

Committee: **Lead Cabinet Member for Transport and Environment**
Date: **24 February 2014**
Report By: **Director of Communities, Economy and Transport**
Title of Report: **Results of the consultation on pedestrian, cycling and bus improvements in Newhaven and Peacehaven**
Purpose of Report: **To consider the results of the consultation and agree which measures should be taken forward to detailed design**

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the results of the public consultation on pedestrian, cycling and bus improvements in Newhaven and Peacehaven; and**
- (2) Agree that the following measures should be taken forward to detailed design:**
 - a) Improvements to the pedestrian facilities on the A259 through Peacehaven including the provision of new tactile paving, drop kerbs, construction of footways and upgrading of existing pedestrian refuges;**
 - b) Introduction of new pedestrian refuges at Dorothy Avenue, Lincoln Avenue and near Tudor Rose Caravan Park;**
 - c) Introduction of a 2.3km advisory cycle lane along the A259 in Peacehaven between Ambleside Avenue and Downland Avenue;**
 - d) Improvements to bus stops along the A259 between Peacehaven and Newhaven;**
 - e) Extension of the existing bus lane, which currently terminates at Ambleside Avenue, to Lincoln Avenue;**
 - f) Introduction of a shared cycleway/footway on the existing footway on the northern side of the A259 between Peacehaven and Newhaven and a cycle route into Newhaven town centre; and**
 - g) Provision of additional pedestrian and cycling facilities in the Denton area of Newhaven.**

1. Financial Appraisal

1.1 The total estimated cost of the construction of the recommended scheme options would be £1.2m. This would need to be met from capital funding awarded to East Sussex County Council in July 2012 from the Government's Local Sustainable Transport Fund (LSTF). The LSTF funding has to be spent by March 2015 and will be supplemented by development contributions, as appropriate.

1.2 The total cost of all of the LSTF funded schemes in Peacehaven, Newhaven, Eastbourne and Lewes is greater than the amount of funding available. In view of this, recommendations about which of the LSTF schemes in each of these areas should be taken forward to construction will be included in the report on the draft 2014/15 capital programme for Local Transport Improvements that will be presented to the Lead Member for Transport and Environment on 18 March 2014.

2. Supporting information

2.1 In November 2013 a public consultation exercise was undertaken to seek people's views about proposed pedestrian, cycling and bus improvements in Newhaven and Peacehaven.

2.2 The consultation exercise was advertised in the local area through a leaflet drop to a number of properties in Newhaven and Peacehaven adjacent to the roads affected by the proposals. Staffed exhibitions of the proposals took place in the Newhaven Baptist Church on 23 November 2013, The Meridian Centre, Peacehaven on 29 and 30 November 2013 and The Hillcrest Centre, Newhaven on 2 December 2013. A total of 146 people attended the exhibitions. Those attending the exhibition were asked to complete a consultation questionnaire. Copies of the proposals and the consultation questionnaire were also made available on the County Council's website. The consultation ended on 23 December 2013. Copies of plans showing the proposals that were subject to consultation and a copy of the consultation questionnaire are contained in Appendix 1.

2.3 A total of 74 questionnaires were completed. This is disappointing given the requests that have been received over a number of years calling for pedestrian, cycling and public transport improvements in the area. An analysis of the results of the consultation and a summary of the comments received are set out in Appendix 2. A copy of the responses received from key Stakeholders (Lewes District Council, Telscombe Town Council and Cycle Seahaven) are included in Appendix 3. A transcript of all of the comments made on the consultation questionnaires, as well as those received by email and letter is contained in Appendix 4. Full copies of consultation responses are available in the Member's Room.

2.4 The results of the analysis of the consultation questionnaire show that a majority of respondents supported the improvements:

- 81% of respondents either strongly supported or supported the improvements to the pedestrian facilities on the A259 through Peacehaven, which include the provision of new tactile paving, drop kerbs and upgraded pedestrian refuges;
- 74%, 77% and 81% of respondents either strongly supported or supported the introduction of a pedestrian refuge at Dorothy Avenue, Lincoln Avenue and Tudor Rose Caravan Park, respectively;
- 80% of respondents supported or strongly supported the proposed improvements for cyclists on the A259 through Peacehaven which include provision of a westbound advisory cycle lane, cycle parking facilities and associated signing for the route;
- 90% of respondents supported or strongly supported the proposed improvements to bus facilities on the A259 including the provision of raised kerbs, bus stop clearways and new bus shelters;
- 67% of respondents supported or strongly supported the proposed extension of the bus lane to terminate at Lincoln Avenue instead of Ambleside Avenue;
- 75% of respondents supported or strongly supported the proposal for a cycle/pedestrian facility from the A259 Brighton Road in Peacehaven to Newhaven Town Centre;
- 45% of respondents preferred using the route that ran through Upper Valley Road, Northdown Road, First Avenue and Second Avenue while 55% preferred using the A259 then Polyclinic access road to the south to go to and from Newhaven town centre;
- 50% of respondents supported or strongly supported the use of the High Street and St Luke's Lane, Newhaven by cyclists;
- 66% of respondents supported or strongly supported the provision of additional cycling and pedestrian facilities in the Denton area of Newhaven.

2.5 During the development of the proposals consultation has been ongoing with NHS Property Services Team responsible for the Newhaven Polyclinic about the possibility of the cycle route going through the grounds of the Polyclinic. However, we have now been informed that they are not willing to allow this. As a consequence, the route option via Upper Valley Road is the only one that would be taken forward.

3. Conclusions and Reason for Recommendation

3.1 The results of the consultation exercise show that the majority of those who responded to the consultation supported the introduction of a number of measures aimed at improving conditions for pedestrians, cyclists and bus users in Newhaven and Peacehaven. It is therefore recommended that a number of specific proposals that were subject to consultation be taken forward to detailed design.

3.2 In view of the fact that consultation on other LSTF funded schemes in other areas has only just been completed, further recommendations about which of the LSTF funded schemes in Newhaven, Peacehaven, Eastbourne and Lewes should be taken forward to construction in 2014/15 will be included in the report on the draft 2014/15 capital programme for Local Transport Improvements that will be presented to the Lead Member for Transport and Environment on 18 March 2014.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Alen Chanamoto

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Local Member: Councillors Butler, Howson and Buchanan

BACKGROUND DOCUMENTS:

None

Results of the consultation on the proposed improvements for pedestrians, cyclists and bus users in Newhaven and Peacehaven.

1. Introduction

The details of the consultation on the proposed improvements for pedestrians, cyclists and bus users in Newhaven and Peacehaven and the results of the analysis of the completed questionnaires are set out in this Appendix.

2. Details of the public consultation

In November 2013 a public consultation exercise was undertaken to seek people's views about Improvements for pedestrians, cyclists and bus users in Newhaven and Peacehaven.

The proposals consisted of the following:

- Improvements to the pedestrian facilities on the A259 through Peacehaven including the provision of new tactile paving, drop kerbs, construction of new footways and upgrading of existing pedestrian refuges.
- Introduction of new pedestrian refuges at Dorothy Avenue, Lincoln Avenue and near Tudor Rose Caravan Park
- Introduction of a 2.3km advisory cycle lane along the A259 in Peacehaven between Ambleside Avenue and Downland Avenue
- Improvements to bus facilities along the A259 between Peacehaven and Newhaven including the provision raised kerbs and bus stop clearways at bus stops, and new bus shelters at Ambleside Avenue and Upper Valley Road
- Extension of the existing bus lane which currently terminates at Ambleside Avenue on the A259, by 100m eastwards to terminate at Lincoln Avenue
- Introduction of a shared cycleway/footway on the existing footway on the northern side of the A259 Brighton Road to Newhaven and the introduction of new on road sections of cycle route leading to Newhaven Town Centre
- Provision of additional cycling facilities in the Denton area of Newhaven

Exhibitions of the proposals took place in the Newhaven Baptist Church on 23 of November 2013, The Meridian Centre, Peacehaven, on 29 and 30 November 2013 and The Hillcrest Centre, Newhaven, on 2 December 2013. A total of 146 people attended the exhibitions. Those attending the exhibition were asked to complete a consultation questionnaire. Copies of the proposals and the consultation questionnaire were also made available on the County Council's website. The consultation period ended on 23 December 2013.

