Question 9.1

We need an integrated package of measures to improve transport and accessibility to and within the town. Measures to achieve this could include:

a. Reduce sole reliance on the car for accessibility to and from new developments and give priority to measures that increase the level of accessibility by public transport, walking or cycling. One measure could be to expand the use of 20mph traffic zones

b. Develop quality transport interchanges and links for the integration of all transport modes

c. Safeguard key transport corridors to provide for an integrated public transport system

d. Provide for 'state of the art' communications, signing and traffic management systems

e. Work in partnership with bus, train, rail and freight operators and related agencies to secure improvements to passenger transport and freight services through the development of Quality Partnerships

f. Work with local businesses, residents and transport operators to promote sustainable travel patterns and secure improved facilities and road safety through initiatives such as 'Safer Journeys to School', 'Green Travel Plans' and subsidised bus routes to bring potential customers into retail areas

g. Direct high density development to those areas well served by a choice of transport modes and to areas close to transport interchanges, and ensure that developments which would generate large amounts of traffic or which are of sub-regional importance are located in areas accessible by a range of transport services

h. Specify the provision of cycle and pedestrian routes and facilities such as cycle racks and lockers in major new developments. Consideration also needs to be given to the places people will travel to from these developments such as stations, offices and retail areas

i. Work with partners to complete the National Cycle Network route through Hastings and encourage the use of green ways.

j. Implement traffic management measures in accordance with the Local Transport Plan, to provide for more efficient movement of traffic, the prioritisation of highway and footpath maintenance and environmental enhancements

k. Ensure car parking is provided to meet the operational needs of users

l. Upgrading the A21 – making journey times more reliable

m. Improved bus routes running well into the evening hours, perhaps considering use of mini bus services that visit all of the town not just priority areas. Accurate information about bus timetables is essential to a successful service

n. Identify innovative approaches to alternative transport such as bi-fuel cars, electric cars, LPG fuel, bike powered rickshaws, and ferries

o. Seek to develop our transport and business links with France; as one resident said "France is closer than Chichester!"

Do you support this overall approach?

Responses to this question: Total number of responses: 103
Individuals: Total 66
Local Groups: Total 11
Developers: Total 4
Statutory Agencies: Total 8
Other (including anonymous): Total 14

Response percentages: Agree – 88% Disagree – 9% No Opinion – 3%

Question 9.2

Please tell us any comments you have on the suggested integrated package of measures to improve transport and accessibility to and within the town (points a to m listed at 9.1).

Responses to this question: Total number of responses: 92

Individuals: Total 68
Baird (2), Braybrooke (7), Castle (15), Central St Leonards (2), Conquest (2), Gensing (4), Maze Hill (2), Old Hastings (8), Ore (2), Silverhill (2), St Helens (2), Tressell (7), West St Leonards (1), Wishing Tree (3), Other (9).

Local Groups: Total 12
Castle Court Residents Association, Hastings & Rother LA21, Hastings & Rother Urban Design Group, Hastings and Rother Disability Forum, Hastings Democratic Alliance, Hastings Environment Network, Hastings Old Town Residents Association, Hastings Urban Bikes, Old Hastings Preservation Society, Ore Valley Forum, Shore Sounds Community Choir, Speckled Wood Group,

Developers: Total 2
Nathaniel Lichfield and Partners for Bourne Leisure ltd., Walden Pond Housing Co-operative LTD.

Statutory agencies: Total 3
Crowhurst Parish Council, English Partnerships, Highways Agency

Other (including anonymous): Total 7
Anonymous (5), Rother Amenities Service, The Hastings Greenway Project

ref 2
Ward
Response ref 9.2/1
Individual/name of organisation Individual
Summary of comments Upgrading the A21 is critical if Hastings is to prosper. All of the points listed in 9.1 are also worth pursuing

ref 4
Ward Tressell
Response ref 9.2/2
Individual/name of organisation Individual
Summary of comments Buses would be used more often if they ran more regularly. Minibus is a good idea. Park and ride is not the way to go for Hastings. Make the town more aware of cyclists and have training in schools to encourage the next generation to use bikes

ref 6
Ward
Response ref 9.2/3
Individual/name of organisation Individual
Summary of comments I commute to Hastings by train and I agree strongly that an overall approach in the way forward, working with all transport providers. Rail fares need to be kept reasonable to attract visitors. I suppose parking is a major issue, its expensive and if you park a fraction over the limit you get a ticket!

ref 7
Ward Conquest
Response ref 9.2/4
Individual/name of organisation Individual
Summary of comments Green parties should learn to live with the car, it won't go away. It gives people freedom we worked for. I don't like others telling me how to live and work.
Build the Bexhill and Hastings East and Western by-pass and let the town grow and also lose the lorry and other through traffic. The link road is fine but the through traffic doesn't turn left for London, it goes east to Dover. To get to work from the Ridge I travel via Telham, Catsfield, Ninfield, Lunsford Cross to Little Common, it takes me about 25 mins not 45 min via Bexhill Road

ref 9
Ward Baird
Response ref 9.2/5
Individual/name of organisation Individual
Summary of comments The green way seems to be shrinking in the Ore Valley planning application for the hospital Frederick Road.

ref 13
Ward Castle
Response ref 9.2/6
Individual/name of organisation Individual
Summary of comments
e: Subsidise rail tickets to Hastings, the £10.66 return special, advertise nationally.
e: We need, if only 1 train during rush hour and express train to London for commuters
f: All schools should provide a free school bus, also walking buses should be highly promoted for both environment, health and traffic reduction.
i: Do not obsess about cycle routes, unless along the sea front, be realistic, its hilly here.
o: School exchanges should be promoted to ensure future links with continent not only for business. It may promote more tolerance of visitors to the Town.

ref 14
Ward
Response ref 9.2/7
Anonymous
Summary of comments Why push cycles, topography of land in Hastings doesn't encourage that.

ref 11
Ward Old Hastings
Response ref 9.2/8
Individual/name of organisation Individual
Summary of comments The package as written does not allow for any firm action – transport has to be integrated to function well.

ref 16
Ward
Response ref 9.2/9
Individual/name of organisation Individual
Upgrading of the A21 is absolutely essential for ANY progress in Hastings.

ref 15
Ward Gensing
Response ref 9.2/10
Individual/name of organisation Individual
Summary of comments I am, however, a bit worried about cyclists. Once you get away from Hastings town centre with its heightened police presence, cyclists storm along the pavement as if they owned the place. There are three issues here:

(1) They don't own the place. I accept its dangerous for them especially the younger ones , to be on the roads, but the pavement is not a cycle track
(2) Even if they did own the place, their behaviour is frequently atrocious. There used to be an offence of "riding furiously and to the public danger". We need it reinstated and enforced. As it is, all we get is (frequently obscene) verbal abuse.
(3) Many cyclists, skateboarders etc, genuinely do not understand that for the elderly a fall = a fracture; for those of us, say, 75, a fracture is the beginning of the end. And we know it, but they don't.

ref 28
Ward
Response ref 9.2/11
Individual/name of organisation Rother Amenities Services
Summary of comments I disagree with Point K.

ref 17
Ward Braybrooke
Response ref 9.2/12
Individual/name of organisation Individual
Summary of comments Improve footpaths – remember everyone is a pedestrian.

