

## **Appendix 1 - Proposals where objections are recommended to not be upheld and are recommended to be implemented as advertised**

### **1. Cycling**

#### **1.1 The objections received in relation to cycling are:**

- 1.1.1 223 objections were received on the grounds of a lack of safe cycling routes within the area, requiring users to dismount and push their bikes, not trialling the proposals before implementation, disabilities and health implications, traffic and that they do not think the proposals are necessary in this area. Objectors also provided comments in relation to the removal of cycling within the town centre negatively impacting access to the facilities.
- 1.1.2 Eight objectors raised concerns in reference to cycling and climate change, noting the removal of cycling within the town centre would encourage residents to return to the use of vehicles.
- 1.1.3 Three objectors raised concerns over removing access for cyclists and that they are not allowed in other areas, highlighting concerns for those with disabilities and visual impairments.
- 1.1.4 Two objectors raised concerns about the lack of support for cycle routes and the impact this change would have on the environment with encouraging more people to drive rather than cycle.
- 1.1.5 One objector raised concerns in respect of Climate change, cycling and potholes, referencing traffic congestion affecting health, lack of cycling provision in the town and unsafe surfaces for cyclists.
- 1.1.6 One objection referred to money, climate change, cycling, food deliveries and tourists highlighting their thoughts on alignment of improvements and the high provision of tourists which visit the town bringing supporting the economy.
- 1.1.7 One objector raised concerns around cycling, climate change and the impact on the environment with accommodating motor traffic movements.
- 1.1.8 One objection was received with concerns regarding climate change, cycling, environmental impacts and safety especially for children who wish to cycle to school through the town centre.
- 1.1.9 One objector raised concerns about the environmental impacts, climate change and the lack of cycle lanes within the area.

- 1.1.10 One objector referred to cycling and the importance of public realm, noting Active Travel policies which refer to supporting healthy transport in general.
- 1.1.11 One objection was received referring to climate change, cycling, sustainability and concerns for those with disabilities who will need to dismount their bikes and push them for a distance.
- 1.1.12 One objector referred to concerns relating to cycling, climate change, the increase of traffic and those with ill-health unable to dismount and push electric-cycles.
- 1.2 Alternative designs have been considered by officers and scheme designers and have not been considered feasible. Due to the width of Terminus Road, Local Transport Note (LTN) 1/20 advises that there should not be shared space for people who cycle and pedestrians. The footfall in this area has also been considered and there would be safety concerns for pedestrians if cycling was permitted within the restrictions to Terminus Road. Cycle parking will be provided at entry points into this section of Terminus Road and cyclists will be asked to dismount and park their cycles.
- 1.3 The Eastbourne Town Centre Movement and Access Package is a package of measures, developed in partnership with Eastbourne Borough Council, to enhance and promote the vitality of Eastbourne Town Centre by: Reducing the amount of through-traffic, providing more space for people through the completion of a pedestrian spinal route through the town centre, creating new public spaces and enhancing the existing pedestrian environment at key locations.
- 1.4 Phase 2a seeks to deliver improvements that will support and complement Phase 1 through improving pedestrian safety and accessibility (ease of movement for disabled people and/or older people, families with pushchairs etc.) by reallocating road space to pedestrians, creating a pedestrian 'spine route' through the primary retail area of Eastbourne Town Centre along Terminus Road between Eastbourne Station and Langney Road and coordinating the design of street furniture and signage with Phase 1, which will be finished to a high standard in the town centre.
- 1.5 Officers have been unable to find evidence that there is an environmental benefit of cycling rather than walking.
- 1.6 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

- 1.7 **Recommendation:** To not uphold the objections and install the proposal as advertised.