3. Publicity

In order to publicise the consultation, flyers were delivered to residential and business addresses on the roads immediately adjacent to those where the improvements are proposed. Press releases were sent to the local media and information was made available through social media such as Twitter and Facebook.

Details of the consultation were sent to Local Members of East Sussex County Council, Lewes District Council, and Newhaven, Peacehaven and Telscombe Town Council as well as other key stakeholders.

4. Feedback

Copies of the consultation questionnaire were available at the exhibition events and on the website. A total of 74 questionnaires were completed.

5. Respondent profile

Question 1 on the questionnaire asked respondents to indicate whether they were responding to the questionnaire as an individual or on behalf of a business. A total of 73 responses were given to this question. The results are shown in the table below.

Status	Number	(% of responses)
An individual	65	(89%)
On behalf of a business	5	(7%)
Other	3	(4%)
Total	73	(100%)

Question 2 on the questionnaire asked respondents to indicate whether they were residents of Newhaven, Peacehaven or other. A total 73 responses were given and the results are shown in the table below.

Status	Number	(% of responses)
Newhaven	13	(18%)
Peacehaven	45	(61%)
Other	15	(21%)
Total	73	(100%)

The majority of those who responded to the consultation were from Peacehaven. Those who were from other areas were from Seaford, Bishopstone and London.

6. Level of Support for the Proposals

6.1 Level of support for pedestrian improvements on the A259 through Peacehaven

Question 3 asked respondents about the extent to which they support the proposed improvements to the pedestrian facilities on the A259 through Peacehaven. These include the provision of new tactile paving, drop kerbs, construction of new footways and upgrading of existing pedestrian refuges. A total of 72 responses were given and the results are shown in the table below.

Response	Number	% of responses
Strongly support	38	53%
Support	20	28%
Oppose	2	3%
Strongly oppose	6	8%
Don't know/No opinion	6	8%
TOTAL	72	100%

As shown in the table above 81 percent of respondents either strongly supported or supported the pedestrian improvements with 11 percent either opposed or strongly opposed.

Question 4 asked whether respondents had any additional comments they wished to make about the pedestrian improvements. The comments received have been reviewed and categorised into themes presented in the table below.

No	Theme/Issue	No. of
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		respondents raising this issue
1	Respondents feel proposals will improve safety for cyclists and pedestrians	5
2	Proposals go against car use	2
3	Support for pedestrian crossings but not pedestrian refuge islands	2

6.2 Level of support for Introduction of new pedestrian refuges at Dorothy Avenue, Lincoln Avenue and near Tudor Rose Caravan Park

Question 5 asked respondents about the extent to which they support the proposed Introduction of new pedestrian refuges at Dorothy Avenue, Lincoln Avenue and near Tudor Rose Caravan Park.

A total of 70, 69 & 70 responses were given for questions relating to introduction of refuges at Dorothy Avenue Lincoln Avenue and near Tudor Rose Caravan Park respectively. The results are shown in the table below.

Response	Dorothy Avenue		Lincoln Ave		Tudor Rose Caravan park	
	Number	% of responses	Number	% of responses	Number	% of responses
Strongly support	30	43%	32	46%	36	51%
Support	22	31%	21	30%	21	30%
Oppose	2	3%	1	1%	1	1%
Strongly oppose	5	7%	4	6%	4	6%
Don't know/No opinion	11	16%	11	16%	8	11%
TOTAL	70	100%	69	100%	70	100%

As shown in the table above 74 percent of respondents either strongly supported or supported the introduction of a pedestrian refuge at Dorothy Avenue with 10 percent either opposed or strongly opposed. Seventy Seven percent of respondents either strongly supported or supported the introduction of a pedestrian refuge at Lincoln Avenue with 7 percent either opposed or strongly opposed. Eighty one percent of respondents either strongly supported or supported the introduction of a pedestrian refuge at Tudor Rose Caravan Park with 7 percent either opposed or strongly opposed.

Question 6 asked whether respondents had any additional comments they wished to make about the pedestrian refuges. The comments received have been reviewed and categorised into themes presented in the table below.

No	Theme/Issue	No. of respondents raising this issue
1	Pedestrian refuges not quite in the right places at the moment	3

6.3 Level of support for cycling improvements on the A259 through Peacehaven

Question 7 asked respondents to indicate the extent to which they support the proposed improvements for cyclists on the A259 through Peacehaven. These include provision of a 2.3km westbound advisory cycle lane, cycle parking facilities and associated signing for the route. A total of 71 responses were given and the results are shown in the table below.

Response	Number	% of responses
Strongly support	34	48%
Support	23	32%
Oppose	2	3%
Strongly oppose	8	11%
Don't know/No opinion	4	6%
TOTAL	71	100%

Overall, 80 percent of respondents supported or strongly supported the proposed changes to cycling improvements on the A259 through Peacehaven with 14 percent opposed or strongly opposed.

Question 8 asked whether respondents had any additional comments they wished to make about the cycling improvements. The comments received have been reviewed and categorised into themes presented in the table below.

No	Theme/Issue	No. of respondents raising this issue
1	Support for the proposals	4
2	Will improve safety for cyclists	2
3	Too many cyclists ignore cycle paths due to poor conditions	2
4	Value of implementing the cycle racks	2
5	Would like to see cycle parking at Roderick Avenue	1

6.4 Level of support for improved bus stops

Question 9 asked the extent to which respondents support the proposed improvements to bus stops on the A259 including the provision raised kerbs, bus stop clearways and a new bus shelter at Ambleside Avenue and Upper Valley Road. A total of 71 responses were given for improved bus stops and the results are shown in the table below.

Response	Number	% of responses
Strongly support	41	58%
Support	23	32%
Oppose	0	0%
Strongly oppose	4	6%
Don't know/No opinion	3	4%
TOTAL	71	100%

Overall, 90 percent of respondents supported or strongly supported the proposal to improve bus stops with 6 percent opposed or strongly opposed.

Question 10 asked whether respondents had any additional comments they wished to make about the improved bus stops. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of
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		respondents raising this issue
1	Bus lanes/Bus stop clearways need regular enforcement	4
2	Comments about detailed location of bus shelters	4
3	Different ideas of types of pavement and kerbs to be used at bus stops	3
4	Lincoln Avenue bus stop requires a bus shelter	2
5	Bus shelter needed at stop near golf course	1
6	Widen the road to provide lay-bys for buses each side of the road at the Caravan Park	1

6.5 Level of support for extension of the bus lane

Question 11 asked the extent to which respondents support the proposed 100 metre extension of the bus lane eastwards so that it terminates at Lincoln Avenue instead of Ambleside Avenue. A total of 71 responses were given for improved bus facilities and the results are shown in the table below.

Response	Number	% of responses
Strongly support	25	35%
Support	23	32%
Oppose	2	3%
Strongly oppose	15	21%
Don't know/No opinion	6	8%
TOTAL	71	100%

Overall, 67 percent of respondents supported or strongly supported the proposal to extend the bus lane with 24 percent opposed or strongly opposed.

Question 12 asked whether respondents had any additional comments they wished to make about the bus lane extension. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of respondents raising this issue
1	Motorists not happy with proposals	3
2	Bus lane will cause further traffic delays/congestion	3
3	Questioning the rationale for increasing such a short stretch of bus lane	2
4	Bus lane not needed	2
5	Vehicles should be able to use the bus lanes in the off peak	2

6.6 Level of support for cycle/pedestrian route from the A259 Brighton Road to Newhaven Town Centre

Question 13 asked the extent to which respondents support the proposal for a cycle/pedestrian route from Upper Valley Road along the A259 Brighton Road to Newhaven Town Centre. This would include the following:

- the conversion of the existing footway to a shared cycleway/footway along the A259
- the resurfacing of Upper Valley Road
- the widening of a section of footway and refuge at the top of Upper Valley Road
- resurfacing of existing surface on Upper Valley Road
- removal of crash barrier near the Peacehaven Golf Club

A total of 72 responses were given for improved bus facilities and the results are shown in the table below.