ref 18
Ward Baird
Response ref 9.2/13
Individual/name of organisation Individual
Summary of comments The town needs the dualling of the A21 to improve transportation THIS IS A TOP PRIORITY. Parking fees at affordable prices.

ref 32
Ward
Response ref 9.2/14
Individual/name of organisation Hastings Old Town Residents Association
Summary of comments A shared ownership car club is needed. The Police are over reliant on speed cameras to control traffic.
HBC has operated parking schemes in the Old Town for 7 years. It has repeatedly ignored calls for a thorough review. This unwillingness to engage with local residents is unacceptable.
SEEDA should fund a publicly owned bus service with flexible mini bus routes
Pavements throughout the Old Town are very poorly maintained
Pedestrians should have the highest priority especially those with disabilities. To allow cyclists to take space from pedestrians is unacceptable. Cyclists should take space from motor vehicles.
Much more needs to be done to pedestrianise the Old Town and for it to be effectively policed.
Lorries should be banned from overnight parking on The Stade. Both sides of Bohemia Road by Summerfields could be used with no adverse effect upon residents.
The coach park is unsafe. It should be used for social needs minibuses, PCV coaches pick up and set down and most of the space be returned to community use.

ref 21
Ward
Response ref 9.2/15
Individual/name of organisation Walden Pond Housing Co-operative LTD
Summary of comments N – add electric bikes, since these make cycling possible for people who are of poorer health and/or up steep hills.

ref 35
Ward Central St Leonards
Response ref 9.2/16
Individual/name of organisation Individual
Summary of comments I would oppose further car parking space. I oppose the upgrading of the A21 as more incentives and investment should go into public transport.
Sustainable growth would be people that live in the Town encouraged to work in the Town instead of 4x4 drivers driving into the Town.
Para 9.5: Lowering costs of travel by public transport, by discount cards and other incentives for regular commuters.
Para 9.7: Disagree with this point as it still puts emphasis on car usage.
Para 9.8: No to link road, public/private finance could be spent on better public transport infrastructure.
Para 9.9: No to catering at a whim to motorists as oil globally goes beyond pearl point, using cars will soon not be a viable or realistic option. I refer to you to Richard Heinberg's Oil Depletion Protocol.
Para 9.10-9.14: I agree will all points
Para 9.16: Improve traffic flows by encouraging non-use of essential journeys by car.
Para 9.17: No upgrading the A21 I refer you to the points I've already made.
Para 9.17: Use of bi-fuel cars, electric cars and LPG fuel based can never be a viable option, for they all need vast amounts of energy and resources to build them- which only goes to keeping afloat the myth of sustainable car usage and take knock-on effects that the car industry has. Road building, destroying communities, quarrying resources, climate change, road deaths, pollution et al.

ref 27
Ward Tressell
Response ref 9.2/17
Individual/name of organisation Individual
Summary of comments There has been major problems regarding the bus services in this town, people are fed up with talk, talk, talk about sorting it out. The roads in this town are in an appalling state. I know this because I am a cyclist and motorcyclist. It is not cynical to state the above because public transport and the state of our roads have been like this since I moved to Hastings in 1980.

What is the point of 20mph zones if they are not enforced – as is the case at the moment. Cycling is dangerous in this town so we need more cycleways. Don't rely on pay parking on street as proposed in St Leonards because this is merely another stealth tax. People drive because they have no choice and we all know that. In a hilly town like ours we need decent public transport and we do not have it. Everyone is fed up with saying it but they do because nothing has changed since de-regularisation in 1986.

ref 46
Ward Wishing Tree
Response ref 9.2/18
Individual/name of organisation Individual
Summary of comments
b: Negotiate on platform cycle parking at railway station for security and weather protection.
b & i: create cycle links between national cycle network and the railway station, especially Hastings.
b & m: as of 26/11 no bus timetable on display at Hastings station, small detail like this does not require massive consultation doc to be dissected does it!
f, i & j: Create timescale for these things to happen, many of these worthy objective appeared in consultation on LTP 05
i: more emphasis &input is need on greenways for cyclists &pedestrians
f: road markings to assist cyclists, come advanced stop section at traffic lights have made a welcome appearance but the approach is piecemeal. A new lighted crossing at the top of St Helens Road is good, but measures to improve safety for cyclists as we; as pedestrians at the mini-roundabouts may contribute to a safe route to William Parker School and a cycle route to the Conquest (via Old Roar Road)
m: essential – 21 yr old daughter now drives to work in Town Centre – buses after 5.30pm Infrequent. Feels unsafe (and cold) waiting in Town Centre for a bus.

ref 47
Ward Tressell
Response ref 9.2/19
Individual/name of organisation Individual
Summary of comments I really can't see this town becoming a major cycling place because of the natural geography – too may steep hills and the transport structure needs to be vastly improved and in place before you exclude cars from the Town Centre otherwise the Town will die!

ref 19
Ward
Response ref 9.2/20
Individual/name of organisation Speckled Wood Group
Summary of comments The notion of developing transport links with France seems a little peculiar and is probably a bad idea. It is a pity that the need to accommodate the operational needs of car owners is not reflected in the need to provide new dwellings with adequate parking.

ref 23
Ward
Response ref 9.2/21
Individual/name of organisation Individual
Summary of comments No mention of link road, no mention of improving rail connections/ journey times. Can't see immediate benefit of 20mph zones (at peak times we don't go that fast), at other times 30mph is fine. Topography of the town does not make walking cycling an appealing option, more focus on green transport plans would seem to make sense particularly linking to schools.

ref 31
Ward
Response ref 9.2/22
Individual/name of organisation Individual
Summary of comments
9.8: A flyover at Glyne Gap roundabout would enable through traffic to continue with less effect on traffic flow
9.12: Are people concerned about costs of parking? Or how much parking?
9.13: Fast links to London very useful

ref 83
Ward Castle
Response ref 9.2/23
Individual/name of organisation Individual
Summary of comments If we don't do something about transport and accessibility none of the previous plans will work. It's no use making Hastings and St Leonards into desirable places if getting goods and people in and out of the area is too time consuming. Time is money

ref 82
Ward Castle
Response ref 9.2/24
Individual/name of organisation Individual
Summary of comments Agree with most. To reduce congestion means reducing traffic on our roads. The upgrading of the A21 will mean an increase in the traffic flow to Hastings. This will also be at the expense of parallel rail services and will mean more pollution. It is always easier to fund and build road schemes (many on Greenfield land) that it is to improve the rail infrastructure on existing lines. A fundamental rethink on transport policy is required here. The link road plans appear to be I conflict with chapters 11 and 12. We have lost count of the number of times we have been consulted on these issues. Following the "Stern" report will this be the time when the Council finally listens to what we have been saying and acts upon it?

