

Committee:	Regulatory Planning Committee
Date:	14 February 2018
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders- Eastbourne Town Centre Improvement Scheme.
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Eastbourne Town Centre Improvement Scheme (ETCIS)
Contact Officer:	Matthew Reid Email: matthew.reid@eastsussexhighways.com / Tel 07753 102 539
Local Members:	Councillors: Barry Taylor / Steve Wallis/ Pat Rodohan

RECOMMENDATION

The Planning Committee is recommended to:

1. Not uphold the objections to the draft Traffic Regulation Orders as set out in this report; and
2. Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

- 1.1 There are high levels of housing and commercial development planned within the strategic growth area of Eastbourne and South Wealden, which will result in an increased demand on the highway network. A package of measures to improve access and movement within Eastbourne town centre is seen as a critical element in supporting sustainable economic growth in Eastbourne.
- 1.2 The Eastbourne Town Centre Improvement Scheme (ETCIS) is a joint project between East Sussex County Council (ESCC) and Eastbourne Borough Council (EBC), which incorporates measures which will result in improved pedestrian and public transport access to and movement within the town centre, specifically focussed on Terminus Road, Cornfield Road and Gildredge Road. A map of the Town Centre Improvement Scheme is shown at appendix 1.
- 1.3 Terminus Road is currently Eastbourne's main commercial corridor. It is presently laid out as a conventional carriageway, with footways on either side of the carriageway. It is also the location where the majority of Eastbourne's bus services connect, therefore acting as an ipso facto bus station. This has resulted in a dense congregation of buses in a busy pedestrian area, which leads to pedestrian congestion and has a negative effect on the quality of the public realm and as such does not help create a welcoming and relaxing environment within the town centre.

1.4 The ETCIS aims to address this problem and incorporates imaginative design solutions to create a modern, dynamic pedestrian friendly environment in Terminus Road and its immediate environs. Accordingly, the following objectives have been identified for the ETCIS:

- modernise Eastbourne's town centre
- enhance facilities for bus services
- create an attractive pedestrian friendly environment addressing current issues of pedestrian congestion experienced along Terminus Road.
- create civic space along Terminus Road for cultural and social activities
- support local economic growth by providing a step change in the quality of the environment for residents and visitors to Eastbourne.

1.5 The ETCIS has cross party support, and is promoted by both EBC & ESCC. The Project Board which comprises senior members and officers from both authorities has been integral to the development of the scheme through the various stages and are fully supportive of the final design.

2.0 **Scheme History**

2.1 East Sussex County Council and Eastbourne Borough Council has had a longstanding ambition to see improvements in Eastbourne Town Centre and following the announcement of Legal and General's proposal to invest £70million in the Town Centre with a proposed extension to the Arndale, there was an opportunity to undertake a complementary project and improve the pedestrian environment in Terminus Road.

2.2 Alongside the proposals to extend the Arndale Centre, EBC and ESCC along with Stagecoach and Brighton & Hove Buses have been working together, to look at ways of improving the traffic management and pedestrian environment in the Terminus Road area. Legal & General, the owners of the Arndale are also keen to see improvements to Terminus Road and have provided financial contributions to the scheme through the planning process for the Arndale extension and the associated Section 106 agreement.

2.3 Initial consultation on early preliminary design concepts took place in 2011. In 2013 and 2014 further consultation events took place, which presented an evolved scheme including the relocation of bus stops currently situated in Terminus Road onto Cornfield Road. Consultation events included; manned exhibitions in Eastbourne station as well as a more formal meetings in Eastbourne Town Hall. A list of stakeholders who attended consultation events during this period is provided in appendix 2.

2.4 Following the consultation events in 2013 and 2014, a further review of the designs took place along with continued discussions with local bus operators. Detailed analysis of bus movements within the proposed design for Cornfield Road led to a change to the proposals. This involved the placement of west bound buses/bus stands into Gildredge Road instead of Cornfield Road.

2.5 In June 2016, a consultation exercise was undertaken regarding the proposal to place Eastbourne's west bound buses in Gildredge Road with eastbound buses remaining in Cornfield Road. 900 questionnaires were sent out to residents and businesses along Gildredge Road and nearby addresses. 102 responses were received. 48 responses objected to elements of the scheme and 36 respondents supported the scheme. The remaining 16 respondents comments were classified as neutral.

- 2.6 To enable the delivery of the ETCIS the existing Traffic Regulation Orders within the roads affected by the scheme, were reviewed and draft Traffic Regulation Orders (TROs) proposed.
- 2.7 The draft TROs for the ETCIS were advertised on 24 November 2017 in the Eastbourne Herald for the period of three weeks to 15 December 2017. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Copies of the TROs can be found in appendix 3.
- 2.8 Approximately 1,000 letters were delivered to local addresses and the consultation was placed on the Council's Consultation Hub for members of the public to comment. (see appendix 4 for copy of letter and questionnaire placed on consultation hub). A link was provided to the Council's Consultation Hub and further background documents provided.
- 2.9 'Hard copies' of all relevant documentation was provided at Eastbourne Library/ Eastbourne Borough Council Offices in Grove Road and at County Hall in Lewes. Copies of the formal proposals were sent to relevant Borough Councillors, County Councillors and statutory consultees including the emergency services.