Response	Number	% of responses
Strongly support	38	53%
Support	16	22%
Oppose	3	4%
Strongly oppose	10	14%
Don't know/No opinion	5	7%
TOTAL	72	100%

Overall, 75 percent of respondents supported or strongly supported the proposal for a cycle/pedestrian facility from the A259 Brighton Road in Peacehaven to Newhaven Town Centre with 24 percent opposed or strongly opposed.

Question 14 asked whether respondents had any additional comments they wished to make about cycle/pedestrian route from the A259 Brighton Road to Newhaven Town Centre. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of respondents raising this issue
1	Improvements are long over due	3
2	Not value for money	2
3	Worries over vulnerable pedestrians on shared pedestrian cycle paths	2
4	Support for shared cycle/pedestrian path along A259	1
5	Would like to see a bike ramp installed by the steps to the garage area at the top of Gibbon Road	1
6	Reduce the speed limit on the A259 to 30mph and make it 20mph from the Kwik Fit Garage to the Ring Road	1

6.7 Preference between the cycle route along Upper Valley Road or the Polyclinic access road to get to Church Hill

Question 15 asked respondents which route to and from Newhaven town centre they preferred. Options consisted of either taking the cycle route along the A259 Brighton Road and through the polyclinic access to Church Hill or a route along Upper Valley Road to Northdown Road then First Avenue and Second Avenue. A total of 74 responses were given and the results are shown in the table below.

Response	Number	% of responses
Upper Valley Road option	22	45%
Polyclinic access road option	27	55%
TOTAL	49	100%

Forty five percent of respondents preferred the use of Upper Valley Road while 55 percent preferred the route option via the Polyclinic access road .

Question 16 asked whether respondents had any additional comments they wished to make

about their preference of cycle route to Church Hill. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of respondents raising this issue
1	Cyclists may continue to use A259 or alternative routes than those proposed – questioning value of either of these options	4
2	Does not support either proposals	2
3	Cycle path should extend to The Rose Walk and consider use of Murray Avenue to reach Elphick Road	1

6.8 level of support for the use of the High Street and St Luke's Lane by cyclists

Question 17 asked the extent to which respondents support the use of the High Street and St Luke's Lane by cyclists. A total of 66 responses were given and the results are shown in the table below.

Response	Number	% of responses
Strongly support	22	33%
Support	11	17%
Oppose	5	8%
Strongly oppose	10	15%
Don't know/No opinion	18	27%
TOTAL	66	100%

Overall, 50 percent of respondents supported or strongly supported the use of the High Street and St Luke's Lane by cyclists with 23 percent opposed or strongly opposed.

Question 18 asked whether respondents had any additional comments they wished to make about the use of the High Street and St Luke's Lane by cyclists. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of respondents raising this issue
1	Worried about -conflict between shared surface and the local market	3
2	Worried about potential conflict between pedestrians and cyclists	3
3	Will help attract people to Newhaven	2
4	There are too many pedestrians to make this proposal viable	2
5	There should be separation between cyclists and pedestrians	2

6.9 Level of support for the provision of additional pedestrian and cycling facilities in the Denton area

Question 19 asked the extent to which respondents support the provision of additional pedestrian and cycling facilities in the Denton area. A total of 68 responses were given for improved bus facilities and the results are shown in the table below.

Response	Number	% of
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		responses
Strongly support	28	41%
Support	17	25%
Oppose	2	3%
Strongly oppose	5	7%
Don't know/No opinion	16	24%
TOTAL	68	100%

Overall, 66 percent of respondents supported or strongly supported the provision of additional cycling and pedestrian facilities in the Denton area with 10 percent opposed or strongly opposed.

Question 20 asked whether respondents had any additional comments they wished to make about the provision of additional cycling and pedestrian facilities in the Denton area. The comments received have been reviewed and categorised into themes presented in the table below.

No.	Theme/Issue	No. of respondents raising this issue
1	Too many cyclists ignore the cycle facilities	1
2	Make sure it is safe	1
3	Links to other routes so not too isolated	1
4	Roads in Denton carry faster traffic, dangerous for cyclists	1
5	Cycling is good for the health and a means of transport for the youth	1
6	Routes that are less direct will be used less	1
7	Waste of money	1
8	There is sufficient cycleway from railway station to Denton	1

Stakeholder responses

1. Lewes District Council



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Deborah Parker
(Contract Manager Scheme Delivery)
Infrastructure Design and Delivery
ESCC
County Hall
St Annes Crescent
Lewes

direct dial 01273 484354

my ref EH/Newhaven/LSTF/12.12.13

your ref

date 16th December 2013

RE: Newhaven and Peacehaven Improvements for pedestrians, cyclists and bus users

Dear Deborah,

Lewes District Council supports the aims and objectives of the *proposed improvements to the sustainable transport infrastructure in Newhaven and Peacehaven*. Through our Local Air Quality Management work we fully recognise that there is a need to encourage walking and cycling in and around Newhaven town. The creation of a safe and welcoming environment for pedestrians and cyclists in the town is essential if walking and cycling are to be seen as attractive and practical alternatives to the car. Furthermore schemes that help to increase the uptake of walking and cycling can significantly contribute to improving the physical and mental well-being of residents, workers and visitors to Newhaven and Peacehaven.

Road transport is likely the primary source of pollution in Newhaven town and recent air quality modelling work has resulted in the need to declare an Air Quality Management Area (AQMA) in Newhaven. Following the declaration of an AQMA the council will be required to produce an Air Quality Action Plan (AQAP) that will detail the measures that we and the transport authority will take to improve air quality in the Newhaven area. We therefore welcome the proposals put forward in the consultation which will very likely contribute towards reducing transport associated emissions in this area by encouraging increased uptake of more sustainable travel.

Plan ref 1/A259-Ambelside Avenue

We fully support the improvements to the bus waiting facilities, access and cycle storage provision.

Plan ref 2/A259 Roderick Avenue-Mayfield Avenue

We fully support the improvements to the bus waiting facilities, access and cycle storage provision.

Plan ref 3/ A259 Mayfield Avenue – Downland Avenue

We fully support the improvements to the bus waiting facilities, access and cycle storage provision.

Plan ref 4/Downland Avenue- Upper Valley Road

There are no proposed improvements to the existing Downland Avenue/A259 crossing point. While we welcome the proposals to create a new off road route accessed from Ashington Gardens we do have



Director - Lindsay Frost BA (Hons) Dip TP MRTPI
Head of Environment & Health – Ian Kedge BSc, DMS, MCIEH

some concerns about the proposed crossing point from the eastbound to the westbound side of A259. It is proposed to widen the pedestrian refuge but in this location if more than 1 bike was to use the refuge it could cause some conflict.

Plan ref 5/A259 Golf club-Polyclinic

We fully support the improvements to the crossing point to Upper Valley Road and the proposals to improve the surface and lighting as this would make it a more attractive and safer route for cyclists. However it is disappointing to see there are no plans to provide a bus shelter at the Peacehaven Golf Course stop.

Plan ref 6/Cycle Routes A259

There is some potential for user conflict as there is a requirement for cyclists to dismount as they continue their journey from the highway to the upper end of Gibbon road. The introduction of a bike ramp to the access steps to the car park and garage area would reduce the likelihood of cyclists continuing their ride along the existing pathway past places of residence.

Plan ref 7/Cycle Routes A259 Church Hill to Northway

There does not appear to be any proposals to improve the cycle storage provision in Newhaven town centre. Has an audit been undertaken and provision is already adequate or could the facilities be increased and improved? Currently cyclists who wish to enter the town centre from the Denton island cycled path are directed in a loop through the Northway underpass. The desire line route would be to use the existing pedestrian crossing at the north end of the High Street. Is there any scope to upgrade this crossing to also accommodate cyclists?

Plan ref 8/Cycle Routes Avis Ind Est

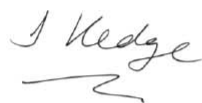
The proposals at the Drove road crossing do not include any safe crossing point for both walkers and cyclists to access the west bound side of Drove Road. Is there any scope to provide a refuge that could accommodate both walker and cyclists as this is essential to ensure safe access to the retail units and also crucially Newhaven train station.