ref 78
Ward Castle
Response ref 9.2/25
Individual/name of organisation Individual
Summary of comments Make the Greenway a reality
Make cycling an attractive option & allow cycling in the town centre – work on mutual respect and shared space for cyclists & pads.
I worry about the lack of parking provided with new town centre developments because it will make parking on streets even more congested.
People have to be encouraged to car share/use car pools and break the dependence on cars – work from a 2-car household to a ½ car household.
But affordable reliable public transport is essential for people to change their car-centric life-styles

ref 133
Ward
Response ref 9.2/26
Individual/name of organisation Anonymous
Summary of comments Any plans for improving the economy of the area, and Hastings in particular require much improved transport links. At present the road system A21, A22, A23, A27, A28 A259 etc are all un-satisfactory and act as a deterrent to industry, commerce and individuals as shoppers and tourists. The rail links too are inadequate with no fast link to London, Gatwick Airport, no link with Euro star and an inconvenient service westbound to Portsmouth. I recognise that these issues are beyond the sphere of Hastings Borough and ESCC to right, however they are fundamental to improving the prospects for Hastings. I would add that to develop our transport and business with France needs better roads better rail links and ports. The present links with services to Newhaven and Dover or Folkestone have to be improved. Unless there are better transport links there is a danger that the effort and money put into the local development framework and the initiatives shown will be wasted.

ref 132
Ward Ore
Response ref 9.2/27
Individual/name of organisation Individual
Summary of comments I endorse the development of a much improved evening and Sunday bus service. The council should boldly endorse a policy of public transport as a service not a profit making business. Initially this would be expensive but later would pay for itself. The excess of parking restrictions and fines have led to many shops closing. This trend should be reversed.

ref 135
Ward Old Hastings
Response ref 9.2/28
Individual/name of organisation Individual
Summary of comments Whilst all the main areas of retail outlets are out of town, how do you suggest we can get there? Have you tried to carry a weeks shopping on a bike, get real. Everywhere you travel in Hastings you need a car!

ref 130
Ward Gensing
Response ref 9.2/29
Individual/name of organisation Individual
Summary of comments
No more 20 miles/hour zones & to speed bumps.
A-21 must be dual carriage to Tonbridge. Nothing else will ever really open up our economy or opportunity for our population to take work elsewhere without leaving.

ref 96
Ward Tressell
Response ref 9.2/30
Individual/name of organisation Individual
Summary of comments A21 to be dual carriageway to Tonbridge

ref 84
Ward Tressell
Response ref 9.2/31
Individual/name of organisation Individual
Summary of comments We have to recognise that people use cars and will continue to do so. Implemented measures to restrict this will only cause traffic jams and parking issues. Yes we should have better public transport which meet peoples needs e.g. getting them to work, shop, hospital, town. A green route is a good idea in theory but can it work? Could we implement a green route across town? We have to be realistic, cycle routes are not practical on existing roads but these should be considered when planning new roads and housing sites (Holland achieved this). The upgrading of links roads to Dover, Brighton and the M25 with dual carriageways.

ref 77
Ward
Response ref 9.2/29
Individual/name of organisation Ore Valley Forum
Summary of comments Only if adequate parking and or public transport is available. Ravenside needs a metro link through the town to Ore and Rye and Bexhill.
9.8: Hastings and Bexhill Link Road – how will it improve the link between these 2 towns? The traffic is just being diverted to the Ridge, which has 3 school buildings, the hospital and a fire station – already congested.
9.10: Many people don't like priority being given to cyclists in pedestrian areas
9.13: How? There have been drastic cuts to the Eurostar Ashford Service
9.11: This is contrary to 8.26 and 8.22. We want to encourage local commercial centres that can be walked to especially in Ore Valley
k: Everyone will say using their car is an operation need – what does this mean in reality?
M: Direct routes are needed that are faster e.g. bus along the Ridge to the hospital is still very bad and now does not go to Sainsbury's or Ashdown House from Ore – 2 major employers. Need to reinstate a good Bohemia Road service from Ore
9.2: Business will find transport links slow for goods in and out as Hastings is the last delivery on lorry routes out of London.
9.4: Parents find buses expensive, as kids have to pay full fare to school.

ref 131
Ward St. Helens
Response ref 9.2/30
Individual/name of organisation Individual
Summary of comments Bus services need to be greatly improved; hospital services are poor from the eastern side. I have only a half hour service into Town, a long time to wait when one bus is missed out.

ref 138
Ward Gensing
Response ref 9.2/31
Individual/name of organisation Individual
Summary of comments
e: Rail travel. The Metro shuttle is still hypothetical but we are already blessed with 4 stations- yet most people seem to have forgotten trains as a vital alternative to road travel, largely because of the expense. We should work with both rail companies to negotiate this cardinal issue of the fare structure to encompass travelling by train within the borough as an attractive option. (I believe that the fare to all stations travelling from outside is the same)
o: Now before it is too late, we should be working flat out with Ashford and all local authorities west of it, to press the regeneration case for the retention of a more significant Eurostar service including Brussels when the diverted high speed line comes in.
d: To be safe and effective, there need to be winter checks of traffic signs for the risk of being obscured by vegetation in leaf in time to cut back before it happens.

ref 75
Ward Castle
Response ref 9.2/32
Individual/name of organisation Individual
Summary of comments How can anyone seriously support a package that includes "France is closer than Chichester"? The number one priority should be to improve the London rail service so Hastings becomes a commuter town. This means cutting the journey time by having non-stop services. This would do far more to improve the economy of the town than anything in the LDF. By boosting local incomes you will also boost local spending – it would have a positive knock-on effect across the town.

ref 36
Ward Maze Hill
Response ref 9.2/33
Individual/name of organisation Individual
Summary of comments Much of the town's road network is cluttered with traffic lights and mini-roundabouts. This prevents smooth traffic flow and increases congestions and pollution.
The roads in Hastings Town Centre seem confused – there are many one way streets and pedestrianised areas with no clear "one way system" unlike other towns. Parts of Hastings & St Leonards Town Centres are pedestrian-unfriendly with a lack of crossings where needed

ref 128
Ward
Response ref 9.2/34
Individual/name of organisation Anonymous
Summary of comments
i: OK
j: OK but no road narrowing
k: OK Welling Square underground parking put grass and trees back on roof and it will look the same as it was. 800 parking spaces underground also Cornwallis Gardens underground.
l: "Illegible word" "Diagram included"

ref 106
Ward Castle
Response ref 9.2/35
Individual/name of organisation Individual
Summary of comments
a: 20mph traffic zones – particularly in residential and town centre areas
b: Of course
f: The walking bus seems to be a success, although some schools seem to be reluctant?
i: From watching cyclists coming down Cambridge Road at speed in to the pedestrian centre – should be large notices asking cyclists to dismount in pedestrian precincts. There are more complaints about this anything else and there are accidents. I feel sure the police would then feel it is worth taking action. Development of the Greenway and cycle paths would be great.
k& m: Are vital
n: Would love to have a fuel saving car. Perhaps this could become a pioneering exercise for Hastings.
o: Unsure whether French market had a good or bad effect on retailers

ref 127
Ward Silverhill
Response ref 9.2/36
Individual/name of organisation Individual
Summary of comments The greenway has been talked about and worked on for so long, get [illegible word] and put it into use properly ASAP. This will really help us all to get around the town in a way which helps the environment and improves quality of life.

ref 117
Ward Central St Leonards
Response ref 9.2/37
Individual/name of organisation Individual
Summary of comments Need a big investment in local public transport as well as cycle paths, Rail links are poor. A21 very bad.