3.0 Comments /Appraisals

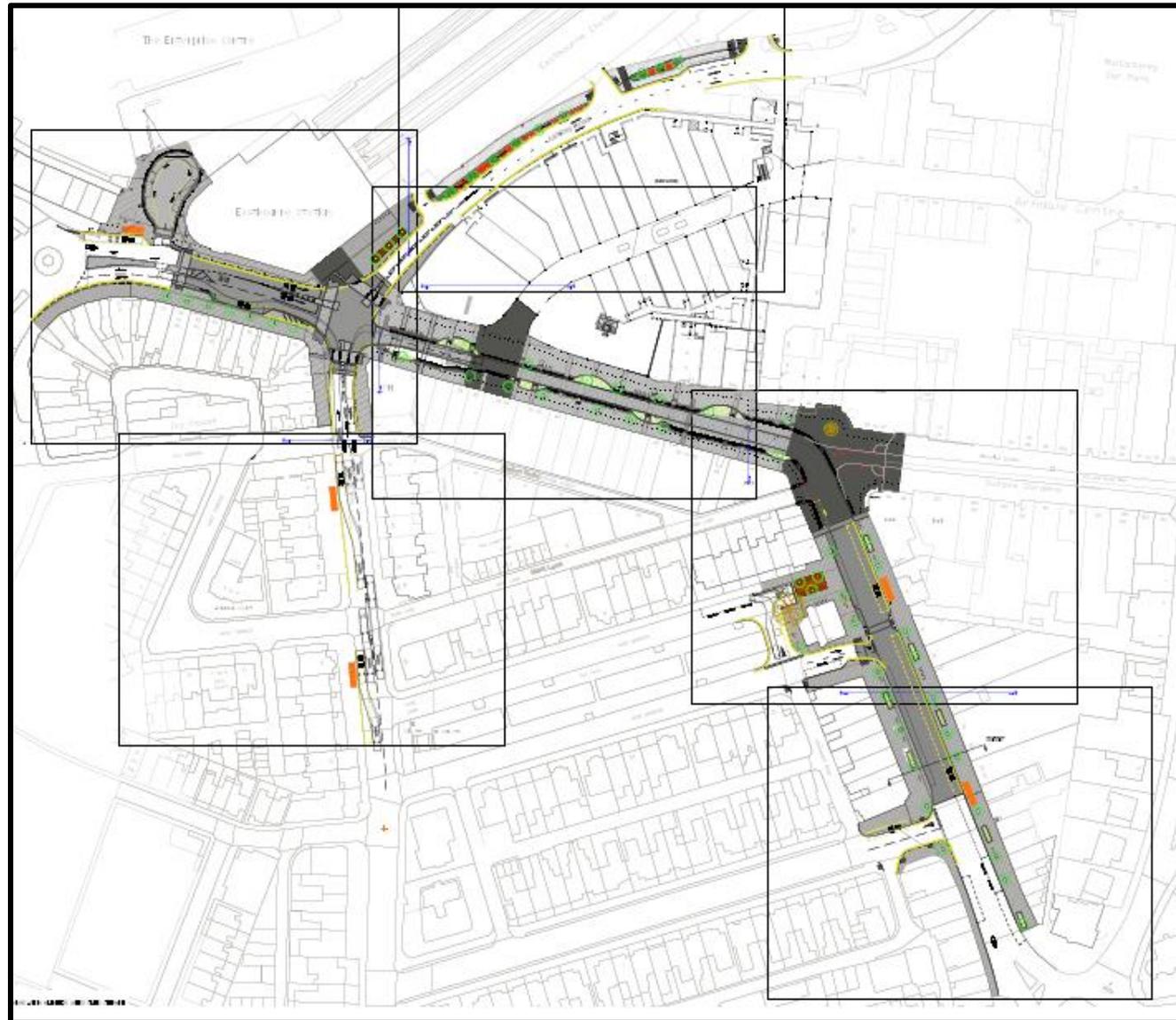
- 3.1 No objections were received from statutory consultees to the advertised draft TROs.
- 3.2 In total 28 responses were received during the consultation process between 24 November and 15 December 2017. Four responses were received supporting the proposals and 24 objections to the proposals were received.
- 3.3 The objections/comments received related to:
- a.) The proposed introduction of the bus lane on the western side of Gildredge Road including concerns about;
 - unsuitable location
 - pollution,
 - congestion,
 - anti-social behaviour,
 - the loss of business in the town centre and
 - noise and vibration
 - b.) Proposed parking and waiting restrictions relating to the introduction of blue badge parking bays and the loss of on street parking on Gildredge Road
 - c.)The proposed 20mph zone
 - d.)The placement of a bus lane in Cornfield Road
 - e.)Placement of a bus stop in South Street
 - g.)Revised kerb layout at the Cornfield Road/Lushington Road junction
- 3.4 Each objection/comment received has been considered on an individual basis and the concerns raised have been evaluated. All objectors were contacted individually with an explanation in response to their objection and asked if they would retract their objection. No respondents have subsequently retracted their objection
- 3.5 A summary of the objections to the TRO and comments on the scheme, together with responses to those objections/comments, is set out in appendix 5. Full copies of all correspondence are available in the Members' Room.

4.0 Conclusion and reasons for recommendation

- 4.1 The Eastbourne Town Centre Improvement Scheme will see in excess of £7million invested in the centre of Eastbourne. This investment will help address the tired streetscape of Eastbourne's main commercial thoroughfare, addressing the issues of pedestrian congestion, a crowded carriageway in an area which should be pedestrian orientated and an outdated and fatigued visage. In their place will be a wide pedestrian orientated boulevard, interspersed with soft landscaping and incorporating high quality paving materials throughout. A distinctive street scape to compliment the £80 million extension of the Arndale Centre. These changes are expected to attract further economic investment to the area and are viewed in coordination with other developments in the town such as the Devonshire Quarter and Arndale Development as a step change in the quality of the environment for residents and visitors to Eastbourne.
- 4.2 The TROs subject to this report are intergral to the design of the ETCIS. The introduction of a bus lane into Gildredge Road, ensures that vital public transport remains located in the town centre, the 20 MPH zone helps to provide confidence to pedestrians and contributes to a more welcoming environment, The introduction of a single lane bus lane along Terminus Road enables footways to be doubled in width whilst maintaining vital access for buses and taxis. Changes to parking provision enables on street parking to be maximised whilst facilitating changes to the existing road layout.
- 4.3 The approach taken to try and resolve objections received has been to ensure that the design process for the ETCIS incorporates measures which mitigate the objections raised. Throughout this process specific attention has been paid to balancing the safety of both drivers and pedestrians alongside those of residents and the interests of local businesses throughout Eastbourne Town Centre. The proposed TROs listed in appendix 3 are an integral part of the ETCIS, modification of which is likely to have a significant impact on the ETCIS and its associated objectives, as set out in section 1.4.
- 4.4 The Committee is therefore recommended, for the reasons set out in this report and appendix 5, not to uphold the objections to the Traffic Regulation Orders and to recommend to the Director of Communities, Economy & Transport that the Orders be made as advertised.

RUPERT CLUBB
Director of Communities, Economy and Transport

Appendix 1 : Map of the ETCIS



Appendix 2 – List of Consultees who attended consultation events in 2013 & 2014

Group

Ward Councillors
Town Team
Federation of Small Businesses
Eastbourne Can
Eastbourne Chamber of Commerce
Town Centre Neighbourhood Panel
Eastbourne Blind Society
Eastbourne Disability Group
Enterprise Centre
Town Centre Supervisor
Govia Thames Link
Afoot
Bespoke
Eastbourne Access Group
The Eastbourne Society
Eastbourne Taxi Services
Compass Travel
Stagecoach
Brighton & Hove Buses
Cuckmere buses
Little Chelsea
Eastbourne Borough Council
Eastbourne Disabled Access Group
Secretary of the Eastbourne Hackney Carriage Branch of Unite the Union
Eastbourne Town Centre Neighbourhood Panel
MP for Eastbourne

Appendix 3 – Copy of TROs

1. 20 mph Speed Limit (Draft Order)

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

The East Sussex (Eastbourne Town Centre Improvement Scheme) (20 mph Speed Limit) Order 201*

East Sussex County Council, in exercise of its powers under Section 84 (1) and (2) of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act and Traffic Management Act 2004, hereby make the following Order:-

1. No person shall drive any vehicle at a speed exceeding 20 mph on those lengths of road specified in the Schedule to this Order.
2. No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.
3. This Order may be cited as "The East Sussex (Eastbourne Town Centre Improvement Scheme) (20 mph Speed Limit) Order 201*" and shall come into operation on..... 201*.

SCHEDULE

A259 Terminus Road	from its junction with Station Parade to its junction with Ashford Road
U2259 Terminus Road	from its junction with Ashford Road to its junction with Bolton Road
U2132 Cornfield Road	for its entire length
A259 Gildredge Road	from its junction with South Street to its junction with Terminus Road
A259 Ashford Road	from its junction with Terminus Road northwards for a distance of 38 metres
U2131 Hyde Gardens (both arms)	from its junction with Cornfield Road to its junction with Gildredge Road
U2131 Mark Lane	from its junction with Cornfield Road to its junction with Gildredge Road
U2131 Station Street	from its junction with Mark Lane to its junction with Gildredge Road

