

<b>Committee:</b>	<b>Regulatory Planning Committee</b>
<b>Date:</b>	<b>11 June 2025</b>
<b>Report by:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title of Report:</b>	<b>Bexhill Cycle Route Traffic Regulation Orders</b>
<b>Purpose of Report:</b>	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Bexhill Cycle Route scheme.</b>
<b>Contact Officer:</b>	<b>Ellie McDaniel</b>
<b>Local Members:</b>	<b>Councillors Abul Azad, Charles Clark, Nuala Geary and Ian Hollidge</b>

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## **RECOMMENDATIONS:**

**The Planning Committee is recommended to:**

- 1) Uphold, in part, the objections to the draft Order as set out in Appendix 1 to this report;**
  - 2) Not uphold the objections to the draft Order as set out in Appendix 2 of this report; and**
  - 3) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made in part.**
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## **CONSIDERATION BY THE DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.**

### **1. Introduction**

1.1 The Hastings and Bexhill Movement and Access Package (HBMAP), funded by the previous South East Local Enterprise Partnership, Local Growth Fund, comprises pedestrian, cycle, traffic management and public transport improvement schemes across Bexhill and Hastings. One of the identified schemes in the package is a shared pedestrian and cycle route between Collington and Bexhill Enterprise Park, Worsham in Bexhill-on-Sea. This is one of the principal routes identified in the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) adopted in September 2021.

1.2 Following public consultation on the scheme, at the Lead Member for Transport and Environment meeting on 21 November 2022, it was resolved to progress the route to detailed design and construction.

1.3 An initial informal consultation on the proposed Traffic Regulation Orders associated with the scheme was carried out between 4 December and 20 December 2024 with the local District and County Councillors, and statutory consultees including the emergency services. No objections were received.

1.4 On 24 January 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984, that it was proposing to make 2 Traffic Regulation Orders. Copies of the draft Traffic Regulation Orders are included in Appendices 3 and 4. The Orders were advertised in the Bexhill Observer on 24 January 2025. Notices and copies of the relevant plans were placed on posts and lamp-columns in the relevant areas. Letters, including plans, were delivered to local addresses and the consultation was placed on the Council's Consultation Hub website for any member of the public to comment. The formal period for representations ended on 14 February 2025.

1.5 The Bexhill Cycle Route Traffic Regulation Order (TRO) proposals are as follows:

- To introduce an additional length of no waiting at any time restriction at the junction of Richmond Avenue /South Cliff.
- To extend the existing no waiting at any time restriction at Terminus Avenue at its junction with Collington Avenue.
- To introduce a Goods Vehicle only Loading Bay at any time at Colebrooke Road next to Tesco Express.
- To introduce no waiting at any time restrictions at the junction of Arthur Road/ Piltdown Close/ Downlands Avenue.
- To replace the section of the existing no waiting restriction (Monday to Saturday 8am to 6pm) in front of the King Offa Primary Academy, in Down Road, with a no waiting at any time restriction.
- To introduce no waiting at any time restrictions at Holliers Hill on both sides of the road west of Church Vale Road.
- To extend the existing no waiting restriction at any time at Chantry Avenue at its junction with Holliers Hill.

1.6 In addition to the waiting restrictions, an Order was advertised proposing to revoke the existing no cycling orders along the lengths of footpath as detailed below:

- From London Road (north of Salisbury Road) westwards for approximately 43 metres.
- From Holliers Hill (opposite Church Vale Road) south westwards for approximately 40 metres.
- Between A259 Little Common Road (east of Physiques Gym) and Arthur Road.

## **2. Comments and Appraisal**

2.1 During the formal consultation period, 38 items of correspondence were received in relation to the proposals. 36 of these include objections and 13 include support. Some items of correspondence included objections to some proposals and support for others. Some items of correspondence object to several different proposals. Some items of correspondence support several different proposals. Full copies of the correspondence received have been made available in the Members'

Room and have also been made available to Planning Committee members in electronic format.