ref 88
Ward Castle
Response ref 9.2/38
Individual/name of organisation Individual
Summary of comments I do not agree with building the Bexhill link road. There are plans already for a strategic greenway along which you can cycle or walk from the Country park to Country park. This has never been fully supported or explored. The places of large employment e.g. Conquest, Ashdown House, Castleham must have cycle route and lanes if any sustainable transport is to be promoted. Residents have long campaigned for 20mph traffic zones and what about home zones as they have in Europe. We must strive to have the Eurostar links at Ashford reinstated. Discourage parking in the Town Centre. Look & consider Castle Ward forums 'transport' document.

ref 87
Ward
Response ref 9.2/39
Shore Sounds Community Choir
Summary of comments I live in the West Hill area, currently without the West Hill lift for 4 months, closed for essential repairs. However this has been my main form of transport both into and more importantly back from town. Public transport is inadequate and often unreliable. I would like to see the hours of opening of the west hill lift extended into the evening, making it possible to get home after a night out. At the very least it could be opened at key times i.e. when something special is going on in the town. It is a very valuable asset to those who live in the West Hill/ Ore area. I am a cyclist and particularly support (i) plus add electric bikes to the list at (n)

ref 92
Ward Castle
Response ref 9.2/40
Individual/name of organisation Individual
Summary of comments You have forgotten to mention the bio-transport devices which will beam me up to London instantly!!!

ref 89
Ward Castle
Response ref 9.2/41
Individual/name of organisation Individual
Summary of comments Develop a fast commuter service to London by rail i.e. Hastings-Tunbridge Wells, Sevenoaks-London Charing X. Access to and from Hastings area by rail is very poor. Travel east and west as well as north needs improvement if all the other issues are to be sustainable. A seafront mono rail would be highly attractive and green.

ref 86
Ward Braybrooke
Response ref 9.2/42
Individual
Summary of comments More on road cycle paths should be created with strict fines, clamping and towing [illegible word] being imposed on those parking on cycle lanes. The Hastings – Bexhill Metro rail link should created along with the proposed Glyne Gap terminal. The Willingdon Chord near Eastbourne should be re-introduced to enable some trains to by-pass Eastbourne and provide faster times to and from Brighton, Ashford and Victoria, this will really boost Hastings and make it very attractive to both business and tourism thus improving the local economy, employment and atmosphere it could then start to become what is being envisaged, and without this it will not matter how much is invested and what is built as nobody will be coming here.

ref 98
Ward Braybrooke
Response ref 9.2/43
Individual/name of organisation Individual
Summary of comments Mainly agree. Transport must be improved – especially evening bus service, how can car usage be reduced if people cannot get about?

ref 91
Ward West St Leonards
Response ref 9.2/44
Individual/name of organisation Individual
Summary of comments Too general and needs to reflect the town's location and historic form. Different solutions to transport, traffic and environmental issues are required in the different areas of the town. e.g. Old Town, St Leonards, Town Centre, Suburban areas. Provide different [illegible word] for people who want to live differently and are happy to trade off the advantages and disadvantages. There is a great opportunity for this is our area!

ref 95
Ward Wishing Tree
Response ref 9.2/45
Individual/name of organisation Individual
Summary of comments Much could be improved if existing regulation were enforced e.g. parking on double yellow lines, bus stops, etc delivery vans double parking and totally blocking roads.
What about closing the town centre to cars at certain times? Cardiff does it every Friday and Saturday after 8pm. Look for ways to identify footpaths and walks through town linking places of interest e.g. snickleways of York.

ref 116
Ward Old Hastings
Response ref 9.2/46
Individual/name of organisation Individual
Summary of comments Serious consideration – electric trams. Rickshaws – great idea
Could a hydro foil link with other prime seaside destinations, Hastings, Bexhill, Eastbourne etc, additional parking for residents in old town would be welcome. Could stade car parks be used as free overspill for residents in old town in evening/Sundays when parking bays are occupied. Could light railway serving tourists from stade to boating lake be extended to pier?

ref 97
Ward
Response ref 9.2/47
Individual/name of organisation Individual
Summary of comments The improvement of the A21 to a dual carriageway all the way to Hastings is the most important single factor which can allow all the other proposals to regenerate the Hastings/Bexhill area to create the desired result.

ref 109
Ward
Response ref 9.2/48
Individual/name of organisation Crowhurst Parish Council
Summary of comments With the current proposed link road due to go to Planning in Spring 2007, Parish Council considers that due consideration should be given to where the proposed link road meets the A21, which is currently not apparent. It would appear ESCC and Highways are not going through due process of consultation with each other

ref 114
Ward
Response ref 9.2/49
Individual/name of organisation Hastings & Rother LA21
Summary of comments All speed humps should be removed and a general 20mph zone to cover the town introduced only a very few exceptions should be left at 30mph roads. Green travel plans agreed during planning process should be enforced. Local transport is no way fit for purpose and no real prospect of improvement.

ref 103
Ward Castle
Response ref 9.2/50
Individual/name of organisation Individual
Summary of comments Consider park and ride schemes to reduce volume of traffic in town centre.

ref 115
Ward Ore
Response ref 9.2/51
Individual/name of organisation Individual
Summary of comments a) 20mph traffic zones around schools are essential but expansion of those zones into other areas would increase pollution as cars would be driving by in lower gear.

ref 101
Ward
Response ref 9.2/52
Individual/name of organisation Old Hastings Preservation Society
Summary of comments Look seriously at trams for seafront station at Glyne Gap.

ref 90
Ward Castle
Response ref 9.2/53
Individual/name of organisation Individual
Summary of comments I have not read the Local Transport Plan – so agreeing in general terms to the above should not be read as absolute approval of all plans
The Greenway should be pushed through as a priority
K above is vague – the whole question of parking provision is not and should be tackled in much more depth in this or some subsequent document
I would like to see a bus/tram/light rail/some other public transport route along the complete sea front from end to end

ref 119
Ward Maze Hill
Response ref 9.2/54
Individual/name of organisation Individual
Summary of comments The initiative to improve traffic flows and reduce congestion & improve road safety & quality of life is essential. This can be more easily achieved by ensuring that large & heavy vehicles are kept out of town centre and residential areas where the roads are not designed to cater for them. I have already suggested moving businesses that rely on such vehicles be moved from current industrial sites such as Ponswood, to out of centre sites (Queensway)

ref 111
Ward
Response ref 9.2/55
Individual/name of organisation Anonymous
Summary of comments As long as the road network outside Hastings does not turn into 'anywhere else'. Hastings is surrounded by the most beautiful countryside and we should take this opportunity to develop sensitively and with care and thought to our environment. I'm absolutely for developments of 'green ways' to encourage cycle travel.

ref 80
Ward Castle
Response ref 9.2/56
Individual/name of organisation Individual
Summary of comments It's the trains to London that will always be the issue

ref 107
Ward
Response ref 9.2/57
Individual/name of organisation Anonymous
Summary of comments We need reliable public transport, particularly to the hospital on Sunday for 7am shift. When will these local transport "partnerships" happen? Always stated never delivered. We need good evening buses running right across town. We need trains to stop at Ore (practically a redundant station now). Ore has been neglected for many years and looks a dump. Will it be refurbished when the area is developed. Most non-car owners are excluded from many events – need safe ways to get around town.

