A-DR-CH-0005 A

Interim measures. See Note No. 4.

Cyclists dismount along the public footpath

Proposed barriers to encourage cyclist dismount

Proposed barriers to encourage cyclist dismount

Bexhill High School Skill Centre

Bexhill Leisure Centre

King Offa Primary Academy

Hall

COMBE VALLEY WAY

LONDON ROAD

SALISBURY ROAD

GEN-SCH0026-A-DR-CH-0005 A

GEN-SCH0026-A-DR-CH-0005 B

GEN-SCH0026-A-DR-CH-0005

GEN-SCH0026-A-DR-CH-0004

Local 2 metre wide pinch point.

0 10 20 30 40 50 METRES

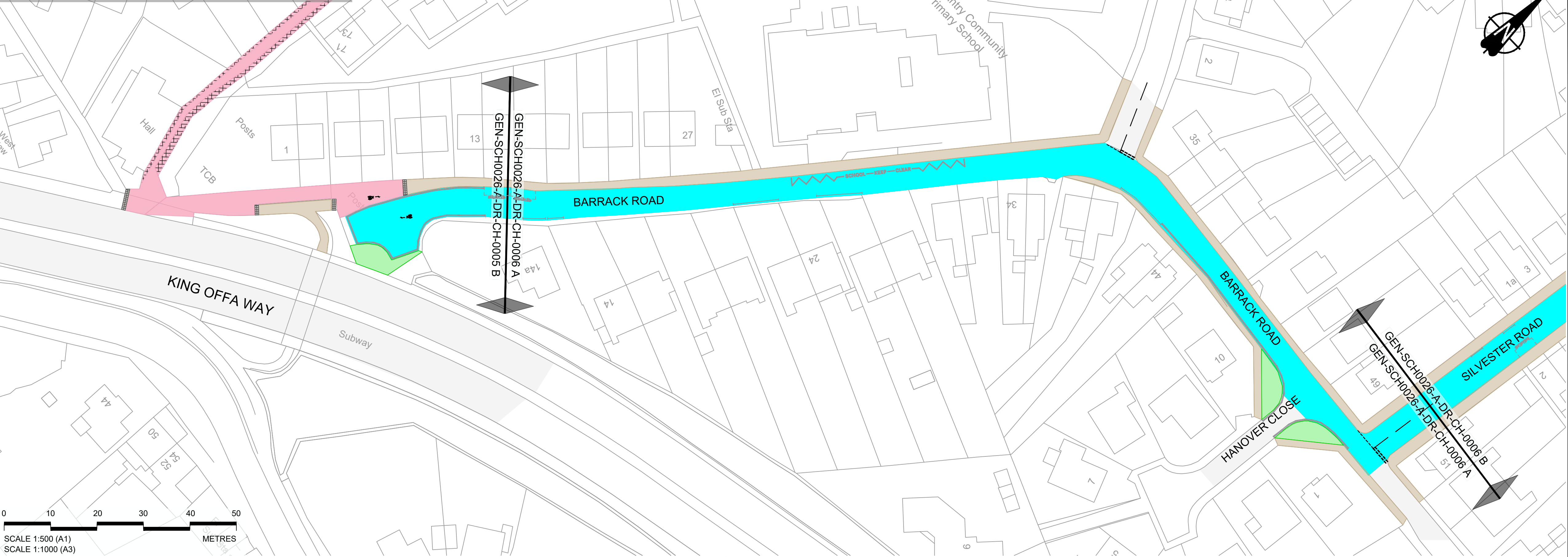
SCALE 1:500 (A1)
SCALE 1:1000 (A3)

North arrow pointing North (N).