2.2 Each item of correspondence has been considered individually, and a summary of the objections and officer comments are included in Appendices 1 and 2.

2.3 Following consideration of the responses, it is recommended to modify the following proposals (summarised in Appendix 1):

- To introduce no waiting at any time restrictions at the junction of Arthur Road/ Piltdown Close/ Downlands Avenue – modify the proposal by reducing the proposed length of no waiting at any time on Arthur Road and the southern side of Piltdown Close.

2.4 On review of the objections received, officers and scheme designers have concluded that the proposed waiting restrictions on Arthur Road could be reduced by 20.6m on each side of the road on the western arm of the junction while still providing adequate visibility. This review has also concluded that the proposed restrictions on the southern side of Piltdown Close could be reduced by 11m. As such, the proposed restrictions at this junction have been reduced by a total of 52.2m, which will enable parking space for approximately 8 vehicles.

2.5 Officers are satisfied that these modifications do not involve a substantial change to the draft Order, or introduce measures above and beyond the proposals that were consulted upon, and it is unnecessary to consult again on its implementation.

2.6 Objections were received in relation to the choice of roads and footways proposed for the cycle route. Nine major routes were identified and reviewed as part of an East Sussex Highways feasibility study in 2016. The feasibility of these routes was considered along with the network information collated by Sustrans in their Walking and Cycling Strategy for Bexhill, to create 4 proposed routes across Bexhill. As the designs progressed and funding became available, these routes were narrowed down to 2, one of which is the route which these proposed orders will help facilitate.

2.7 During these reviews, many other alternative options were considered, and after balancing the cost, risks and safety concerns the current route was approved to progress to detailed design and construction by the Lead Member for Transport and Environment at her decision-making meeting on 21 November 2022. The proposals have undergone the necessary road safety audit process to evaluate the impact on the safety of all road users. It has been determined that the proposed route is the most feasible option for implementation, improving connectivity for the town, reducing disruption to vehicles, and providing a safe route for pedestrians, cyclists, and wheelchair users.

2.8 Consideration has been given to the loss of on street parking. However, one of the scheme objectives is to promote active travel journeys in place of car journeys. A balanced approach has been taken throughout the design of the route to minimise impact on vehicles and parking whilst mitigating safety risks for pedestrians and cyclists.

2.9 Having considered the remaining objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn. In addition, were further amendments sought for the scheme, agreed delivery timescales for the externally

funded proposals, would not be met. It is considered that these objections should not be upheld.

### **3. Conclusion and reasons for recommendation**

3.1 The Bexhill Walking and Cycling Route forms part of the Local Growth Funded Hastings and Bexhill Movement and Access Package. The route aims to increase and promote active travel and enhance accessibility for walking, cycling and wheeling. It will improve connections between key points of interest across the town. This scheme is currently at the detailed design stage and is programmed for construction in 2025/26.

3.2 The TRO for changes to waiting restrictions would allow for improved safety for cyclists and pedestrians using the route. The TRO for revoking existing no cycling orders would allow for footway widening works subject to subsequent Cycle Track Orders.

3.3 The approach in trying to resolve objections to the Orders has been to appraise the concerns raised by residents and other road users, whilst meeting road safety standards and the objectives of the scheme. Officers consider that for reasons presented in this report, objections should not be upheld and the proposals in these areas should proceed as per the draft TRO as advertised with a minor modification incorporated into the Order as per paragraphs 2.2 and 2.3 of this report.

3.4 It is therefore recommended for the reasons set out in this report, that the Planning Committee upholds, in part, the objections in Appendix 1, does not uphold the objections in Appendix 2, and recommends to the Director of Communities, Economy, and Transport that the Order be made in part.

**RUPERT CLUBB**

Director of Communities, Economy and Transport

### **BACKGROUND DOCUMENTS**

None