ref 105
Ward
Response ref 9.2/58
Individual/name of organisation Hastings Environment Network
Summary of comments
H: should be cycle and walking network.
Use of bio fuels – recycled chip oil.
Seafront shuttle bus with a flat rate fare.
Implementation of metro link train service – new station at Glyne Gap.
Train service needed from Ashford to France and Belgium

ref 137
Ward
Response ref 9.2/59
Individual/name of organisation Hastings Democratic Alliance
Summary of comments Bike powered rickshaws won't work in much of Hastings.
The council should exert what pressure it can to maintain the rail link to France via Ashford and the direct services to Brighton and Gatwick.
Support should also be given to the Willingdon Chord

ref 76
Ward Tressell
Response ref 9.2/60
Individual/name of organisation Individual
Summary of comments I don't think the "Quality Partnerships" have so far demonstrated the ability to deliver the transport improvements needed.
How can they be strengthened?
m: the funding for Hollington Arrows in ending, I believe - who will fund these "improved bus routes running well into the evening hours" use of mini-bus service etc. We would all love to see them, but when, and from where?

ref 41
Ward
Response ref 9.2/61
Individual/name of organisation Castle Court Residents Association
Summary of comments No mention of transport needs of particular uses and strategies to locate certain uses to minimise traffic impact. Should require all developers to provide a detailed TIA with planning applications. No mention of taxis and the under provision of suitable located ranks. Clauses f and k might conflict - how will this be managed?Needs a specific reference to strategic rail routes e.g. increase frequency of Ashford/Brighton service; reduce rail journey times to London.

ref 121
Ward
Response ref 9.2/62
Individual/name of organisation The Hastings Greenway Project
Summary of comments Our greenway project aims to meet the needs of cyclists by creating where possible safer more attractive cycle ways away from traffic. In a hilly town like Hastings the rail-corridors have great potential. Redundant sidings & hard standings together with marginal space have scope for greenway links. Rail track were signees to the original greenway partnerships as was Hastings Borough Council and others.

ref 108
Ward
Response ref 9.2/63
Individual/name of organisation Hastings and Rother Disability Forum
Summary of comments As long as cycle routes are independent of pedestrian route. No dual use areas. How will you improve public transport services. These are out of your control and the only way to improve the service is money which is not available. This should lead to improvement for disabled access. Providing new developments are accessible and that existing routes are improved

ref 45
Ward Braybrooke
Response ref 9.2/64
Individual/name of organisation Individual
Summary of comments You should give us the opportunity to vote separately on measures (a) - (o). They aren't all mutually compatible. I would agree with (a), (i) and (m) in particular.

ref 123
Ward
Response ref 9.2/65
Individual/name of organisation Individual
Summary of comments A much more imaginative approach needs to be taken on the issue of transport. At present discussions are straightjacked by the link road, the development of the A21 and the car. Road pricing & carbon charges will bring about a change in commuting & travel habits. Hastings needs to seize the initiative – become a world centre for sustainable and green public transport – trams, light railways, cycle ways sea taxis etc. This would put Hastings on the map. Create some university funded projects to create the town transport of the future. The technology is here, the track is here – why would we want to drive. Make the transport free to use. Use road charges, parking charges, advertising revenue & EC grants to encourage a different sort of Hastings – a no car Hastings.

ref 48
Ward
Response ref 9.2/66
Individual/name of organisation Individual
Summary of comments Resources will be insufficient to achieve all the objectives. Thus the need to prioritise aims and objectives. Item (i) has been the top one for 50 years. Without substantial improvement to the A21 Hastings will never achieve its potential. (k) car parking and Hastings aim to achieve prosperity through visitors needs to be better balanced. Insufficient car spaces in the summer leads to negative activity.

ref 52
Ward Castle
Response ref 9.2/67
Individual/name of organisation Individual
Summary of comments All development should included detailed traffic impact assessment.

ref 122
Ward
Response ref 9.2/68
Individual/name of organisation Hastings & Rother Urban Design Group
Summary of comments
a: Positive support for greenway is needed
d: We don't need more traffic engineers clutter – for every sign erected at least one should come down.
h & i: Positive support for the greenway is needed
k: Car parking levels need to be carefully controlled as under provision is as damaging as under provision. Town centre sites in particular could have zero provision in some cases & essential users only in others.
m: This is essential if a true evening economy is to be achieved
n: The "identification" has been done already by others, this needs to "promote", where would ferries run?

ref 104
Ward Old Hastings
Response ref 9.2/69
Individual/name of organisation Individual
Summary of comments Sounds great way towards improvement of services and accessibility. Competitive bus fares to encourage use. Frequent services on main routes. Could follow Brighton's successful system of smaller minibuses which were £1 for any journey anywhere on route. Costs of public transport in town are extortionate – and I will therefore not use, prefer to walk or drive myself.

ref 54
Ward Tressell
Individual/name of organisation 9.2/70
Individual/name of organisation Individual
Summary of comments Better buses along The Ridge would be good to provide people on the Ore side of town, access to employment in Castleham, the Conquest, Hillcrest, Kings Church etc. Upgrading the A21 and Bexhill/Hastings route is crucial but surely the route from here to Folkestone/Dover is very slow too?

ref 42
Ward Gensing
Response ref 9.2/71
Individual/name of organisation Individual
Summary of comments Would welcome controlled parking. Very difficult for me to find a space near my home. A lot of parking due to church activities most days of the week (Baptist church, Chapel Park Road). Top priority would be a site for a multi-storey – I suppose warrior square yard or crystal square are difficult for access?

ref 59
Ward Braybrooke
Response ref 9.2/72
Individual/name of organisation Individual
Summary of comments Transport seems to be the number one item in all this as without decent road & a bypass none of this development can work

ref 113
Ward Old Hastings
Response ref 9.2/73
Individual/name of organisation Individual
Summary of comments Particularly like faster trains to London would enable people to commute.

ref 56
Ward St. Helens
Response ref 9.2/74
Individual/name of organisation Individual
Summary of comments The A259 east & west of the town needs major upgrading, as well as the A21. The local bus network needs to be radically overhauled and to be run for the benefit of the towns citizens, not just the bus companies' share holders. A central bus station is required, with easy interchange with rail services. Keep cyclists out of pedestrians areas.

ref 124
Ward Old Hastings
Response ref 9.2/75
Individual/name of organisation Individual
Summary of comments I would like to see (h) strengthened to include a cycling and walking network not just routes. It is important that this network is integrated into transport plans and not just considered an "add-on" (which might become optional).

m: I would like to see a "seafront shuttle" mini-bus service with a flat-rate fare which would run from Rock-a-Nore to West St. Leonards (and maybe all the way to Bexhill). This would help spread visitors along the seafront, make it easier for residents to visit other parts of town, and so forth. It would also help reduce car usage.
n: re: bio fuel, the nearest bio fuel station is in Rye Harbour. We need a bio fuel plant with east access within the Hastings and St. Leonards urban area. This could mean cars running on re-cycled oils from our fish and chip shops. What a great image that would be.
Implementation of the Metro link between Millennium Communities and bus centres; and the creation of new stations at Glyne Gap and Wilting Farm.
o: Yes! Do not allow axing of Eurostar Stops at Ashford.