The proposed improvements to the link from Avis Road to New Road are most welcomed as this is a well-used and practical link for both pedestrians and cyclists navigating their way through the Avis way industrial estate. There do not appear to be any proposals to install or upgrade drop kerbs on the New road shared route, something that would be very desirable for pedestrians and cyclists alike. Furthermore it is not clear from the plans if the proposed upgrade to the current pedestrian refuge will be able to accommodate cyclists as well as pedestrians.

In summary the proposed improvements to the pedestrian, cyclist and bus experience in Newhaven and Peacehaven are most welcomed. We have been monitoring and modelling air quality in proximity to the Newhaven gyratory for some time and 2010 data showed that the air quality objective for nitrogen

dioxide when measured as an annual mean was being breached. The Local Air Quality Management process requires Lewes District Council to now declare an AQMA something we are currently consulting on. We will then be required to produce an AQAP and ultimately improve air quality in Newhaven. These proposals are a good start to what will hopefully be continued investment to ensure the pedestrian, cyclist's and bus users experience is a positive one.

Yours sincerely

A handwritten signature in black ink, appearing to read 'I Kedge', with a stylized horizontal flourish underneath.

Ian kedge
Head of Environmental Health

2. Telscombe Town Council

From: Nancy Astley [<mailto:NancyAstley@telscombetowncouncil.org.uk>]

Sent: 11 December 2013 13:12

To: Deborah Parker; Cllr. Neave; Cllr. G. Maskell; Cllr. Livings; Cllr. Armour; Cllr. Botting

Cc: ~Z Ext Kevin Kingston

Subject: RE: Transport scheme development in Newhaven 1 of 2

Dear Deborah,

I've now had a chance to look at the plans and provide the following comments:-

- (a) It is proposed on the south side of the A259 at the junction with Ambleside Avenue (outside the Toyota Garage) that a bus/cycle lane sign be erected. While this, in theory would make sense for the dual use of the bus lane as preferred to the pavements, the next corner to the west (A259 and Central Avenue) there is a sign for the bus lane to be used with taxi's, there is no sign for cyclists? Will the signs to the west of the proposed area also be changed to allow the cyclists to share the bus lane all along the A259? If not where do the cyclists go?

To the west of Telscombe Cliffs Way the pavement is shared with cyclists, this often causes problems particularly around the bus stop areas and there have been recent incidents of cyclists colliding with pedestrians as they move from the bus shelter across the pavement to step onto the bus. The sharing of the bus lane with cyclists along the whole of the A259 to Rottingdean would help deal with this issue and I think that further thought should be given about how the proposed cycle/bus route links to the existing at the western point of the proposal. I would be happy to meet and discuss this further.

- (b) The Toyota Garage often use the area to the front of their site for parking large two tier car delivery lorries as these lorries are too large to go into Ambleside Avenue. The parking of lorries frequently causes traffic delays and this would be a good opportunity to provide a parking lay-by large enough for the delivery lorries but that could also be used for parking for visitors to the site. The bus/cycle lane then could be moved further to the west.

Again I would be happy to discuss any of these points further.

Best Regards,

Nancy

Nancy Astley

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3. Cycle Seahaven

From: LOCK, Andy [<mailto:Andy.LOCK@newellco.com>]

Sent: 09 December 2013 11:52

To: Deborah Parker

Subject: Newhaven and Peacehaven: Improvements for pedestrians, cyclists and bus users

Cycle Seahaven strongly support the proposed cycle lanes that you exhibited and we have forwarded details to our members and subscribers for further support and comment.

Our committee has reviewed all the proposals and we feel that there is another option that should be considered for inclusion in your overall scheme: a cycle way from A259 to Lewes Road (c7) via Valley Road. This route would go past Meeching Valley Primary School, the playground on Valley Road, and up Willow Walk to a new crossing over to Elphick Road, thus linking up to the rest of the cycle network in Newhaven. A cycle route through this residential area would serve the children wanting to cycle to school and other local residents by linking up to the existing cycle route to town via North Way and North Lane. It would join the school and Meeching Valley to the bottom of Newhaven town, the rail station and superstores using a flat and easy route suitable for all ages. It would also link up to the proposed Egrets Way cycle route along the banks of the river Ouse to Lewes.

<http://egretsway.org.uk>

To make things a bit easier to follow we have created a simplified unofficial Google map, attached as a pdf and a [link to the online version](#).

We believe that the Meeching Valley route has a number of benefits over the ESCC proposals of using Northdown Road and Church Hill:

- 1) Meeching Valley is relatively flat, whereas Church hill is very steep.
- 2) Meeching Valley is relatively quiet with wide pavements, whereas Northdown Road is narrow, often clogged with cars, and with no accessible pavement for conversion to shared use.
- 3) A flat, unobstructed and quiet route is likely to see significantly higher usage by cycles and pedestrians.

We hope that you find our suggestions helpful.

Please feel free to get in touch if you wish to discuss in more detail.

Andy Lock

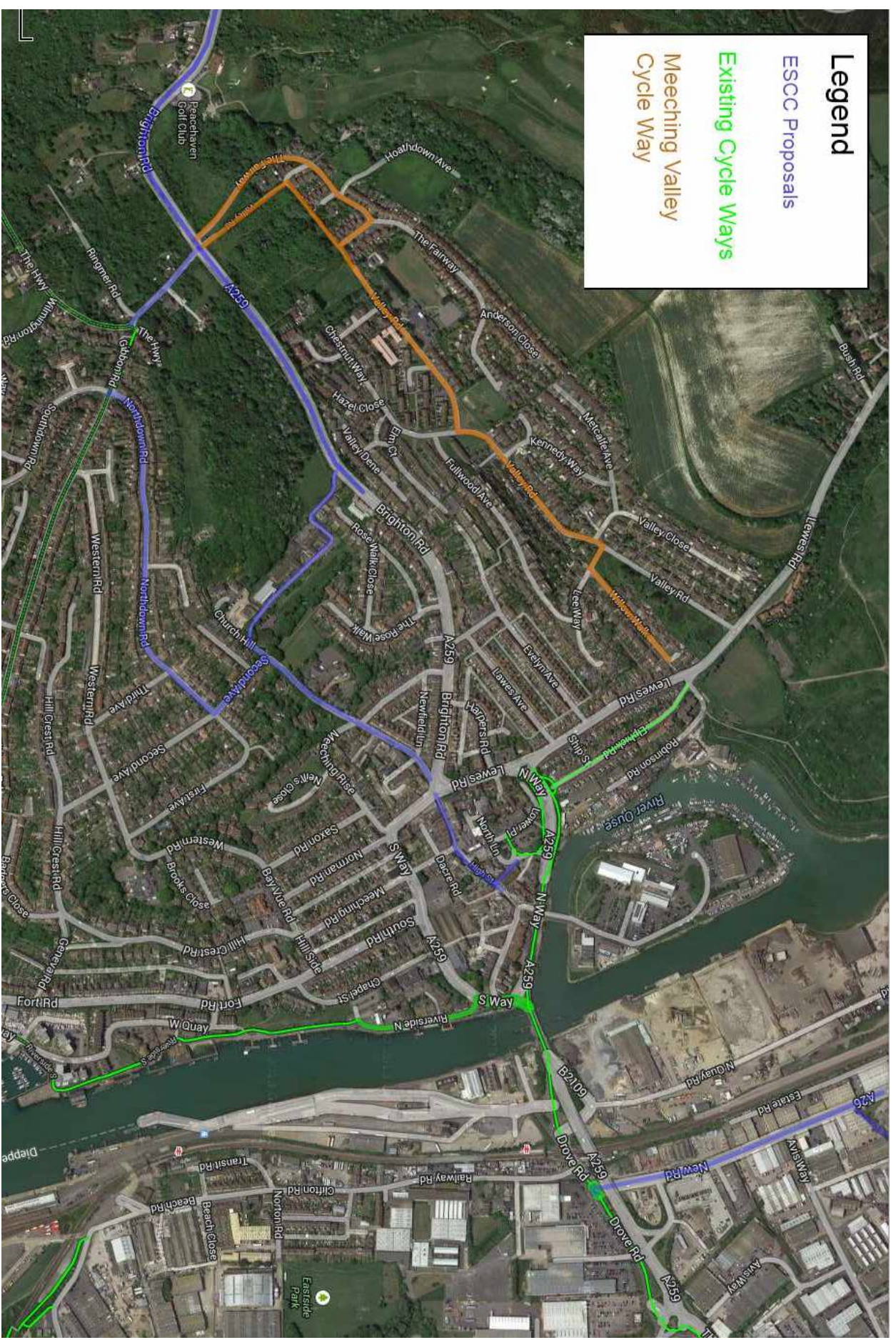
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- Legend**
- ESCC Proposals
 - Existing Cycle Ways
 - Meeching Valley Cycle Way



Written Comments

This appendix contains the written comments received in response to the questions on the consultation questionnaire

Are there any comments that you would like to make about your response to Q3 (about the proposed improvements to pedestrian facilities on the A259 through Peacehaven) or about how these proposals may affect you?