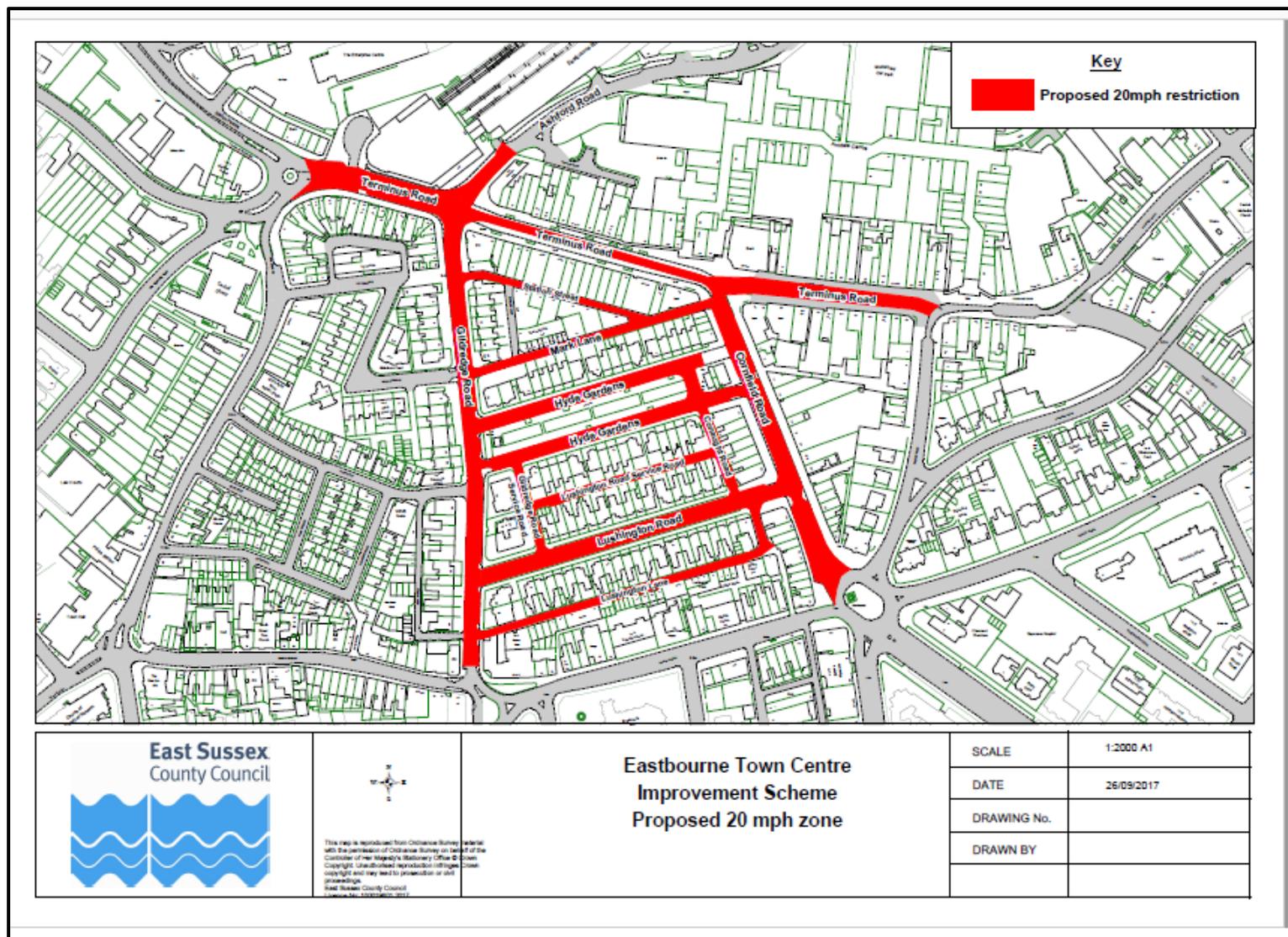
U2131 Access Road	from its junction with Connaught Road to its junction with the access road between Lushington Road and Hyde Gardens, southern arm
U2131 Access Road	from its junction with Lushington Road to its junction with Hyde Gardens, southern arm
U2131 Connaught Road	from its junction with Hyde Gardens, southern arm, to its junction with Lushington Road
U2131 Lushington Lane	from its junction with Gildredge Road to its junction with Lushington Road
U2131 Lushington Road	from its junction with Gildredge Road to its junction with Cornfield Road

THE COMMON SEAL of EAST SUSSEX)
COUNTY COUNCIL was affixed)
hereto on the xx day of xxxx two)
thousand and xxxx in the presence of:-)

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint report of
Director of Legal & Community Services &
County Engineer - para 4.

Diagram showing proposed 20 MPH zone



2. Bus Lane Order (Draft)

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**The East Sussex (Eastbourne Town Centre Improvement Scheme)
(Bus Lanes) Order 201***

East Sussex County Council in exercise of their powers under Sections 1(1), 2(1) to (3), 4(1) and 4(2) of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. In this Order;

“authorised Vehicle” means a private hire vehicle;

“bus” means a motor vehicle constructed or adapted to carry more than eight passengers (in addition to the driver), or motor vehicle not so constructed or adapted used to provide local services;

“bus lane” means an area of road that may be used only by buses (or a particular description of bus), or only by buses (or a particular description of bus) and some other class or classes of vehicle as provided for in this order

“emergency vehicle” has the same meaning as in The Road Vehicles Lighting Regulations 1989 or any re-enactment or modification thereof from time to time in force;

“licensed taxi” has the same meaning as in Section 13(3)(a) of the Transport Act 1985;

“local bus” means a public service vehicle used in provision of a public service;

“local service” has the same meaning as in Section 2 of the Transport Act 1985;

“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having 4 or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as to be treated as not being a motor vehicle for the purposes of the 1984 Act;

“private hire vehicle” has the same meaning as in section 80 of the Local Government (Miscellaneous Provisions) Act 1976;

“public service vehicle” has the same meaning as in Section 1 of the Public Passenger Vehicles Act 1981;

2. Save as provided in Articles 5 and 6 to this Order, no person shall, except upon the direction or with the permission of a police constable in uniform cause or permit a vehicle, other than a bus or a pedal cycle to proceed in the bus lane specified in Schedule One to this Order at any time.
3. Save as provided in Articles 5 and 6 to this Order, no person shall, except upon the direction or with the permission of a police constable in uniform

cause or permit a vehicle, other than a bus at any time, or a taxi between midnight and 5am, to proceed in the bus lane specified in Schedule Two to this Order.

4. Save as provided in Articles 5 and 6 to this Order, no person shall, except upon the direction or with the permission of a police constable in uniform cause or permit a vehicle, other than a bus or a pedal cycle at any time, or a taxi between midnight and 5am, to proceed in the bus lane specified in Schedule Three to this Order.
5. Articles 2, 3 and 4 do not apply to a vehicle that is in a bus lane under the direction or with the permission of a police constable in uniform or for the purposes of crossing the bus lane.
6. Articles 2, 3 and 4 do not apply to a vehicle that is in a bus lane if it is necessary for the vehicle to be used:-
 - (a) for emergency services purposes;
 - (b) to remove an obstruction;
 - (c) to be used for or in connection with;
 - (i) building, industrial or demolition operations in or on land adjacent to those bus lanes, or removals from land or buildings adjacent to the bus lane;
 - (ii) the maintenance, improvement or reconstruction of the bus lanes or the laying, erection, alteration or repair in or on land adjacent to those bus lanes of a sewer, pipe or apparatus for the supply of gas, water, electricity or telecommunication apparatus as defined in Schedule 2 of the Telecommunications Act 1984;
 - (d) in the service of the Local Authority in pursuance of statutory powers;
 - (e) which is in the service of a universal service provider for delivering or collecting postal packets as defined in section 125(1) the Postal Services Act 2000 to premises adjacent to the bus lane.
7. The County Council is satisfied that the provisions of section 3(1) of the Act shall not have effect as the Order is required for avoiding danger to persons or other traffic using the road to which the order relates.
8. This Order may be cited as "The East Sussex (Eastbourne Town Centre Improvement Scheme) (Bus Lanes) Order 201*" and shall come into operation on **** 201*.