ref 50
Ward Braybrooke
Response ref 9.2/76
Individual/name of organisation Individual
Summary of comments Agree in principle

ref 57
Ward Old Hastings
Response ref 9.2/77
Individual/name of organisation Individual
Summary of comments If only!

ref 126
Ward
Response ref 9.2/78
Individual/name of organisation Hastings Urban Bikes
Summary of comments HUB would like to see a cycling and walking network linked in to the national cycle network. We also support the creation of the Green Way between Station Plaza and Ore Station and linking this to the wider network. HUB would like the entire cycling and walking network to be accessible for disabled cyclists. Campaign against the restriction in services from Ashford. Push for better rail links.

ref 58
Ward
Response ref 9.2/79
Individual/name of organisation Individual
Summary of comments Affordable plus reliable public transport is the key. Stop making it easier for car drivers (measure k) at the expense of everyone else. Make public transport attractive – it makes sense not to drive economically and health wise (even if you only walk to a bus stop its further than to the car for most people. Stop implying not having a car is a sign of failure or impoverishment. Environmentally – non-car alternatives make sense.
Why not make Hastings and it environs stand out from the crowd by focusing on good public transport. You have the resource or a lot of people who would use it.

ref 60
Ward Old Hastings
Response ref 9.2/80
Individual/name of organisation Individual
Summary of comments Develop landing stage for ferries/hydrofoils to Bexhill, Eastbourne, France, Rye. Make serious (and fun) use of sea/coast as means of transport

ref 61
Ward Castle
Response ref 9.2/81
Individual/name of organisation Individual
Summary of comments I am concerned that if I support this approach by ticking "I agree" this that road improvements will go ahead, and the other measures, particularly those to do with cycling and walking will receive little attention. I would like to see a stronger emphasis on making Hastings safer and easier for pedestrians and cyclists.

ref ref 63
Ward Silverhill
Response ref 9.2/82
Individual/name of organisation Individual
Summary of comments Improve facilities for cyclists and walkers.
Continue with Hastings Urban Bikes to negotiate the development of cycle carriers on buses to take account of the hills in this area.
Negotiate reduction of cost of electric bikes with employers.
Work with National cycle network to implement speedily – Cycle Route across to Bexhill along the seafront (recent favourable decision is very good news)
Cycle route from East Hill across country park to Fairlight and Pett Level.
Greenway / Ore Valley Cycle route – we need this.
Feeling safe on the bike is of paramount importance. Many adults and parents of children do not use or allow usage of bikes because of the lack of designated cycle lanes, crossings etc, although I notice this is being incorporated in recent new road improvement schemes.
Re the local Transport Plan – difficult to comment on as I don't know its content – BUT reference in Chapter 9 to integrated scheme – Trains – important to make provision for train and bike use i.e. need for trains to be equipped with bike carrying carriage, bikes are usually banned from trains at peak times.
Rail line Hastings to Rye – reinstate the opening of the intermediate stations – to link with better bus and cycle carriage provision of the train.
As a 60+ user of buses I notice increased use since the journeys are free, supports the idea of cheaper journeys.
Buses running later 340 to Tenterden last one 5.10 to return, not convenient.

ref 37
Ward
Response ref 9.2/83
Individual/name of organisation Nathaniel Lichfield and Partners for Bourne Leisure ltd.
Summary of comments Should acknowledge that there has to be reliance on the car for many tourism journeys, due to the often rural and coastal nature of tourism facilities. Unlike 'regular' trips, for example to work, where alternative modes of travel often exist, a leisure/tourism trip is relatively 'unusual' and infrequent and the car is often the only realistic means of travel. Policies for transport where they relate to tourism should therefore promote non-car modes of transport where possible, but recognise the reality of car-based access.

ref 30
Ward Conquest
Response ref 9.2/84
Individual/name of organisation Individual
Summary of comments But see comment on 4.9 Objective 9. If Wilting becomes a local transport centre for 1066 country as proposed – then Battle, Bexhill and Hastings are within a 5km (3 mile) radius and produces a circumference of 30km (20 miles) which is manageable in an electric car. Visitors to a 1066 visitor centre at Wilting could visit a number of attractions around 1066 country in sustainable transport
Other comments on the measures
A: car exclusion needed
B: long term/expensive/unlikely
C: yes – but long term
D: marginal - should be reduced
E: best of luck!
F: marginal but essential
G: Wilting!
H: ok
I: yes
J: not more blockwork!
K: what does this mean – can never be enough!
L: long-term questionable
M: best of luck!
N: identified/done already Rickshaws in Hastings – no chance
O: marginal

ref 65
Ward
Response ref 9.2/85
Individual/name of organisation English Partnerships
Summary of comments Promote public transport in the Ore Valley around Ore Station and facilitate service improvements

ref 53
Ward Braybrooke
Response ref 9.2/86
Individual/name of organisation Individual
Summary of comments But with reservations re cycling in town centre area – very unpopular.

ref 66
Ward Wishing Tree
Response ref 9.2/87
Individual/name of organisation Individual
Summary of comments
a. Disagree
b. Agree
c. Only with an A259 bypass
d.
e. Agree
f. It is not practical to use buses when doing the weekly shop or buying bulky articles
g. Agree
h. Hastings is a very hilly town often with wind and rain. Recreational cycling is fine but not as a normal means of transport
i. Using the non hilly parts only
j. Highway and footpath maintenance is essential
k. Agree – essential
l. Agree – but A259 and A27 also needs substantial upgrading for good links to Dover, Portsmouth and Southampton. Both the A21 and A259/A27 are national trunk roads. They should be dual carriageway in their entirety and with grade separated junctions where appropriate.
m. It would encourage more use but it must be viable
n. Agree except bike powered rickshaws are a nonsense in hilly Hastings and potentially dangerous
o. Agree but non to the extent of not improving the A259/A27 to Chichester

A proper sheltered harbour might encourage a slight modal shift – make use of the water as a means of transport – its more sustainable

ref 70
Ward Castle
Response ref 9.2/88
Individual/name of organisation Individual
Summary of comments More trains to Ashford and Brighton

ref 68
Ward Old Hastings
Response ref 9.2/89
Individual/name of organisation Individual
Summary of comments Priority to the following options [paragraphs] a, b, c, e, f, h, j, m, n.
These improvements to public transport and other forms of travel (eg car share) needs the strong support of the council. Hastings is restricted by a mainly “rural” service. 38% of the population has no access to personal transport. Building vast estates with no alternative transport options will hinder not improve employment opportunities

ref 71
Ward Central St Leonards
Response ref 9.2/90
Individual/name of organisation Individual
Summary of comments We need an integrated rail/tram system connecting Hastings and Bexhill. It is the only way to persuade people not to use their cars for short journeys. Done properly it will also be a great tourist attraction – like Blackpool for example.
Walking, cycling and car – free zones has to be a priority, with provision for the elderly, disabled and children

ref 62
Ward St. Helens
Response ref 9.2/91
Individual/name of organisation Individual
Summary of comments The provision of a National Cycle network is to be applauded, but PLEASE do not route it through the pedestrianised areas of Hastings town centre!
Would not the provision of designated school buses take an enormous number of cars off the roads before and after school?
The biggest requirement of Hastings and Bexhill with regard to transport and accessibility has surely to be a vastly improved road and rail network into the town, Not only the A21 but also the A259 both east and west.