## 2. **Proposed Parking Changes**

- 2.1 Two objections were raised during the advertisement, one raised concerns of the strain on parking within the area and one objector was in support of the scheme, however, raised concerns on the implications the scheme may have on local parking.
- 2.2 One objection was received raising concerns of the strain residents already face with parking and how they feel the removal of vehicle access to this area will impact not only residents but also local restaurants/businesses.
- 2.3 One objector raised concerns around additional disabled parking bays being introduced, they raised concerns around the further strain this will have on the resident parking within the area.
- 2.4 Part of the proposals within this scheme involve the removal of existing on street parking on Langney Road and Tideswell Road. The loss of this parking is to enable the pedestrianisation of this section of Terminus Road. This will reduce through traffic and provide more space for movement between the rail station, town centre and seafront on this busy section of Terminus Road which has a high footfall. In addition, there is off street parking elsewhere in the town centre at the Beacon shopping centre and Trinity Trees multi-storey car park as well as off-road in the streets around this section of Terminus Road. Alternative designs have been considered by officers and scheme designers and have not been considered feasible.
- 2.5 The scheme seeks to make changes to existing parking provision along Bolton Road, Terminus Road and Langney Road, with an emphasis on blue badge, loading and taxi parking in the available bays; and the conversion of 4 short term parking bays on Tideswell Road and 3 doctor permit bays on Lismore Road to provide additional disabled parking provision, offsetting the majority of the 9 disabled parking bays lost from Terminus Road and Langney Road.
- 2.6 The carriageway on residential streets is part of the local highway network, which is controlled by the local Highway Authority. The public highway is open to all road users, and no one has the exclusive right to park in a specific space, even outside their own home. The Highway Authority is responsible for maintaining the highway network in a condition that is safe for users.
- 2.7 There is no additional enforcement planned for the introduction of new parking restrictions. These restrictions will continue to be enforced as all other restrictions within the town.

- 2.7 Alternative designs have been considered by officers and scheme designers, and these have not been considered feasible. Blue badge, loading bays and the supply of taxi bays has been recognised as essential in continuing to provide access for those with physical and hidden disabilities who do not own a vehicle or cannot use public transport to this section of the town centre. Consequently, we have prioritised their provision at the expense of pay and display parking with 4 x 6.6m blue badge bays to be provided in Bolton Road and 5 x 6.6m bays in Langney Road. There is off street parking elsewhere in the town centre at the Beacon shopping centre and Trinity Trees multi-storey car park as well as off-road in the streets around this section of Terminus Road.
- 2.8 In the public consultation exercise undertaken between 12 November 2019 and 10 December 2019, the importance of taxi parking and blue badge parking was highlighted to East Sussex County Council.
- 2.9 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 2.10 **Recommendation:** To not uphold the objections and install the proposal as advertised.

### **3. Changes to Directional Traffic**

- 3.1 One representation that the scheme received was in relation to Lismore Road, they sought clarity on the directional travel of traffic and the turning provisions. A response was provided, however the representee did not return a response to confirm as to whether they wished to retain or revoke the representation.
- 3.2 Having considered the representation, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 3.3 **Recommendation:** To not uphold the objection and install the proposal as advertised.

### **4. Traffic**

- 4.1 Three objections were received in relation to concerns around a potentially higher volume of traffic.
- 4.1.1 One objector raised concerns around the increase of traffic due to prohibiting cycling, along with concerns around an increase of air pollution.
- 4.1.2 One objection was received in relation to concerns about more traffic build up within the area, causing disruption as well as being bad for the environment due to congestion.

- 4.1.3 One objection was received in relation to an increase in the already high volume of traffic as well as causing tailbacks, increasing emissions and creating a noisier and unhealthy environment.
- 4.2 The work undertaken on the business case for this scheme demonstrated that the scheme would have health benefits in terms of reducing air pollution in the town centre, as well as encouraging more walking with the further extension of the pedestrianised area of Terminus Road.
- 4.3 **Recommendation:** To not uphold the objections and install the proposal as advertised.

## **5. Scheme Design**

- 5.1 One objector, although excited for the scheme to take place, raised concerns around the designs. As the aesthetics of the scheme are not part of the TRO and have been consulted on previously as part of the statutory public consultation exercise between 12 November 2019 and 10 December 2019, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 5.2 **Recommendation:** To not uphold the objection and install the proposal as advertised.