Questionnaire Number	Comment
1	The changes would make cycling between these places much safer
4	Improve safety for cyclists
6	I am very pleased that there will be improvements for the above named, however I am becoming increasingly concerned about the lack of interest and support for car users and the impact of this. I have been a Peacehaven resident for sometime and really enjoy the area and what it offers to the community, however the time I sit in my car to travel such a short distance is really unacceptable and I believe it is essential this is addressed ASAP. The impact this must have on the cliff edge decay is of huge concern.
7	I would strongly support the bus lane being extended further back to Sutton Ave
9	Improvements to speed restrictions should be changed from Denton Corner through to Seaford. It is a very fast road and following on from the death at Bishopstone Road the other week and the number of cars which are in bushes after a weekend is ridiculous.
10	Will the cycle lanes be re-laid so they are flat a smooth, so cyclist will be less likely to use the road when the cycle lane is available?
12	<p>An advisory cycle lane is not safe, either for cyclists, pedestrians or vehicle drivers. There is a narrowing of the existing lanes, which will be dangerous.</p> <p>The Council should understand that all along the route, especially where there are business units, large articulated vehicles can and do stop to make deliveries, and narrow lanes would not help any road users.</p>

14	<p>A259 Ambleside Ave – Roderick Ave Plan 1</p> <p>Would it please be possible to have a covered bus shelter outside the paper shop on the north side of the A259 between Sutton Ave and Cavell Avenue?</p> <p>Please don't get rid of the Park bay road markings and signage on the north side between Horsham Ave and Dorothy Ave. Parked cars at this point help to reduce the road width and keep the speed of vehicles down. Get rid of these and we will never be able to cross the road. Drivers also need a place to park to do their shopping, and shops may lose customers if there's no parking here.</p>
15	<p>My main concern is the present non-use of the cycle track from Peacehaven to Newhaven. Understandable given the state of the cycle track which seems never to be cleared of debris liable to damage most cycle tyres. It is likely that, with a pathway shared with pedestrians this will improve and so encourage cyclists to use the path/cycle way rather than the main carriageway.</p>
17	<p>No real comments except the proposal to extend the bus lane. This bus lane has caused considerable hardship to running a business in Peacehaven having been constructed on a flawed consultation headed by Matthew Locke when widening the road was proposed. They should be removed not extended unless you plan Peacehaven to be simply a dormitory town for a Brighton workforce.</p>
18	<p>Not obtrusive. Safer for pedestrians crossing. Good idea.</p>
25	<p>It will be safer for all pedestrians including disabled and children.</p>
27	<p>Rescue this would be an enormous help to a lot of people!</p>
28	<p>A good idea.</p>
29	<p>I will not be cycling on route - too afraid to use the roads. However, I strongly approve of others cycling.</p>
34	<p>To connect up Newhaven with Brighton.</p>
36	<p>A waste of money and only a way for the council to claim E.U Government grants.</p>
39	<p>crossing points need to be closer to bus stop - especially for disabled use.</p>
40	<p>Hill section of Brighton Rd (Tideway school across down to town centre) one can foresee pedestrian/cyclist accidents occurring if pathway is shared. Better to utilise existing two levels. (higher inside for pedestrians and lower for vehicles - outside for cyclist)</p>
52	<p>I only wish to comment on the cycle lane from Tudor Rose to Newhaven.</p>

53	I support part of the above, i.e. kerbs, tactile paving & upgrading crossing points - I do not support new refuge islands.
55	I do support upgrading pedestrian crossing points BUT NOT new refuge islands.
56	No
57	As a pedestrian and cyclist I am very pleased that my safety is being taken into account.
62	About time that the disused partially resurfaced cycle track running from Tudor Rose campsite to Kwik fit is brought into public use for cyclist , speeding up traffic flows!
65	Cycling is to be encouraged. Many people are put off due to dangers.
66	I am concerned regarding the siting of the pedestrian crossing nr Dorothy Avenue. My view is that it should be sited further east - mainly in order to retain the existing badly needed parking bays that the proposals seek to remove, with the Sainsburys store on the corner of Dorothy Ave it would be crazy to reduce parking facilities nearby.
67	Old resident of Tudor Rose Pk will be able to cross the road better.
68	There is no mention of improvements for cars and other traffic!

Are there any comments that you would like to make about your response to Q5 (about the introduction of new pedestrian refuges at Dorothy Avenue, Lincoln Avenue and near the Tudor Rose Caravan Park) or about how these proposals may affect you?

Questionnaire Number	Comment
4	Improve safety for cyclists
6	Please see my comments above, I hope that they will be listened to and actioned.
10	No
12	Getting across the A259 for pedestrians is a nightmare - great idea

14	<p>A259 Roderick Ave – Mayfield Ave Plan 2</p> <p>It is good to see you have included this pedestrian refuge island, but would you please move it between the Sainsburys and the laundrymat and food places on the other side of the road. This makes more sense as:</p> <ul style="list-style-type: none"> • You don't need it to be as close to the existing one further along to the west • There is a constant stream of pedestrians crossing the road at that point to get to the Sainsburys and also to the laundrymat, and take away food shops on the opposite side. This is a dangerous point and someone will be injured there soon if they haven't been already. <p>If this cannot be done, then please install traffic lights at this point. This will not then mean reducing the width of the road with an island.</p>
28	No
32	about time!
39	Tudor Rose park needs a zebra crossing - it's dangerous, as the recent accident shows. This is a busy crossing/bus stop and used by vulnerable residents. (elderly and disabled)
45	Any improvements would be welcomed however, the traffic on the A259 is always heavy and the road is not ideal as a major route between the coastal towns.
48	With all the proposed improvements, the challenge is to try and ensure that the people for whom the improvements are intended actually make use of them. With the pedestrian refuges already in place I frequently witness pedestrians ignoring them, even when they are close by, when crossing the A259.
59	Pleased to see long awaited bus shelter for Lincoln Avenue west bound A259 & pedestrian refuge to cross road.
62	Not relevant
66	If you study local traffic patterns I believe you will find that traffic from north east Peacehaven travelling east tends to use Greenwich Way/ Dorothy Ave to access the A259. Any reduction of parking in the vicinity of Dorothy Ave (i.e. those proposed to be removed on A259) would have a severe impact on this junction which is already subject to chaos from traffic trying to access the A259 travelling east and shoppers trying to park. A rush hour traffic survey (am/pm) should be carried out at this junction to better understand the issue.
67	Get it done as soon as possible.