ref 160
Ward Central St Leonards
Response ref 9.2/92
Individual/name of organisation Individual
Summary of comments I am concerned about the impact of parking changes – and increases thereof - on the number of "day trippers" who make such a valuable contribution to local property during the summer months. Many families with to come by car, and I simply cannot see them changing to public transport. Parking difficulties and high changes in the "tourist" areas cannot, in my view, be of benefit and are almost certainly having a negative effect on general spending in the area.

ref 147
Ward
Response ref 9.2/93
Individual/name of organisation The Mother Agnes Trust
Summary of comments But the implementation and delivery must be within a realistic timescale.

ref 157
Ward
Response ref 9.2/94
Individual/name of organisation 1066 Housing Association
Summary of comments This is the most influential driver of regeneration, but doesn't have much prominence in strategies. 9.2a is in conflict with (k) and (l) and rail links need much greater prominence, can't afford to give up on this and if the town should lobby (jointly with Bexhill) on anything it should be this!

ref 100
Ward
Response ref 9.2/95
Individual/name of organisation Highways Agency
Summary of comments As you will be aware, in respect of road-based infrastructure, traditionally it has been left to the developer to identify the traffic implications of a proposed development by means of a traffic assessment at the time of the planning application. With the new planning system, in accordance with PPS12 requirements, the increased emphasis on evidence based plans means it is more likely that an Evaluation of the Transport Impact (ETI) of the LDF proposals as a whole will be required. This is something best addressed at the Core Strategy stage. Where an LDF proposes developments that impact on the trunk road network, an ETI will help you to devise measures to maximise modal shift and minimise car-based traffic. East Sussex County Council may already have a transport model that could be used as a starting point (PPS12, Paragraph 4.10). Alternatively, we suggest that a simple assignment model could initially be used to identify the transport mitigation issues resulting from development proposals, which may need to be addressed. The latest draft version of government guidance on Transport Assessments (TA) can be found on the link below and Section 5 refers to how the TA process can be applied to the development of an ETI for an LDF.

The HA currently has no major improvements within its Targeted Programme of Improvements (TPI) immediately adjacent to Hastings Borough. However the A21 Tonbridge to Pembury and the A21 Kippings Cross to Lamberhurst schemes in Kent are in the TPI; both these schemes are planned to be delivered by 2012 and both will improve access to Hastings as well as addressing local issues. Nearer to Hastings, the Agency has the A21 Flimwell to Robertsbridge Improvement and the A21 Baldslow Junction Improvement schemes but neither is in the TPI. The Baldslow Junction scheme is associated with East Sussex County Council's proposed Bexhill Hastings Link Road and, therefore, subject to Ministerial approval, it is likely that this scheme will enter the TPI in 2007 and be constructed by 2011. Following a review of schemes by the Regional Transport Board, the Flimwell to Robertsbridge scheme is now unlikely to be constructed before 2016.

ref 100
Ward
Response ref 9.2/96
Individual/name of organisation Highways Agency
Summary of comments The HA welcomes the inclusion of transport issues as a key driver in the formulation of the LDF documents. The HA would suggest that existing transport issues, as well as the potential traffic and transport implications of the proposed developments, should be considered as a proactive input to the sustainable planning process. We would also expect to see emerging policy mechanisms that would minimise demand at source, take account of air quality issues and require the mitigation of wider trunk road impacts throughout all stages of development planning, implementation and operation.

Due to capacity constraints the HA would not wish to see large developments occurring in the Bexhill area before the Bexhill-Hastings Link Road is complete. The HA is currently party to the assessment which is being carried out for the Link Road to assess potential impacts.

In principle, the HA is supportive of initiatives that would improve public transport provision in the District and thereby create a potential to reduce development impacts on the trunk road network.

The HA require the mitigation of trunk road impacts throughout all stages of development planning, implementation and operation in accordance with DTLR Circular 4/2001. Where a number of development sites are proposed which may have an impact on the trunk road, the HA would advocate a joint working approach to provide a package of measures to manage demand and also provide, as a last resort, funding towards infrastructure.

While the HA supports the concept of Park and Ride in principle, it would need to consider any impact on the trunk road network. Generally Park and Ride sites should be located where they can intercept existing traffic and not where they would generate additional trips.

With respect to parking, it is recognised that there is a tension between the need to provide sufficient parking to limit 'overspill' effects on the local network, but at the same time the oversupply of parking is likely to limit the effectiveness of demand management measures that are important in encouraging a reduction in travel and the use of sustainable modes. The HA would suggest that demand associated with specific developments should be carefully managed, and that parking provision becomes the residual output of the sustainable planning process which should also take every opportunity to encourage the provision and use of sustainable transport modes.

ref 112
Ward
Response ref 9.2/98
Individual/name of organisation Individual
Summary of comments Restore the direct routes to Gatwick and have a fast connection to Brighton. Restore the Marina Station (MFI) site.

ref 151
Ward
Response ref 9.2/99
Individual/name of organisation DMH Stallard on behalf of Mr & Mrs Miskin
Summary of comments Hastings – Bexhill Link Road is a necessary addition to the local area, however it is not mentioned in this section. We consider that its continued promotion is key to creating new development opportunities and this should be made clear in this document,

ref 145
Ward
Response ref 9.2/100
Individual/name of organisation Seaspace
Summary of comments A number of transport improvements are identified as part of the Five Point Plan and, insofar as it is appropriate to do so, they should be supported within the LDF. They are:
Improvements to the A21
Bexhill-Hastings Link Road
Train service improvements Hastings-Charing Cross.
Possible new stations at Wilting and Glyne Gap
Upgrading of the Ashford Hastings Line
4.17: Regional Hub:
Improvements to the A21 will also support the role of Hastings as a Regional Hub.

ref 154
Ward
Response ref 9.2/101
Individual/name of organisation Planning Potential
Summary of comments The provision of locally accessible facilities including retail should be promoted

ref 94
Ward
Response ref 9.2/102
Individual/name of organisation Individual
Summary of comments This chapter needs to address more explicitly the transport implications of tourism and how present and future visitors could be catered for, both in getting to the area & travelling around the town.

ref 148
Ward
Response ref 9.2/103
Individual/name of organisation Transport 2000
Summary of comments This is such a catch all paragraph that it is meaningless. What does 'Securing major improvements' mean? I would hazard a guess that it has quite a close relationship with the measure proposed in paragraph 9.1, and that it involves increasing road capacity. However, that wouldn't fit with the proposed measures in paragraph 9.17 which have a much more urban, Hastings focus, and which tie in more with current policy direction towards 'rebalancing transport away from the private car'. This paragraph disappointingly fails to mention the prime importance of managing demand for private motorised traffic.

Question 9.3

If you disagree with the suggested integrated package (see 9.1), what would you wish to change/add?

Responses to this question: Total number of responses: 14

Individuals: Total 11
Baird (1), Braybrooke (2), Castle (1), Conquest (1), Old Hastings (1), St Helens (1), Wishing Tree (1), Other (3).

Local Groups: Total 1
Hastings & Rother Urban Design Group,

Developers: Total 0.