Schedule One
 Bus Lane On All Days
 (Buses and Cycles At Any Time)

Gildredge Road	from a point 9 metres south of the boundary of nos.13 and 15 Gildredge Road northwards for a distance of 62 metres
Gildredge Road	from a point 10 metres north of the northern kerb line of Hyde Road in a northerly direction for a distance of 42 metres.
Gildredge Road	from a point 45.5 metres north of West Street northwards for a distance of 38 metres

Schedule Two
 Bus Lane On All Days
 (Buses At Any Time and Taxis Midnight to 5am)

Cornfield Road	north-westwards into that part of Cornfield Road northwest of its northern junction with Mark Lane.
Terminus Road	between Ashford Road and Cornfield Road

Schedule Three
 Bus Lane On All Days
 (Buses and Cycles At Any Time and Taxis Midnight to 5am)

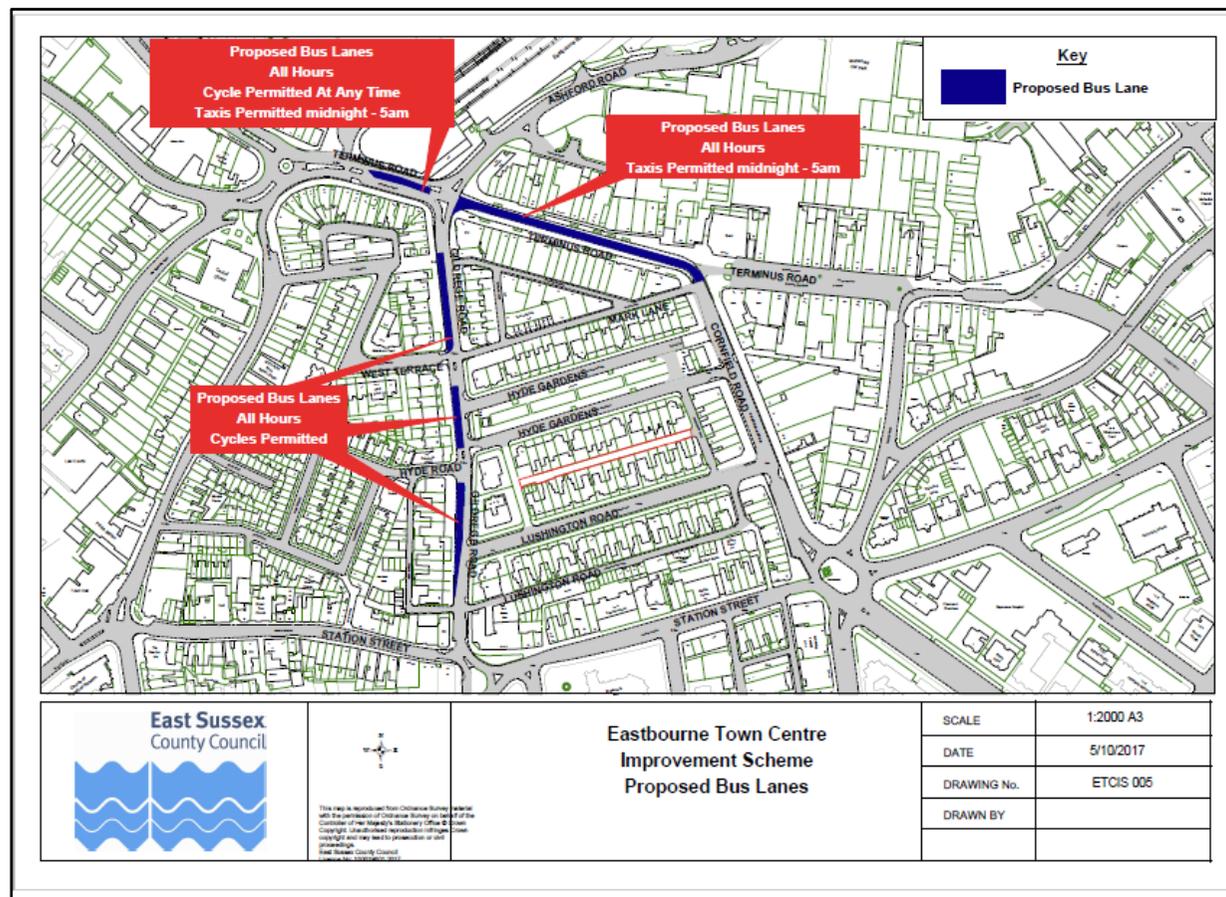
Terminus Road	from a point opposite a point 3.5 metres east of the boundary of nos.22 and 24 Terminus Road eastwards to its junction with Gildredge Road
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THE COMMON SEAL of EAST SUSSEX)
 COUNTY COUNCIL was affixed hereto on)
 the day of two thousand and)
 in the presence of:-)

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint report of
 County Secretary & County Engineer -
 para 4.

Diagram of Proposed Bus Lanes



3. Prescribed Routes

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE EASTBOURNE (PRESCRIBED ROUTES) (CONSOLIDATION No 2) Order
2008 AMENDMENT ORDER 201* No. *(ETCIS)**

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. When this Order comes into effect

- (a) The Eastbourne (Prescribed Routes) (Consolidation No 2) Order 2008 as amended, shall have effect except as hereinafter contained.

(i) Schedule One, One Way Traffic, that this Schedule be amended as follows:

1 Delete items 19 and 48 as follows;

19	Hyde Gardens (south)	westwards for its entire length
48	Terminus Road	eastwards from its junction with Bolton Road to its junction with Gildredge Road and Ashford Road.

2 Insert items 19, 19.1, 48 and 48.1 as follows:

19	Hyde Gardens (south)	westwards from its junction with Connaught Road to its junction with Gildredge Road
19.1	Hyde Gardens (east)	southwards for its entire length
48	Terminus Road	westwards, from its junction with Bolton Road to its junction with Cornfield Road.
48.1	Terminus Road	eastwards, from its junction with Gildredge Road to its junction with Cornfield Road

(ii) Schedule Four, Banned Movements, that this Schedule be amended as follows:

1 Part A: No right turn, delete item 7 as follows;

7	Gildredge Road	no right turn into Terminus Road
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2 Part A: No right turn, insert item 7 as follows:

7	Gildredge Road	no right turn into Terminus Road, except Local Buses At Any Time and Taxis midnight - 5am
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3 Part B: No left turn, delete item 3 and 10 as follows;

3	Hyde Gardens	no left turn into Cornfield Road
10	Sutton Road (slip road access to Ashford Road)	the northeast side, no left turn into Ashford Road

4 Part C: Right turn only, delete items 1 and 2 as follows;

1	Terminus Road (pedestrian precinct)	left turn only into Cornfield Road on exit.
2	West Terrace	left turn only into Gildredge Road

5 Part D: Left turn only, insert items 2.1 and 2.2 as follows;

2.1	Terminus Road (pedestrian precinct)	left turn only into Cornfield Road on exit.
2.2	West Terrace	left turn only into Gildredge Road

(iii) Schedule Five, Prohibition of Vehicles, that this Schedule be amended as follows:

1 Part A: Prohibition of driving, insert item 14 as follows;

14	Hyde Gardens (northern arm)	from its junction with Cornfield Road westwards for a distance of 18 metres
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2 Part B: Prohibition of entry, delete items 3 and 7 as follows;

3	Cornfield Road	no entry into Hyde Gardens (northern arm)
7	Gildredge Road	no entry into Terminus Road bus precinct

3 Part B: Prohibition of entry, insert items 3 and 9.1 as follows;

3	Cornfield Road	north-westwards into that part of Cornfield Road northwest of its northern junction with Mark Lane
9.1	Hyde Gardens (southern arm)	northwards into Hyde Gardens (eastern arm).