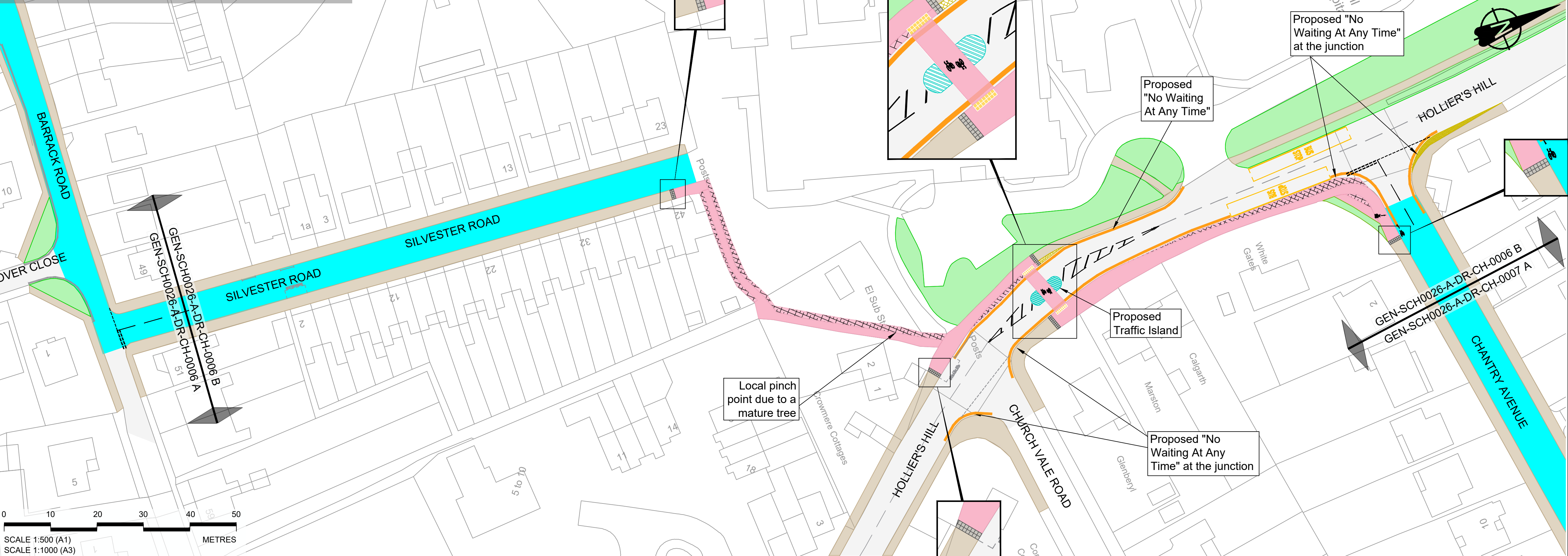
-
- The site plan illustrates the layout of Hillside Road and its surrounding area. Key features include:
- Proposed Drainage Channels:** Shown in red, running along Hillside Road and connecting to Barrack Road and King Offa Way.
 - Existing Infrastructure:** Includes an existing raised junction at the intersection of Hillside Road and London Road.
 - Streets and Landmarks:** Hillside Road, Barrack Road, King Offa Way, London Road, Bayencourt South, and Bowrey Place are labeled. Other landmarks include the TCB (Technical Control Building), Hall, and Posts.
 - Scale and Orientation:** A scale bar indicates distances from 0 to 50 metres. A north arrow is located in the top right corner.
 - Inset Maps:** Several inset maps provide detailed views of specific areas, including the junction of Hillside Road and London Road, and the area around the TCB and Hall.
 - Proposed Drainage Channel Details:** The plan includes details for the proposed drainage channels, such as the location of manholes and the type of channel (e.g., TCB, Hall, Posts).

- | | | | | | | |
|-----|--------|------------|------------------------------|-------|---------|--------|
| P06 | S2 | 26/10/2021 | Change in text | OK | IMT | CE |
| P05 | S2 | 21/10/2021 | Change in title | OK | IMT | CE |
| P04 | S2 | 29/07/2021 | Legend changed | OK | CE | CE |
| P03 | S2 | 15/07/2021 | Change in legend and outline | OK | IMT | CE |
| P02 | S2 | 17/06/2021 | Footway colour changed | OK | IMT | CE |
| P01 | S2 | 27/04/2021 | First issue | OK | IMT | CE |
| Rev | Status | Rev. Date | Purpose of revision | Drawn | Check'd | Appr'd |

GEN-SCH0026-A-DR-CH-0006 A



GEN-SCH0026-A-DR-CH-0006 B



- LEGEND:
- On road cycle route
 - Existing footway converted to shared use
 - Proposed footway widening to form part of shared use, minimum 3.0m wide (some areas subject to third party agreement)
 - Proposed traffic island
 - Proposed footway widening
 - Proposed corduroy tactile paving
 - Proposed buff tactile paving
 - Proposed new parking/stopping restriction
 - Existing verge
 - Existing footway
 - Existing carriageway

- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
 - Not all existing parking restrictions are shown for clarity.
 - Proposed road signs are not shown for clarity. Typical signage associated with the new cycle route will include:
-