Statutory agencies: Total 1
East Sussex County Council

Other (including anonymous): Total 1
Anonymous (1)

ref 17
Ward Braybrooke
Response ref 9.3/1
Individual/name of organisation Individual
Summary of comments Improve the public realm, pavements, footpaths.

ref 18
Ward Baird
Response ref 9.3/2
Individual/name of organisation Individual
Summary of comments Park and Ride at the top of Ebdens Hill on approach to town.

ref 46
Ward Wishing Tree
Response ref 9.3/3
Individual/name of organisation Individual
Summary of comments 9.8: The link road is by no means proven to regenerate Hastings and Bexhill. Housing and development north of Bexhill will in turn create more traffic and pressure on infrastructure. Less traffic on the A259 will mean more traffic somewhere else. However a cycle and pedestrian link between Stamco and Glyne Gap will without doubt be beneficial and should be for pressed for on completion of the sea defence work.

ref 135
Ward Old Hastings
Response ref 9.3/4
Individual/name of organisation Individual
Summary of comments A21, stop the parking at Hurst Green, make it a red route.

ref 85
Ward
Response ref 9.3/5
Individual/name of organisation Anonymous
Summary of comments Lack of focus on rail links within this, we need to improve the links to London Brighton and Ashford International whilst improvements to A21 are welcome (especially on the grounds of safety) it comes at an environmental cost. Trains are safer cleaner and more ecologically friendly. Car Parking in Hastings Pelham Place should be free from 4pm to encourage shopping and restaurant visits.

ref 97
Ward
Response ref 9.3/6
Individual/name of organisation Individual
Summary of comments The improvement of the A21 to a dual carriageway all the way to Hastings is the most important single factor which can allow all the other proposals to regenerate the Hastings/Bexhill area to create the desired result.

ref 80
Ward Castle
Response ref 9.3/7
Individual/name of organisation Individual
Summary of comments London train improvement

ref 48
Ward
Response ref 9.3/8
Individual/name of organisation Individual
From T.Wells to Hastings is a 1950s road structure. All resources needed to effect a change. The Bexhill Link at £50m is no. 2 priority to the A21.

ref 122
Ward
Response ref 9.3/9
Individual/name of organisation Hastings & Rother Urban Design Grp
Summary of comments Part of the sustainability assessment of new dev could be a carbon footprint evaluation, including fossil fuelled car use as part of a green transport plan. Car parking levels could be applied based on engine size & the money used to subsidise public transport.

ref 50
Ward Braybrooke
Response ref 9.3/10
Individual/name of organisation Individual
Summary of comments Disagree with e) to exclude road freight and l) A21 to become secondary for access after rail.

ref 30
Ward Conquest
Response ref 9.3/11
Individual/name of organisation Individual
Summary of comments All urban centres should now start to put in place measures that reduce fossil fuelled car use. A start can be made by discriminating against vehicles with large engines. Car Parking for small vehicles should be free to encourage their take up. Para D (opposite on page 22) we should reduce street furniture clutter and blur the edges between pedestrian and vehicular use. High tech systems and more signs are both expensive to maintain and disfigure the urban environment

ref 158
Ward
Response ref 9.3/12
Individual/name of organisation East Sussex County Council
Summary of comments Agree with the overall approach although there are some omissions:
There is no mention of the relationship between air quality and transport and the environmental impact of traffic in the town. This is an omission as Hastings Borough Council have declared an AQMA within its boundaries at Glyne Gap and also because improving air quality is one of the Shared Priorities of Transport as is road safety of which there is little mention of.
The issues tend to focus on weaknesses when there could also be coverage of strengths such as the formal Quality Bus Partnership for Hastings improving PT provision in town and opportunities such as economic growth and potential for growth in bus patronage.
The role of broadband in reducing the need to travel in future years could be considered as an issue.
The objectives within 9.16 should convey the need to prioritise the need for non-car forms of transport, especially pedestrians and cyclists. The first objective relates to road improvements, which should not form the principal basis of the strategy.
Para 9.17, bullet 11 refers to the need to ensure car parking is provided to meet the operation needs of uses. These needs will vary significantly and this also implies car parking could be made across the board. Given national, regional and local transport policy relating to demand management, this is a misleading reference.

The measures listed do emphasise non-road travel as well as the benefits of improvements to the A21. They could however be represented in a way that endorses the 'hierarchy of movement' and minimising the use of the car in urban areas.

The need to use cars could be minimised if new housing developments are permitted where existing schools have spare capacity or can be expanded. This measure would support the improvement of transport and accessibility to and within the town.

ref 72
Ward St Helens
Response ref 9.3/13
Individual/name of organisation Individual
Summary of comments Provision of tram routes throughout. Initially from the Old Town to Bexhill, with links to other areas to follow.
Where necessary the routes could be underground – see also comments at chapter 5.
(Buses are of no interest to visitors and trains have very restricted local access).

ref 112
Ward
Response ref 9.3/14
Individual/name of organisation Individual
Summary of comments Through Traffic should go around the town. We have the roads to do it, but somehow no will.

North to West – From the north, A21 traffic bundles down clogging up Sedlescombe Road, Silverhill and Filsham Road. Some of it gets lost, follows the A21 signs all the way down London Road, and even goes up Norman Road looking for a way to go west. A roundabout or traffic lights and signage could route it to turn right after the viaduct, left and then left again onto the almost empty Queensway.

East to West – there is nothing to discourage heavy through traffic from going through Ore Village, down old London Road and through the Bourne, the whole length of the seafront and along the Bexhill Road. And vice-versa coming the other way. A renaming of the Ridge, which has a fairly sparse resident population, as A259 would save a vast preponderance of the affected residents of Hastings and "our best" asset the seafront from this.

Additional access to the Conquest, especially for emergencies could be made from the south. Not sure that the link road will reduce the amount of traffic on Bexhill Road, suggests a relief road branching of Harley Shute at the Caravan Park, rather than a dual carriageway or bypass.

Additional comments made on chapter 9

ref 110
Individual/name of organisation Individual
Summary of comments:
Dedicated off road cycle routes around & across the town with policies to increase the number of routes and use contra flow for cycles where appropriate as well as ASL for cycles, cycle parking, extend seafront cycle route as priority

Greater connectivity of pedestrian routes with policies to protect and enlarge the footpath network. Enlarge pedestrian core shopping areas and keep free of non-essential vehicles including cycles.

Safeguard at least one potential rail side goods yards site within the town for increased use of rail freight transport in future years

All new employment applications to be located within 10 minutes walking distance (800m) of bus or train (in order to reduce need for car usage) or appropriate green travel plan with air to reduce car use.

Develop a range of policies to encourage use of electric and hybrid vehicles in town centres by means of parking costs and access controls

Ensure wherever possible that public realm provision is without need of steps and escalators and elevators to ensure less mobile are not reliant on mechanical devices

ref 158
Individual/name of organisation East Sussex County Council
Summary of comments:
The next stage of the process must be 'joined up' by being informed by the accessibility audit of Rother and Hastings. The Hastings and Bexhill Local Area Transport Strategy prepared by ESCC and Rother and Hastings council should be included in the next stage. The consultation phase of this document is expected in the first half of 2007.

There needs to be a stronger link between this chapter and the Council Council's 2nd LTP. There also needs to be a stronger reference regarding the provision of more travel choices, and making health links to transport.