4 Part C: Prohibition of motor vehicles except Terminus Road loading permit holders, delete item 1 as follows;

1	Terminus Road	between Ashford Road and Cornfield Road
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5 Delete Part E: Prohibition of Entry except for buses and Terminus Road loading permit holders only.

6 Insert a new Part E: Prohibition of vehicles - Except Local Buses At Any Time and Taxis midnight - 5am as follows;

1	Terminus Road	from its junction with Gildredge Road to its junction Cornfield Road
2	Cornfield Road	from it junction with Terminus Road to the northern side of its junction with Mark Lane

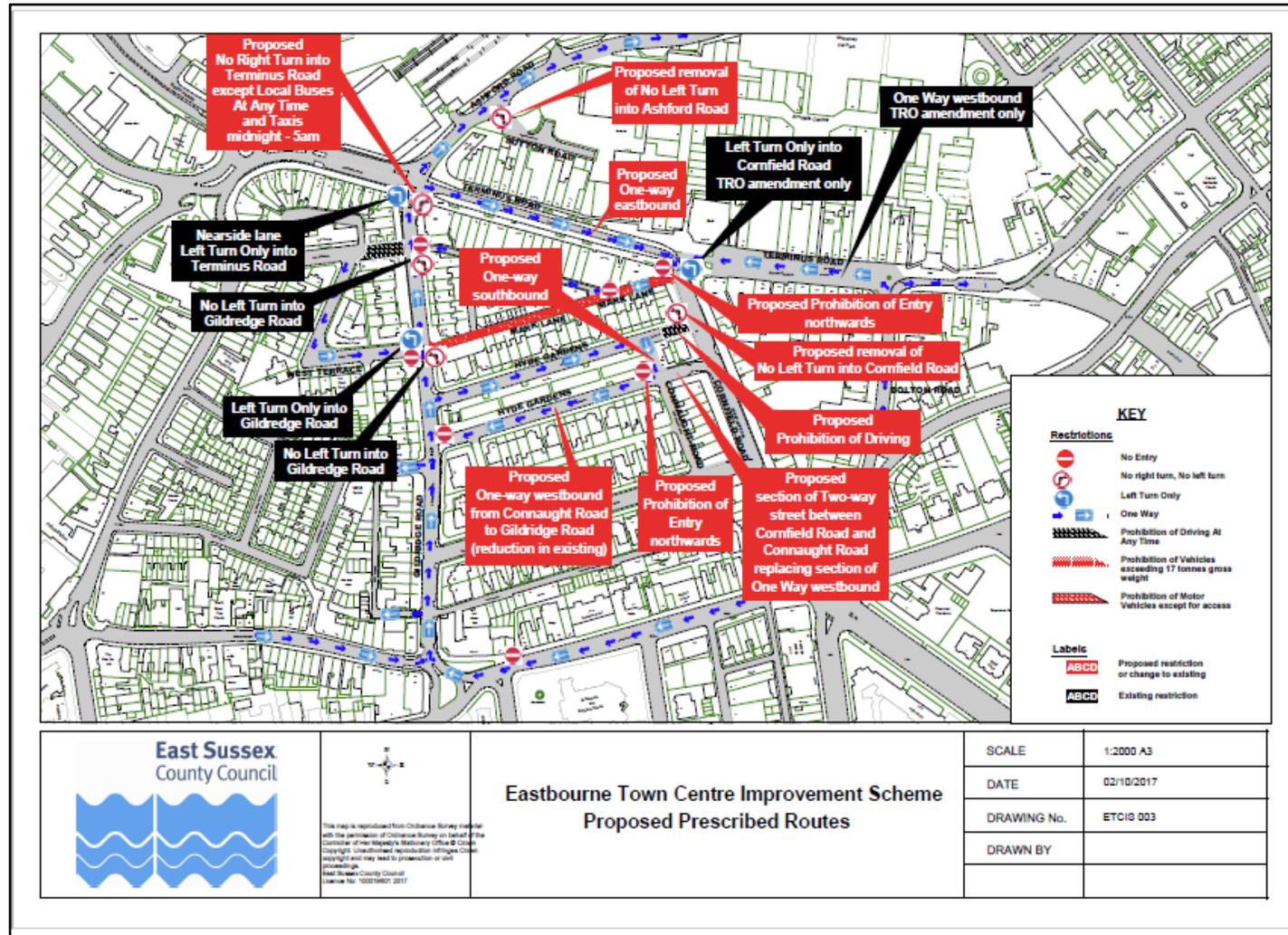
2. This Order may be cited as “The Eastbourne (Prescribed Routes) (Consolidation No 2) Order 2008 Amendment Order 201* No**” (ETCIS) and shall come into effect on XXXX 201*.

THE COMMON SEAL of)
EAST SUSSEX COUNTY COUNCIL)
was affixed hereto)
on the day of)
Two Thousand and XXXX)
in the presence of:-)

AUTHORISED SIGNATORY

H & T Ctte. 2.4.74 - para 4.2 joint report of Director
of Legal & Community Services & County Engineer - Para 4

Map Showing Prescribed Routes



4. Parking & Waiting

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

The East Sussex (Eastbourne Town Centre Improvement Scheme) (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 20**

NOTICE is hereby given that East Sussex County Council propose to make the above Order under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, which will introduce new or revise the existing parking, waiting and loading restrictions along the following lengths of road:

Changes to **Disabled Persons Parking Places, At Any Time, Maximum stay 3 hours, no return within 2 hours** in the following roads:
Cornfield Road, Gildredge Road, Hyde Gardens, West Terrace

Changes to **Taxi bays, No waiting at any time except taxis** in the following roads:
Cornfield Road, Hyde Gardens

Changes to **Taxi bays, No waiting at any time except taxis from midnight to 5am** in the following road:
Cornfield Road

Changes to **Loading Only, 7am to 7pm** in the following roads:
Cornfield Road, Terminus Road

Changes to **Goods vehicles loading only, Monday to Saturday from 7am to 7pm, and No waiting except taxis from 7pm to 7am on all days** in the following road:
South Street

Changes to **No waiting at any time** in the following roads:
Bolton Road, Cornfield Road, Gildredge Road, Hyde Gardens, Ivy Terrace, Lushington Lane, Lushington Road, Terminus Road, West Terrace

Changes to **No loading at any time** in the following roads:
Ashford Road, Bolton Road, Cornfield Road, Gildredge Road, Hyde Gardens, Ivy Terrace, Lushington Lane, Lushington Road, Terminus Road

A copy of the proposed Order, plans showing the lengths of road, and a statement of the Council's reasons for proposing the Order along with copies of those parts of old Orders being amended, may be examined in Reception, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, BN7 1UE Monday to Friday 9am to 4pm, at Eastbourne Borough Council, 1 Grove Road, Eastbourne BN21 4TW on Monday to Friday 9am to 5pm, at Eastbourne Library, Grove Road, Eastbourne BN21 4TL on Monday, Tuesday, Friday, Saturday 10am to 5pm, Wednesday 10am to 1pm and Thursday 10am to 6pm and online at <http://www.eastsussexhighways.com/etcis>.