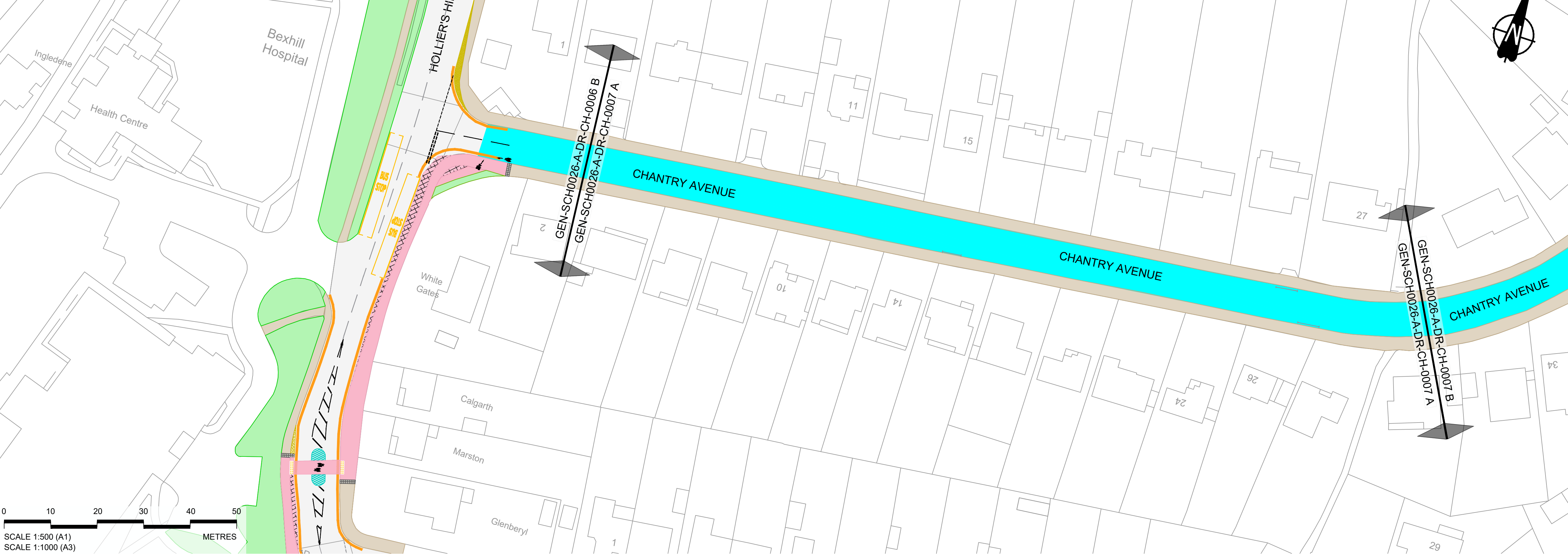
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P03	S2	15/07/2021	Change in legend and outline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Appr'd

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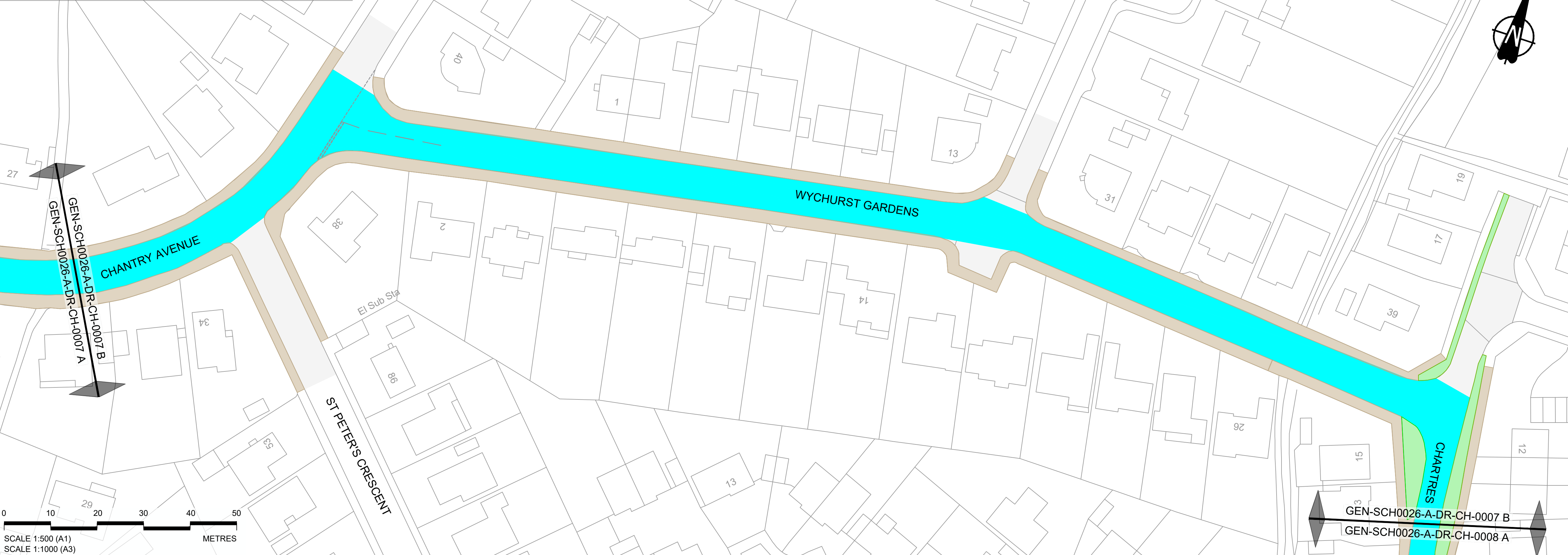
Project
Bexhill Cycling Strategy
Drawing title
Route A - Collington to Worsham
06 - Chantry Avenue to Barrack Rd
Public Consultation