68	<p>The pedestrian refuge at Bramber Avenue should be moved to a location near to Steyning Avenue and included in a new traffic management scheme</p> <p>South Coast rd junction of Steyning Ave Peacehaven is in need of traffic management to improve the safety of all - traffic lights or roundabout.</p> <p>Steyning Ave junction with Arundel Rd is also a problem.</p> <p>Could do with yellow lines and a mini roundabout.</p>
70	<p>The volume of traffic is growing all the time making it difficult to cross the road in one go. An island doesn't stop the traffic like lights would but means you can't get half way across at a time. Tudor Rose Pk is on a stretch which is 40mph which is even more dangerous. Not sure where Dorothy Ave island would be situated given it is a through road.</p>
72	<p>As long as they are not 'pinch points' for cyclist.</p>
74	<p>Too much traffic on South Coast Rd so crossing the road is really dangerous so islands might help!</p>

Are there any comments that you would like to make about your response to Q7 (about the introduction of an advisory cycle lane on the A259 through Peacehaven and the introduction of additional cycle parking) or about how these proposals may affect you?

Questionnaire Number	Comment
4	<p>Improve safety for cyclists.</p> <p>Be clear and concise and don't waste money on wishy washy half hearted improvements</p>
5	<p>As a car driver I am totally fed up with roads being reduced to one lane for cycle paths. The rights of cyclists always seem to have priority over car uses when quite frankly it is the motorists that pay for the roads via all their road taxes etc. that cyclists don't pay. I for one am totally sick of this favouritism towards cyclists mostly at the expense off motorists when cyclists contribute nothing financially towards roads unlike motorists. Plus there is this assumption that everyone can cycle, many people cannot cycle.</p>

6	With the high level of traffic on this road, I am concerned that you are creating further obstructions along the A259 and strongly urge you to improve the conditions for car drivers. I don't believe this will help any commuters to reach their destination safely. It is time that improvements are made to the whole road to help the community and environment.
10	Please make the cycle lanes a clearly defined area, e.g. different colour tarmac so the cyclists know to use them.
12	See previous comments
15	See previous answer re cyclists being more likely to use new shared pathway rather than main carriageway.
17	If you plan to install a cycle lane (and I lived in the Netherland for 10 years so do have a good understanding of how cycle lanes should work) then it should be compulsory not advisory. Simply painting a white line down the road is not a safe solution.
18	Not going to be a problem to drivers. Will be safer for cyclists especially at night. Very good work.
20	Too often the promotion of cyclist at the expense of pedestrians. Dual use paths should indicate pedestrian priority as Brighton & Hove do on the undercliff between Black Rock & Saltdean. The path from Ashington Gdns to the A259 will require significant widening.
23	cycle racks:- I see no reason to install racks along A259 west.
25	Not to sure about the cycle racks.
28	Plenty of signage for all users.
34	I would like to cycle with my children - at the moment we can only cycle to Seaford.
37	Make cyclist pay a road tax.
39	Cyclists are at risk on the A259 and need help. I live just off the road and have seen some near misses so a dedicated cycle lane will help.
43	I would choose to cycle on the proposed cycle lane rather than the current cycle route round back of Peacehaven where, only yesterday, an elderly driver sped round a 'traffic calming' island and just missed colliding with me. It was my right of way but I had to take avoiding action.

44	<p>I support the principle of cycle improvements - my son might finally be able to cycle from home in Seaford to school in Peacehaven! I think the A259 improvements should be implemented for through cyclists and those commuting to Brighton and beyond (my eldest son commutes by bike from Seaford to Shoreham). However I also support the alternative Meeching valley route proposed by Cycle Seahaven for local cyclists and a link to the Egrets way.</p> <p>please remember also that many daily cyclists (and I am not talking sport cyclists) typically travel at 10-15mph - too much ESCC cycle infrastructure is poorly engineered and dangerous at speeds much above walking pace</p>
45	Any improvement to cycling access is to be welcomed
47	Too many cyclists ignore cycle lanes etc, with the excuse that they damage their tyres on the gravel because the lanes are at the edge of the carriageway and don't get regularly cleaned
48	As a motorist, I generally support steps to make things better / safer for cyclists. However it is frustrating when many cyclists appear reluctant to take steps themselves to improve their own safety by (1) ignoring existing cycle lanes (2) not using lights or reflective wear (3) riding 2 abreast.
53	Will need to police parking on yellow lines.
55	Total waste of public money.
58	Cyclists have side roads e.g. Arundel Rd as a safe alternative.
59	Safety for cyclist is a high priority! Helmets & high visibility tabards & bell for use on pavements would be a safety measure.
61	I cycle into Newhaven & the current gully on left of road as you go down the hills is a nightmare!
62	Not relevant
64	Any improvement to the existing path between the A259 & the highway is to be welcomed.
65	I am a keen cyclist. To add more safe cycle routes is a fantastic improvement as routes are lacking at present.

66	The cycle parking should be sited more evenly throughout the whole town. Cyclist would probably be just as likely to cycle from home to connect with public transport (not just to access the shops) and there are more bus services available west of Telscombe Cliffs Way so more likely increased demand at that end of the town. Surely it would be safer to route cyclist across the clifftop rather than alongside cars & buses on the A259.
69	Would like to see cycle parking at Roderick Avenue too
70	The biggest improvement to all roads would be a better surface and sunken drains being repaired, pot holes are still a major problem.
73	This appears only to benefit west-bound cyclists. Are east-bound cyclists supposed to use Arundel Road? Is this worth all the cost and disruption if it only benefits west-bound cyclists? Presumably, all the central reservations would need to be moved northwards to equalise the lane width each way.
74	Don't like the idea of shared pathways. Too dangerous for pedestrians if bikes are ridden on the pavements - thought it was against the law.

Are there any comments that you would like to make about your response to Q9 about (the proposed improvements to the facilities at bus stops on the A259 between Peacehaven and Newhaven) or about how these proposals may affect you? -

Questionnaire Number	Comment
4	Improve safety for cyclists
5	Again I am fed up with buses being given priority over other motorists. Bus tickets are very expensive and despite them saying otherwise are constantly going up. Also you cannot realistically get a bus to everywhere you want to go and on a direct route. Also buses are completely unrealistic for people who need to take tools to work etc. Creating dedicated bus lanes has caused major congestion here especially at peak times. Not everyone who works is able to use a bus, the buses should use the same lanes as everyone else and this would free up traffic here.
6	I agree this is a needed improvement however should be in line with other vehicles that also need to travel along this road. This stretch of road is becoming worse. It needs to be considered that a journey on the bus that should take 15 minutes takes around 50 minutes. The bus Lane should be improved and not the cycle. To keep up with the high level of commuters needed to get through this stretch of road. Car users need consideration too!

7	As a bus commuter I am in favour of any improvements to encourage more bus use.
16	My bungalow on the South Coast Road is adjacent to the Lincoln Avenue bus stop, I have observed many people waiting for the bus go into the middle of the road, or cross the road to wait on the opposite side as they do not have a view of the bus approaching. I suggest the proposed shelter be located on the grass edge 20 metres to the west of the stop where there is a much better view of the road and the shelter would not be directly outside any properties. For example at both Gladys & Southdown Avenue there are shelters away from the stops and therefore they are not located directly in front of residential properties.
17	Making this clearway will prevent casual customers to the South Coast Road shops and businesses, again you seem to be trying to drive businesses out of Peacehaven.
22	<p>See attached letter:-</p> <p>My property on the South Coast Road is adjacent to the Lincoln Ave bus stop, from my window I have observed many people waiting for the bus, go into the middle of the road, or cross the road to wait on the opposite side as they do not have a view of the bus approaching.</p> <p>I suggest that the proposed bus shelter could be located on the grass extension approximately 20 metres to the west of the stop, this is an ideal position from where they can see the bus coming, also the shelter would not be so close or directly outside the property boundary of any residents.</p> <p>I have noticed you have successfully used this criteria at several other bus stops in Peacehaven, for example Gladys Avenue and Southdown Avenue where the shelters are away from the bus stops and therefore not located directly in front of residential properties.</p>
23	You will never stop cars in Peacehaven through to Newhaven parking on bus stops, laybys and yellow lines until the route is patrolled by wardens.
25	Excellent for disabled/elderly.
27	<p>Would like a bus shelter at Lincoln Ave.</p> <p>Lincoln Ave - Brighton, have had a lot of communication with Simon Kirby M.P.</p>
28	Appropriate use of the facility.
32	Very helpful - lighting important too.