Any person wishing to make an objection or other representation concerning this proposal must do so in writing, together with the grounds on which it is made to Communities, Economy & Transport, Parking, B Floor, West Block, East Sussex County Council, County Hall, St Annes's Crescent, Lewes, BN7 1UE, by email to TROS@eastsussex.gov.uk quoting ref TRO/396 or online at

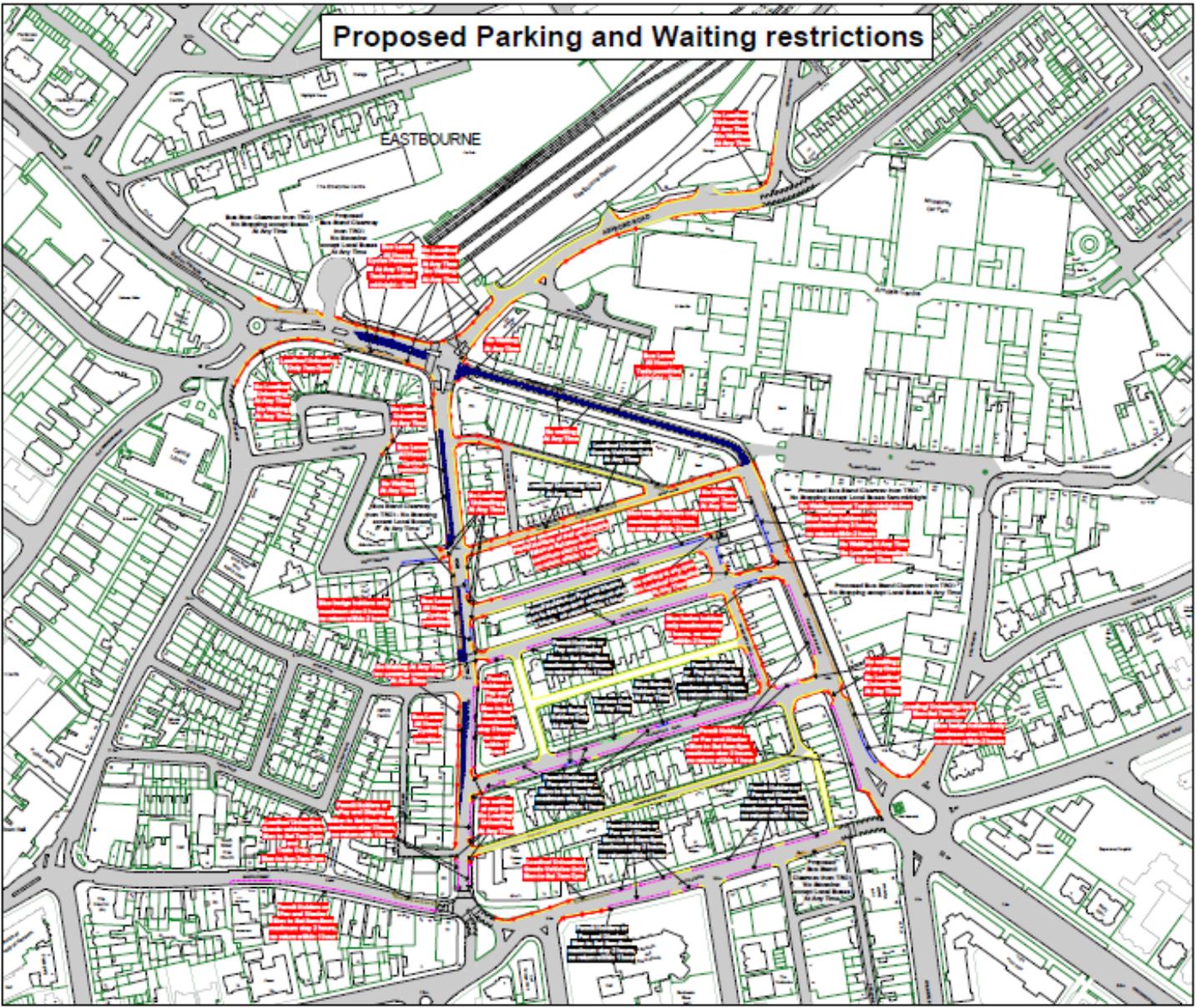
<https://consultation.eastsussex.gov.uk/economy-transport-environment/etcis-tro> to arrive no later than 15 December 2017.

For further information telephone Infrastructure Enhancement, East Sussex Highways on 0345 60 80 193.

**Philip Baker, Assistant Chief Executive
Governance Services Department, County Hall, Lewes, East Sussex, BN7 1UE**

24 November 2017

Proposed Parking and Waiting restrictions



KEY

Restrictions

- Bus Stop Clearways - Non TRD
- Blue Badge Holders Only
- Bus Lanes All Hours
- Deckers Only At Any Time
- Loading/Unloading Only
- No Loading/Unloading At Any Time
- No Waiting At Any Time
- Parcel Holders on Pay and Display
- Taxis Only
- Loading/Unloading Goods Vehicles Only
Max 10 Tons (Low Tare) Taxis Only 10m/15m
- Pedestrian Crossing
- Pedestrian Crossing (crossing point)

Labels

- Proposed new or change to existing restriction
- Existing restriction
- Non TRD Restriction

DRAWING TITLE

Eastbourne Town Centre Improvement Scheme
Proposed Parking and Waiting restrictions



This drawing is the property of East Sussex County Council and is not to be used for any other purpose without the written consent of the Council. It is issued on the understanding that the Council does not accept any liability for errors or omissions. It is the user's responsibility to ensure that the drawing is used in accordance with its intended purpose.

SCALE	Not to scale
DATE	10/11/2017
DRAWING No.	ACT/18/002
DRAWN BY	

Appendix 4 – Distributed Consultation Material

Consultation Letter-distributed in Eastbourne

November 2017

Eastbourne Town Centre Improvement Scheme (ETCIS) **Consultation regarding proposed Traffic Regulation Orders**

Dear Sir or Madam,

The design for the Eastbourne Town Centre Improvement Scheme (ETCIS) is currently being finalised. As part of this process we are consulting on the proposed new Traffic Regulation Orders (TROs) within the scheme extent. The proposed new TROs include, BUT ARE NOT LIMITED TO the following:

- Introduction of a 20 MPH zone within Cornfield Road, Terminus Road, Gildredge Road and several connecting roads
- One way traffic flow between the junction of Terminus Road/Gildredge Road in an easterly direction towards Cornfield Road
- The introduction of bus lanes in Cornfield Road, Terminus Road and Gildredge Road
- Alteration to on street parking arrangements in Gildredge Road, Cornfield Road and other roads within the scheme extent
- Other alterations such as banned turns/ prohibition of vehicles/ revised one way traffic.

Further details regarding the proposed changes including Draft Orders, plans showing the lengths of road affected, and a statement of the Council's reasons for proposing the Order can be found on the Eastbourne Town Centres Improvement Schemes website: <http://www.eastsussexhighways.com/etcis>

Or these documents can be seen at any of the below four venues:

- Reception, East Sussex County Council, County Hall, Lewes, BN7 1UE on Monday to Friday between 9am and 4pm
- Eastbourne Public library, Grove Road, Eastbourne, BN21 4TL, on Monday, Tuesday, Friday, Saturday 10 am to 5pm, Wednesday 10am to 1pm and Thursday 10am to 6pm.
- Eastbourne Borough Council, 1 Grove Road, Eastbourne BN21 4TW on Monday to Friday 9am to 5pm

Any person wishing to make an objection or other representation concerning this proposal must do so in writing, together with the grounds on which it is made, to Parking, B Floor, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, East Sussex, BN7 1UE, or by email to TROs@eastsussex.gov.uk, or online at <https://consultation.eastsussex.gov.uk/economy-transport-environment/etcis-tro> by **15th December 2017** quoting TRO ref 396.