Status	S2	Revision	P04
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	
Drawing number	Volume 1 Design Alt. 1 Type 1 Role 1 Number	Original Size	A1
	GEN-SCH0026-A-DR-CH-0006		




GEN-SCH0026-A-DR-CH-0007 A



GEN-SCH0026-A-DR-CH-0007 B



- LEGEND:
- On road cycle route
 - Existing footway converted to shared use
 - Proposed footway widening to form part of shared use, minimum 3.0m wide
 - Proposed traffic island
 - Proposed footway widening
 - Proposed corduroy tactile paving
 - Proposed buff tactile paving
 - Proposed new parking/stopping restriction
 - Existing verge
 - Existing footway
 - Existing carriageway

- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
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P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and outline	CK	IMT	CE
P02	S2	17/06/2021	Footway colour changed	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd

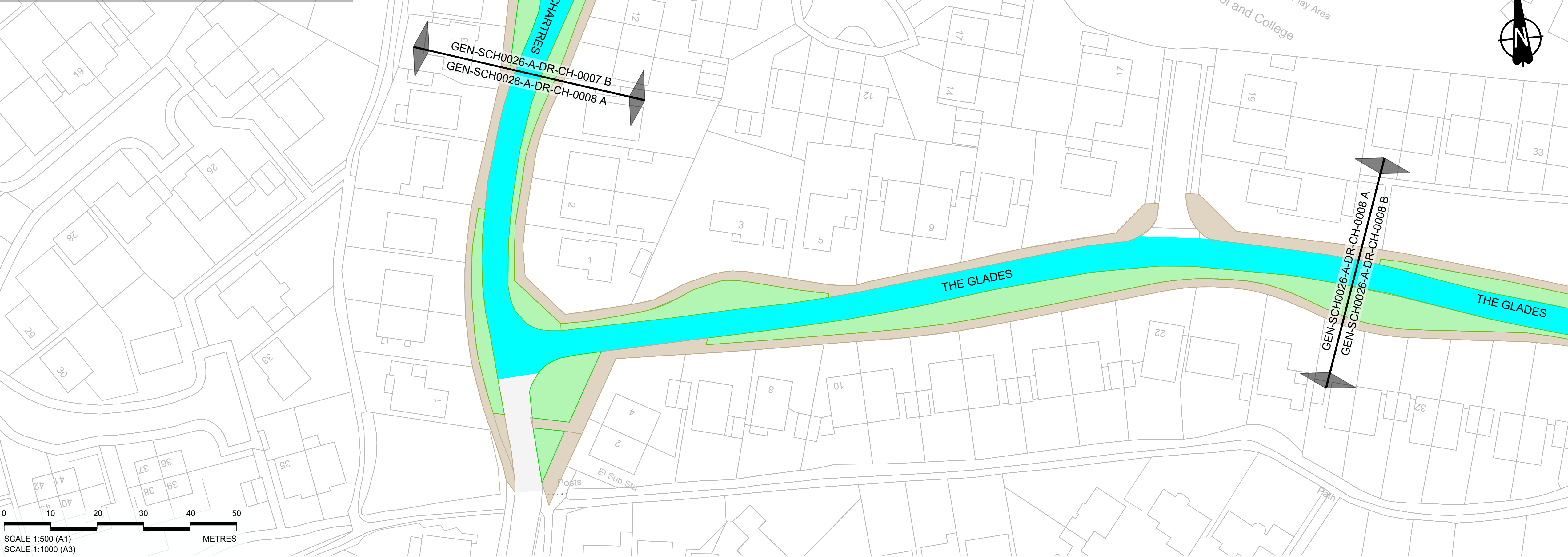
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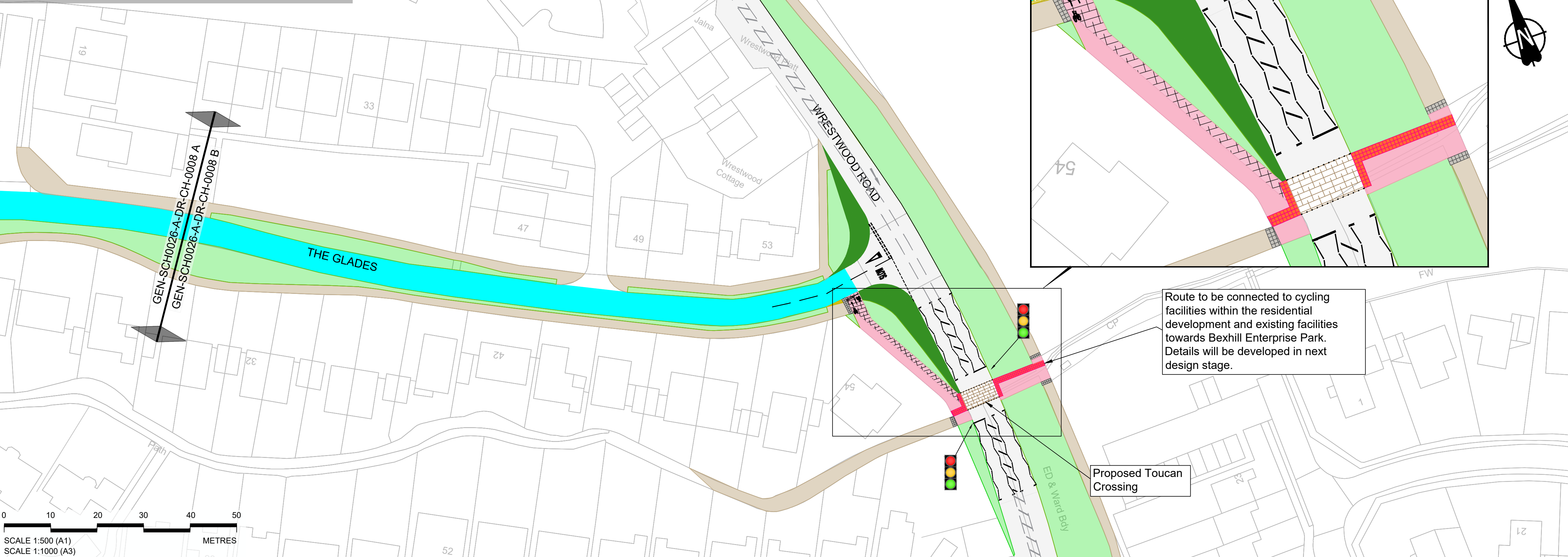
Project
Bexhill Cycling Strategy
Drawing title
Route A - Collington to Worsham
07 - Chantry Ave. to Wychurst G.
Public Consultation