35	A bus shelter at Lincoln Avenue would be a great help when waiting in the pouring rain and gale force winds. Would be nice to get on bus without dripping wet and wind-swept.
38	Bus shelters need seats (Mayfield) Bramber Ave cannot see bus coming because of fencing by reuse bins.
39	<p>Lots of cars and vans park in the Blakeney Ave lay-by so this is a good idea. We must have disabled friendly dropped kerbs and Blakeney Ave stop needs a bus stop with seats at least on the Brighton direction side. Ideally, there needs to be a pavement extension from the stop to Cresta Rd as its not disabled friendly and risks social isolation. Zebra or other crossing needed at Blakeney Ave.</p> <p>Bramber Ave bus stop has restricted access for bus passengers & drivers alike because of the high barriers around the recycling. Passengers stand in the road to make sure drivers see them, very dangerous.</p>
40	It would be great to utilise scrub land adjacent to Brighton Rd for dedicated bus through route, to reduce bus congestion at times following swing bridge closures.
45	As shown this should improve the road for both buses and other road users
46	We believe that the provision of enhanced public transport facilities will encourage more users to choose the bus when making journeys, and so therefore is to be encouraged.
47	East Sussex C.C. needs to try the positioning of the Kassel kerbs with a bus, as too often they're in the middle of the lay-by and the rear end of the bus sticks out into the road. Most of the buses used on the A259 are longer than standard, but the bus stop lay-by layout doesn't take this into account.
54	As above will need to police illegal parking, especially at Roderick Avenue as these are continually parked in.
59	Ref. to Q5
60	N/A
61	Would like to see a bus lane along the entire A259 but understand there is not enough money.
62	Not relevant
64	There is quite a problem with cars/delivery vans parking in the bus layby outside NatWest in Peacehaven, restricting vision & access to bus.

65	Less cars on the road by increasing bus and cycle transport can only be a good thing.
66	Peacehaven is short of parking spaces, so we need to be careful not to reduce parking availability. Bus stops are unsuitable obviously but alternative spaces need to be found.
67	Bus stop outside Tudor Rose Park needs seats.
68	Move all of the old bus stop posts, redundant, now that bus stop flags are attached to shelters at some bus stops.
69	Widen the road to provide laybys for buses each side of the road at the Caravan Park
70	Raised kerbs would be helpful when taking a pushchair on the bus.
72	As long as the clearways are enforced.
73	<p>I am a frequent bus user and motorist and long-term resident of Peacehaven.</p> <p>There is a reference in the questionnaire to "preventing private cars parking within the bus lay-bys". Does this imply doing away with the lay-bys? I would be strongly opposed to this. Anything which creates further congestion should be opposed. There is only one way in and out of Peacehaven and the rush-hour congestion in the evening west of Rottingdean is already unacceptable.</p>
74	Seems a waste of money when cuts to other areas like Social services are being made.

Are there any comments that you would like to make about your response to Q11 (about the extension of bus lane on the A259 in Peacehaven) or about how the proposals may affect you?

Questionnaire Number	Comment
1	It would help traffic flow
4	Improve safety for cyclists
5	As a motorist who pays a lot of money every year to use my car and my car is an essential item I feel there is a total disregard for motorists.

6	I am happy for there to be improvements made to the bus lane to improve the commuters that use the bus, however I am not in a position to use the bus or cycle for work, as I believe many others are to. The emissions produced on this stretch of road are extremely high and unacceptable. An alternative or injection of improvements for car users is imperative.
7	It needs to be extended further to be of use. At least to Sutton Ave
9	It would cause further traffic delays.
10	The road is wide enough so yes no objections
12	The existing bus lane is a joke - cars are not allowed at any time, yet car and van drivers DO use it - no one ever seems to be prosecuted! The bus lanes were unacceptable when they were brought in, and unless cars and vans are able to use these lanes at off peak times, they will remain both unpopular and dangerous.
17	The bus lane is a drain on business resources, again you seem to be trying to drive businesses out of Peacehaven.
23	No real point for such a short stretch.
28	So long as it's cost effective for the short distance covered.
30	The bus lanes make congestion worse.
36	We the motorist pay the majority of road tax - NOT bus companies.
39	do we need bus lanes outside rush hour or can they be time limited?
45	I am not convinced of the value of extending the bus lane beyond where it runs now other than for punishing car users.
46	Any measures to ease access for buses will improve the quality and reliability of service provision, and so we strongly support such proposals.
47	buses are currently often delayed during the morning peak as they can't access the start of the bus lane.
48	I believe there is insufficient space to safely extend the bus lane. With the improvements planned for pedestrians and cyclists I believe consideration needs to be given to improving the situation for all motorists and not just public transport. The ever increasing number of new properties planned for Peacehaven & Newhaven brings more and more cars on to the road. That fact cannot be ignored and it is simply wrong to cram more and more cars into less space by extending bus lanes.
61	See above.

66	This may impact adversely on the bottlenecks that already exist in the am/pm rush hour. If so I would not support this proposal.
67	Not needed
68	No consideration for normal traffic which is often (am/pm peaks) backed up from Telscombe Cliffs Way to Malines Ave and on bad days Sutton Ave.
70	Given that the glass shop is right on the pavement & there is an obelisk as well the extension would be less than 100mtrs and seems a lot of money for very little benefit.
73	<p>This will have minimal effect on improving the bus service.</p> <p>In theory, the no. 12 is a good service. In practice, particularly during the day, two or three buses arrive at once and there is a long gap before the next bus arrives. One can easily miss a meeting or train because of this. Could representations be made to the bus company to improve the situation, if the Council is spending money on improving infrastructure for buses?</p>
74	No need for it.

Are there any comments that you would like to make about your response to Q13 (the introduction of the shared footway/cycleway between Peacehaven and Newhaven) or about how these proposals may affect you?

Questionnaire Number	Comment
1	The roads around & out of Newhaven are not good for cyclists & so I would like to see improvements in any way possible to help prevent cyclists having accidents & pedestrians to walk safely leaving car drivers to have the whole road to themselves which is what they want. A lot of car drivers find cyclists a nuisance and hence accidents happen.
4	<p>Make it clear and concise and don't be wishy washy just because you have a little money to spend</p> <p>Make it safe</p>
6	I would be very concerned and angry if my already very long journey to work, due to the high level of traffic is further worsened by these proposals.
7	Do we need both an upgraded pedestrian refuge and a toucan crossing at Upper Valley Rd junction with A259

12	When cyclists and pedestrians "live" on the same path, the cyclists deem themselves to be the sole owners, and are sometimes arrogant and care not whether they knock a pedestrian over. Have you seen the speed that a cyclist can attain going downhill into Newhaven? Very often they exceed the motoring speed limit!!
13	I think the 'dog-leg' link north of the A259 from near the end of The Highway into Peacehaven residential streets, providing an alternative to the current route of NCN 2 could be very useful for cyclists who do not wish to be close to main road traffic. The 'formalisation' of the cycle route on the N side of the A259 from there eastwards is long overdue and overcomes the strange kerbed space between the carriageway and the pavement currently. The proposed surfacing of Upper Valley Road, linking to the current NCN 2 route in Gibbon Road, is welcome - although I should like to see more details of exactly what is proposed at the crest of this ridge and down into (or up from) Gibbon Road. The bike ramp at the stairs up to Southdown Road is an excellent proposal. The suggested route for bicycles through the Newhaven Polyclinic site is preferable to the Northdown Road route (NR being very narrow, with much parking, and at some times of the day a lot of traffic) for those who wish to follow a more direct route to/from the town centre to that provided by NCN 2, but at the same time wish to avoid 'mixing' with the inevitable heavy traffic on Brighton Road. I support cycle use of the High Street. The map does not show the existing cycle route from Riverside North to South Road, or the link from that under South Way at Chapel Street.
14	A259 Downland Ave – Upper Valley Road Plan 4 & Golf Club to Polyclinic Plan 5 Please ensure pedestrian/cycle tracks on north side of A259 are kept clear and clean with no pot holes or bumps. Cyclists often don't use this and cycle in the road instead causing a danger on this fast part of the road.
17	Where is the width to extend the cycle lane coming from, I assume the main carriageway. This cycle lane should be compulsory.
23	But deaf or impaired pedestrians would be in danger from cyclists
28	All good.
34	As before - cycling with my children is a priority.
39	It would help avoid crashes - some very near misses near where I live.
40	See comment to Q 4
44	see previous comments re Meeching Valley route and engineering standards