If you have any queries or would like further information, please contact East Sussex Highways on 0345 60 80 193 or by email at: customer@eastsussexhighways.com.

Yours faithfully,

Matthew Reid
ETCIS Project Manger

Consultation Questionnaire

Eastbourne Town Centre Improvement Scheme (ETCIS) – Proposed Traffic Regulation Orders

Your views about our proposals

To enable the ETCIS to be implemented several changes are required to the Traffic Regulation Orders within the scheme extent. We would like to hear your views on these proposals.

Please take the time to fill in the questionnaire below. Due to the large number of changes to Traffic Regulation Orders it is important that you make it clear which Order you are commenting on. Failure to do so may mean your comments cannot be considered.

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

We may contact you to discuss the comments you provide below. Please indicate if you are happy for us to contact you.

Yes I am happy for you to contact me.

No, I do not wish you to contact me.

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. Please provide your name address and contact details

Name (Please Print) _____

Address: _____
—

Post Code: _____

Telephone Number: _____

Email Address: _____

Q2. Are You... An individual A business Other

If business or other please provide details:

SECTION 2 – About the proposals

Q3. Please indicate which type of TRO you are commenting on:

- Proposed 20 MPH Restrictions
- Proposed Bus Lanes Orders
- Proposed Moving Traffic Orders (i.e. – Introduction of One Way Roads, Restricting turns, Prohibition of access, etc)
- Parking & Waiting Orders (i.e. On street parking restrictions, Loading restrictions, Disabled Parking Provision, etc)

Q4. Please use the box below to indicate precisely which TRO (s) you are commenting on. Please be as clear as possible.

Q5. To what extent do you support the proposed TRO (s) that you are commenting upon?

- | | | |
|---|----------------------------------|-------------------------------------|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Support | <input type="checkbox"/> No opinion |
| <input type="checkbox"/> Strongly oppose | <input type="checkbox"/> Oppose | <input type="checkbox"/> Don't know |

Q6. If you do not support the proposals please tell us why.

SECTION 3 – About You

Q7. Are you....

- Female Male Prefer not to say

Q8. Which of these age groups do you belong to?

- Under 18 18-24 25-34 35-44 45-54 55-59 60-64
 65-74 75+ Prefer not to say

Q9. To which of these ethnic groups do you feel you belong? Please select one answer:

- White British Mixed White and Asian Black or Black British Caribbean
 White gypsy/Roma Asian of Asian British Black or Black British African
 White other Asian or Asian British Pakistani Black other
 Mixed White and Black Caribbean Asian other Arab
 Mixed White and Black African Chinese Prefer not to say
 Other ethnic group

If your ethnic group was not specified in the list please describe below:

Q10. Do you consider yourself to be disabled as set out in the Equality Act 2010?

- Yes No Prefer not to say

The Equality Act 2010 describes a person disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q11. If you answered yes to Q10, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these apply to you please select other and write in the type of impairment you have.

- Physical impairment Mental Health Condition Sensory (hearing or sight)
 Learning disability Long standing illness or health condition such as cancer, HIV, heart disease, diabetes or epilepsy Other

If you ticked other, please specify:

Thank you for taking part, your views are important to us.

Appendix 5: A Schedule of representations received and responses to the objections.

Response Received	Summary of Response
Miss S	I support 20mph limits and would like wider implementation to across Eastbourne's residential areas too
Miss K	Strongly Support 20mph
Miss T	Strongly Support 20 mph zone & Bus Lanes
Miss S	Proposed Moving Traffic Orders- Strongly Support

Response Received	Summary of Objection	Summary of response	Recommendation
Miss F Mr P Mr F Miss C Miss H Mr L Mr L Miss V	The introduction of a bus lane into Gildredge Road will increase the amount of pollution in Gildredge Road and will have a negative effect on local businesses and residents.	<p>Pollution in Gildredge Road: Currently all buses serving Eastbourne Town Centre, stop on either the north or south side of Terminus Road. Having many bus stops on both sides of the Terminus Road, creates an unpleasant environment. The ETCIS looks to address this problem by introducing a bus lane in Gildredge Road incorporating several bus stands, which will serve all west bound buses, whilst all eastbound buses will be serviced by new bus stands in Cornfield Road. The introduction of a bus lane into Gildredge Road will not lead to an increase in the number of buses in Eastbourne Town Centre. It will however, address the concerns around the dense number of buses in Terminus Road, a road which accommodates some of the highest number of pedestrians in Eastbourne.</p> <p>There is a common misconception about the level of pollution modern buses produce, studies have shown that modern buses produce significantly less NOx emissions than many popular brands of car. Eastbourne Bus operators have confirmed that most of their vehicles incorporate auto stop/start which will turn the engine off when the bus doors open, whilst older models have an auto cut off after 3 minutes of idling and that drivers are instructed to cut the engine before</p>	Not to uphold Objection

Mr J		<p>this period. Eighty Eight percent of Stagecoach buses meet Euro V standard or better, and are compliant with the London Low Emission Zone standards and the vast majority of Brighton & Hove buses that travel through Eastbourne are the Euro 6 Emissions class. Gildredge Road (A259) currently forms part of the Eastbourne Ring Road and during the peak hours of 16:00-18:15 is utilised by 1,852 vehicles. Based on current bus timetables there will be one bus approximately every two minutes travelling along the bus lane proposed for Gildredge Road, which will not have a dramatic effect on pollution levels in Gildredge Road.</p>	
Miss F Mr P Mr P Mr F Mr C Mr L Mr L	<p>The Introduction of a bus lane into Gildredge Road will attract anti social behaviour: The main concerns expressed, were based around an increase in litter and that individuals waiting for buses would utilise shop fronts to lean against and perimeter border walls to sit on. Most objectors referred to a previous experience when in July 2017 westbound buses were situated in Gildredge Road</p>	<p>For the temporary arrangement referred to in July 2017, bus shelters were not provided for waiting passengers neither were litter bins. Of the objections received five were from the residents of Delamere Court situated on the corner of Hyde Road/Gildredge Road. This is adjacent to the southernmost point of the southern bus stand. This bus stand is to be operated in a dynamic manner which means that buses pulling in will always move as close to the front of the stand as possible. Bus operators have requested that two bus shelters are placed at the front of the bus stand because they feel that the majority of their buses will be stopping near the front of the bus stand, approximately 50 meters north of the location of Delamere Court. The introduction of shelters and bins will address these concerns.</p> <p>Two objections were received from businesses relating to the use of the canopy attached to their property by waiting bus passengers during the temporary arrangement in July 2017. The provision of two large bus shelters servicing the bus stand adjacent to this location will help address this issue. Additionally, the provision of Real Time Passenger information signs to be located by the shelters which will inform passengers when buses are arriving will further encourage passengers to wait in the vicinity of the bus shelters.</p>	<p>Not to uphold Objection</p>

	for a six-week period.		
Mr K Miss C Mr L	The introduction of a bus lane in Gildredge Road will cause congestion	Gildredge Road currently has two northbound lanes and on street parking on sections of its western side. To enable the successful introduction of a bus lane along the western edge of Gildredge Road, changes to the road layout have been proposed which include reducing the number of vehicle lanes from two to one from the southern tip of Gildredge Road extending northwards for approximately 190 meters at which point the single lane widens into two separate lanes to facilitate traffic approaching the junction with Terminus Road. To ensure that this road layout does not have a negative impact on traffic flows along Gildredge Road, ESCC instructed WSP consultants, the designers for the ETCIS, to carry out a traffic modelling exercise. The modelling exercise utilised a behaviour based traffic simulation program which can analyse various traffic operations including scenarios of merging / diverging traffic under congested and free flow conditions, with constraints such as lane configuration, traffic composition and priority control. Information gathered from onsite traffic counts, queue length monitoring and pedestrian traffic signal usage was fed into the program as well as bus timetable information. The traffic model indicated that the proposed road layout for Gildredge Road, in peak hours would have a minor impact on traffic flow along Gildredge Road, with existing queue lengths increasing slightly but clearing in one cycle of the traffic signals at the northern end of Gildredge Road.	Not to uphold Objection