Status	S2	Revision	P04
Scale	1:500 in A1	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	
Drawing number	Volume 1 Design Alt. 1 Type 1 Role 1 Number	Original Size	A1
	GEN-SCH0026-A-DR-CH-0007		

GEN-SCH0026-A-DR-CH-0008 A



GEN-SCH0026-A-DR-CH-0008 B



- LEGEND:
- On road cycle route
 - Existing footway converted to shared use
 - Proposed footway widening to form part of shared use, minimum 3.0m wide
 - Proposed Toucan Crossing
 - Proposed red tactile paving
 - Proposed corduroy tactile paving
 - Proposed new verge
 - Existing verge
 - Existing footway
 - Existing carriageway

- Note:
- An assessment of the street lighting along the cycle route will be carried out during the detailed design stage. Lighting columns will either be upgraded or repositioned as required.
 - Not all existing parking restrictions are shown for clarity.
 - Proposed road signs are not shown for clarity. Typical signage associated with the new cycle route will include:



P04	S2	21/10/2021	Change in title	CK	IMT	CE
P03	S2	15/07/2021	Change in legend and outline	CK	IMT	CE
P02	S2	17/06/2021	Colour changed and note added	CK	IMT	CE
P01	S2	27/04/2021	First issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Appr'd

East Sussex
Highways
A partnership between:

EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	Bexhill Cycling Strategy
Drawing title	Route A - Collington to Worsham 08 - The Glades Public Consultation

Status	S2	Revision	P04
Scale	1:500	Date	22/03/2021
Drawn By	C Kwok		
Checked By	I Tingley		
Approved By	C Emeanuwa		
Project No.	3520000	Originator	
Drawing number	Volume 1 Design Alt. 1 Type 1 Role 1 Number	Original Size	A1
	GEN-SCH0026-A-DR-CH-0008		