47	I don't believe that there will be value for money by spending money on cycle improvements. Cycles are not a favoured mode between Peacehaven and Newhaven partly because of the hills.
52	It will be dangerous for the cars coming out of the side roads on to the cycle track. Many parts of the area are obscured by hedging, cycles would not stop as this happens already.
54	Waited many years for this, the sooner the better.
59	Been waiting for this for long time.
61	See Q8
64	As a pedestrian I am wary about shared paths, especially for the very young & very old. Signage, reminding cyclist to be responsible would be welcome.
65	yes this improvement is long overdue.
66	I am concerned that cyclists who are renowned for not following the highway code will create issues at the dismount point.
69	Reduce the speed limit on the A259 to 30mph and make it 20mph from the Kwik Fit Garage to the Ring Road
70	The only comment is the estimated cost of £3000,000 which seems extreme. The existing footpath has only recently been repaired and kerbs replaced so a new surface between the two sets of kerbs would be cheapest option.
73	The footpath on the south side of the A259 between The Smugglers Rest in Telscombe Cliffs and the bottom of Longridge Avenue is shared between pedestrians and cyclists. I often walk this path and have nearly been run over by cyclists travelling very fast. With regard to the A259 Rushy Hill to Newhaven, I would prefer to leave the existing narrow footpath with kerb down to cycle way, to separate pedestrians and cyclists. Otherwise a similar dangerous situation will arise.
74	See Q8 response.

Are there any comments that you would like to make about your response to Q15 (Cycle route going via Upper Valley Road or Polyclinic Road) or about how these proposals may affect you?

Questionnaire Number	Comment
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1	As above
2	<p>I've put Upper Valley Road as it seems quicker and Church Hill is steep and narrow, but this is not a strong opinion and really wouldn't mind either and would prefer to leave the decision to those cyclists who use the route regularly.</p> <p>Also having gone to the end of the survey, there are questions on age and gender, but no questions on whether you are a cyclist, pedestrian or bus user, as cyclists or pedestrians may choose different routes.</p> <p>I'm a cyclist for leisure if there is a safe route, also am a pedestrian and don't feel safe if cyclists on shared paths speed by, I also use the fantastic bus service along the A259 and raised bus stops will be good and am also a car driver and hopefully very aware of cyclists !</p>
4	Make it safe
6	Improvements for cars please not cycles!
7	<p>The Upper Valley Rd route is both out of the way/ longer and involves some steep hills it is unlikely to be well used.</p> <p>The Poly-clinic route is shorter but still has a steep climb from the town to the clinic.</p> <p>I can see cycles still using the A259</p>
13	I do support use of Upper Valley Road to link with NCN 2 at the top of Gibbon Road, subject to comments above in Q14. For me, the overall preference for the Polyclinic route relates to the unsuitability in my view of the Northdown Road section, not the UVR part, which would be a useful alternative for cyclists not wishing to tackle the long unsurfaced length of The Highway towards Peacehaven.
20	The footway between Upper Valley Road & Gibbon Rd is too narrow for shared use.
28	Only issue is coming down the steep hill!
29	No opinion on the routes proposed above.
30	better for access to Seaford.
31	But the feeling and safety - especially after dark! Much better!
32	Better lighting.
34	Long term - don't discount the highway.
39	I don't cycle but use the Polyclinic access road for physio - it's dangerous enough for cars and pedestrians.

43	I do not like either option. I would prefer a cycle route down Fairway and Meeching Valley to cross Lewes Road to Elphick Road. This has been proposed by Cycle Seahaven and was tested by some of us recently. It would need only a small amount of improvement on a short section of unmade path.
45	I have made a selection but I have serious doubts about whether either would be much used.
47	Many cyclists will still ignore any designated cycle route
53	No particular preference.
55	I oppose the above totally.
57	No preference
61	Probably less distance.
62	Otherwise cyclist endanger themselves at the Kwik Fit polyclinic junction - re: crossing a busy main road. Enables safe access to Tideway school.
64	I oppose the Upper Valley Road route because if promoted the link path to Gibbon Road would become hazardous to people using the footpath.
66	I doubt whether cyclist will be prepared to follow either proposed route, they will very likely stay on the A259.
69	Cycle path should extend to The Rose Walk and consider use of Murray Avenue to reach Elphick Road
70	neither as they are far too steep and not sure I'd want to cycle down Church Hill either. Not direct enough route from Peacehaven to Newhaven or beyond.
72	Polyclinic access road is very steep for cyclist.
73	No preference.
74	Neither, see Q8.

Are there any comments that you would like to make about your response to Q17 (cycling in the High St & St Luke's Lane) or about how these proposals may affect you?

Questionnaire Number	Comment
1	As above

4	Make it safe
6	Improvements for cars please not cycles. These proposals will impact on my journey and my health and well being.
7	The upper part of the town was made a traffic free zone to help shoppers and having a market taking place twice weekly this could lead to conflict
13	This would be more difficult, although far from impossible, on market days - and will depend upon goodwill on all sides, something which appears to be achieved more readily in other European countries.
17	Again if the cycle route uses the High Street then this should be compulsory.
20	One does not expect the hazard of speeding cyclist in any pedestrian shopping precinct.
26	The High St is largely pedestrianised, making this a cycle route could cause problems especially on market days (Thursday & Saturday)
29	Good to get more people down Newhaven High St!
39	I don't know where St Lukes Lane is, I would be concerned about cyclist & shoppers together.
40	Unless there is a dedicated path for cyclist - to segregate from pedestrians.
47	Too many cyclists are inconsiderate in pedestrian areas
54	I would also like to see a safe cycling route from Newhaven to Lewes as the C7 & A26 are very dangerous for cyclist.
62	Encourages footfall, re-invigorates Newhaven city centre.
64	I would oppose anything other than pedestrians in the pedestrianised area of the High Street. Similarly in St Lukes Lane unless it is wide enough to segregate cyclist/pedestrians since this provides access from the town to the buses & is used by many elderly & mums with small children.
66	Any place where there is shared use is in my view a recipe for an accident.
70	Strongly oppose using St Luke's Lane as it is so busy with pedestrians going to & from bus stop or car park to High St.
74	Too many pedestrians use the lane, see Q8.

Are there any comments that you would like to make about your responses to Q19 (cycling facilities in Denton) or about how these proposals may affect you? - Comments

Questionnaire Number	Comment
1	As above.
4	Make it safe
13	East of the river I support the proposed shared footway/cycleway in New Road, although great care will be needed around the entrance/exit to the household waste site - especially if it's use should increase owing to closure of the Seaford site. I also support the proposals for more use to be made of the route between New Road and Avis Road.
23	There are sufficient cycle way from Railway Station to Denton.
28	links to other routes so not isolated.
30	Roads through Denton carry much faster traffic - potentially dangerous for cyclist.
47	Too many cyclists will simply ignore the cycle facilities.
48	As a non cyclist I don't have any preferences but equally, and as already mentioned, it would be nice to think that cyclists will actually make use of any route provided. To that extent it seems to me that any route that makes the journey less direct than the current one available will not be used even if their safety is improved. To that extent I am concerned about large sums of money being spent, plus the disruption that will caused in building a cycle path, on what could be nothing more than a white elephant. For example I frequently pass cyclists (travelling in both directions) on the A259 between Denton Corner and Seaford despite the existence of a cycle route that runs adjacent to the road. Some, but not all have no lights and are an accident waiting to happen these dark morning and evening rush hours. Maybe signage to the cycle route is a problem? I'd like to see signs similar to those I've seen in the USA which effectively point out that there is a cycle route provided and that a penalty of \$xxx will be incurred for cyclists who choose not to use same.
54	Anything to improve cycling facilities is long overdue.
65	Cycling is fantastic for health and a means of transport for teenagers and children.
74	As above.