Miss H Miss V	The introduction of a bus lane in Gildredge Road will cause noise and vibration to adjacent buildings	<p>One business in Gildedge Road pointed out that the building they occupied was in a conservation area and that double-glazing windows could not be installed in order to mitigate against the traffic noise. This issue has been discussed with Eastbourne Borough Council's conservation officer who has indicated that double glazing or a suitable alternative can be installed.</p> <p>An objection was also received from a Spa business on the eastern side of Gildredge Road, stating that the noise/vibration from buses in Gildredge Road experienced whilst buses were temporary placed here in July 2017 had a significant impact on their business. The bus lane and bus stops will be located on the opposite side of the road to these premises. It is felt that this is a suitable distance to minimise noise and vibration experienced at this property.</p>	Not to uphold Objection
Mr B Ms Y	The introduction of a bus lane into Gildredge Road and the subsequent siting of westbound buses in Gildredge Road will decrease footfall in Terminus Road.	Objectors stated that the placement of westbound buses into Gildredge Road would reduce trade for businesses situated in Terminus Road and claim that this situation was experienced when buses were temporarily placed in Gildredge Road in July 2017. Concerns were expressed that the distance from the bus stops in Gildredge Road to businesses in Terminus Road was too great for elderly individuals. The proposal to place west bound bus stops in Gildredge Road is supported by Eastbourne Chamber of Commerce, who have been informed by several retailers that the temporary placement of buses in Gildredge Road in July 2017 lead to an increase in trade.	Not to uphold Objection
Mr L	The placement of bus lane into Gildredge Road is an unsuitable location and Hyde Gardens would be a much more suitable location.	<p>In total East Sussex County Council, has reviewed twenty-seven different locations/options for the relocation of bus stops currently situated in Terminus Road.</p> <p>Hyde Gardens was considered in several different scenarios including the placement of both east bound and west bound buses in this location. Listed below is a summary of the reasons why these options were discounted:</p> <ul style="list-style-type: none"> • Use of Hyde Gardens was tested in Town Centre Local Plan consultation and was not supported • Hyde Gardens is within Town Centre and Seafront Conservation Area • Less public parking spaces in Hyde Gardens • Small increase in journey times for all buses • Significant impact on visual amenity for residents and businesses 	Not to uphold Objection

		<ul style="list-style-type: none"> • Bus manoeuvring issues to access Hyde Gardens 	
Mr B Mr T	Proposed Parking and Waiting: West Terrace – There is already a lack of parking spaces for residents in West Terrace. The introduction of Blue Badge Parking Bays into West Terrace will make this situation worse.	Concern was expressed about the lack of parking opportunities in West Terrace, in part due to lack of enforcement. A review of parking enforcement showed 797 visits between January 2017 to January 2018. There is also a belief that on street parking in West Terrace is for residents of West Terrace only. For clarification, the 'resident parking status' within West Terrace refers to residents of zone G, not just West Terrace. One objector mistakenly believed six parking spots were being turned into Blue Badge Parking bays. The TRO proposes an allocated space for three blue badge bays. There are currently three Blue Badge Bays in Gildredge Road in close proximity to West Terrace, these will be removed to enable the bus lane to be put in place. It is important that Blue Badge spaces continue to be provided in this area.	Not to uphold Objection
Miss C Mr F Mr P	Proposed Parking and Waiting: There is already a lack of on street parking for residents, the loss of on street parking in	Residents of Flats in Delamere Court, expressed concerns about the loss of on street parking in the vicinity of their property. Approximately 20 metres of on street parking is lost in Gildredge Road as a result of the ETCIS. The nearest on street parking in Gildredge Road to Delamere Court is currently situated on the western side of Gildredge Road south of Hyde Road. The proposed TROs provide a similar length of on street parking on the eastern side of Gildredge Road, south of Hyde Road. There is plenty of alternative on street parking provision within close proximity to Delamere Court. Overall the TRO associated with the ETCIS increases the amount of on street parking available within the extent of the scheme.	Not to uphold Objection

	Gildredge Road will make this situation worse.		
Mr L Mr K	Proposed 20 mph Zone: 20 mph restrictions are ineffective. The placement of a 20mph restriction in Gildredge Road will cause traffic to travel faster in Grove Road	Two objections were received with regards to the proposed 20 mph zone. One objection stated that 20 mph zones do not influence traffic speed. The ETCIS incorporates traffic calming measures which will ensure drivers slow their speed, in addition to speed restriction signage. The other objection indicated a belief that by introducing a 20-mph zone in the area adjacent to Grove Road would encourage traffic to speed up in Grove Road. There is no evidence to support this claim.	Not to uphold Objection
Mr B	Prescribed Routes: An objection was received regarding the reversal of traffic in West Terrace	There are no proposals to the reverse the flow of traffic along West Terrace	Not to uphold Objection
Mr K	Prescribed Routes: Proposal to introduce one way traffic through Hyde Gardens will	One objection was received with regards to the proposals for Hyde Gardens, which will result in a one-way traffic flow system through Hyde Gardens North & South and the closure of the eastern end of Hyde Gardens North. The objector believed this arrangement would lead to an increase in collisions. The ETCIS and all related TROs have undergone a full Road Safety Assessment, no concerns were expressed by the road safety auditor regarding the arrangement for Hyde Gardens.	Not to uphold Objection

	cause collisions		
Mr P	Placement of a bus lane in Cornfield Road: Will cause disruption to businesses in Cornfield Road and increase pollution levels.	The objection refers to the placement of a bus lane in Cornfield Road. There are no proposals to place a bus lane in Cornfield Road. There are proposals to place bus stands in Cornfield Road. The objection claims that WH Smiths delivery lorry will be forced into difficult manoeuvre as a result of the location of the proposed bus stands. WH Smiths were consulted on the proposed placement of buses in Cornfield Road and the design has taken in to account their requirements.	Not to uphold Objection
Mr S	The placement of a bus stop in South Street: This will affect the capacity of delivery lorries to utilise Cornfield Lane	The objection refers to the placement of a bus stop in South Street. The design for ETCIS includes the placement of a bus stand in South Street, which was advertised via the clearway notice procedure. This is not part of the TRO process. However, for the sake of clarity the objection is considered below. The objection received states that the inclusion of a bus stop in South Street will impact on the ability of delivery lorries to carry out the reversing manoeuvre required to access Cornfield Lane. The proposed bus stand will be situated on site where there are currently several parking bays. The conversion of these bays into a bus stand will not affect the capability of delivery lorries to reverse into Cornfield Lane.	Not to uphold Objection
Miss N	Revised kerb layout at the junction of Cornfield Road and Lushington Road	The objection refers to the kerb realignment at the junction of Cornfield Road and Lushington Road as part of the ETCIS and the predicted impact on the flow of traffic turning right out of Lushington Road into Cornfield Road. The design for ETCIS has been carefully reviewed and has where necessary incorporated vehicle tracking analysis.	Not to uphold Objection