Hastings and Rother Transport Action Group
Transport Priorities Research Questionnaire Results
January 2018

Contents

BACKGROUND

1.   A 'mini-consultation' had been requested by RDC and HBC in light of an interest in developing a joint transport action group (Hastings & Rother Transport Action Group – HARTAG). A survey was sent to known groups with an interest in transport issues, with the aim of understanding what they felt were important issues which might be addressed by HARTAG. The findings from this exercise are set out in this report.

2.   Survey respondents were asked to prioritise a list of key transport issues in terms of how important they felt the issue was, and how much influence HARTAG might have in tackling the issue. Respondents were also asked to provide information regarding any additional local transport issues.

3.   It should be noted that the survey was only circulated to known groups with an interest in travel issues and therefore these findings should not be considered as representative of the general population. The objective was to understand what strategic level transport issues were considered to be important by these groups, in order to help inform HARTAG in terms of planning and priority setting for the next 1 – 2 years.

4.   Thirty eight people completed the questionnaire. Of these, 20 were responding on behalf of their organisations. The remainder were individual responses.

5.   The responding organisations are listed in Appendix 1.

SUMMARY OF RESULTS

6.   It is easy and effective to use the average score for importance and ability to influence to set the various transport issues in a priority order. The higher the importance and the more likely it is that decisions could be influenced by the group will give the top priorities for HARTAG to consider. In order of the highest score first, this gives us the list in the table below.

Issue	Total (10)	Importance (5)	Realistic Influence (5)
High speed rail	8.3	4.34	3.87
A21 improvements	7.81	4.24	3.39
South east franchise	7.58	4.08	3.5
A259	7.53	4.16	3.37
Southern timetable	7.15	3.73	3.42
A27 improvements	6.87	3.53	3.34
Bus improvements	6.79	3.47	3.32
Charging points	6.03	2.61	3.42
Cycle network	6.03	2.87	3.16

7. It is worth noting that High Speed Rail came top both in terms of importance and realistic influence. Findings and detailed comments for each of the findings are set out in Appendix 2.

8. The charts below set out each of the issues, firstly in order of importance and secondly, in order of realistic influence, as per the findings:
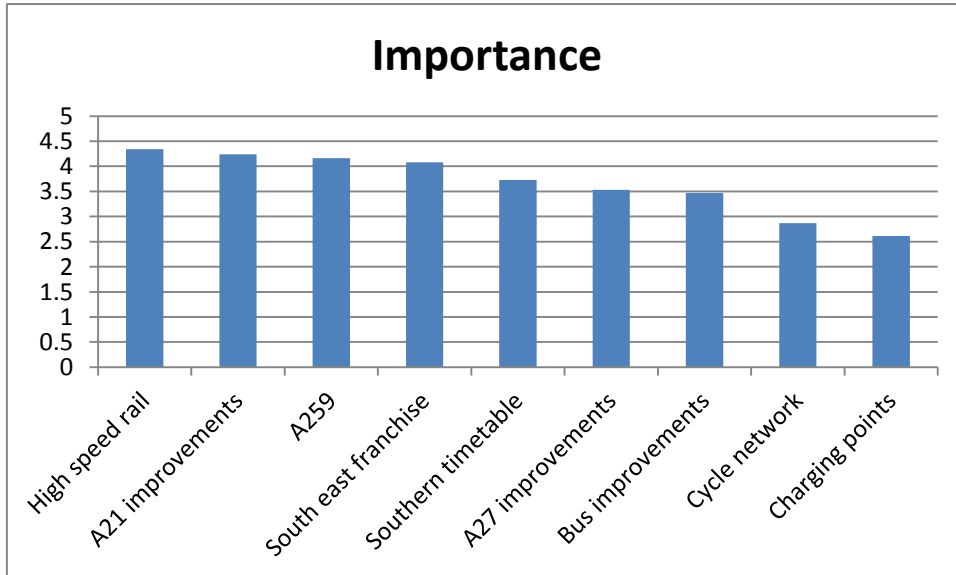

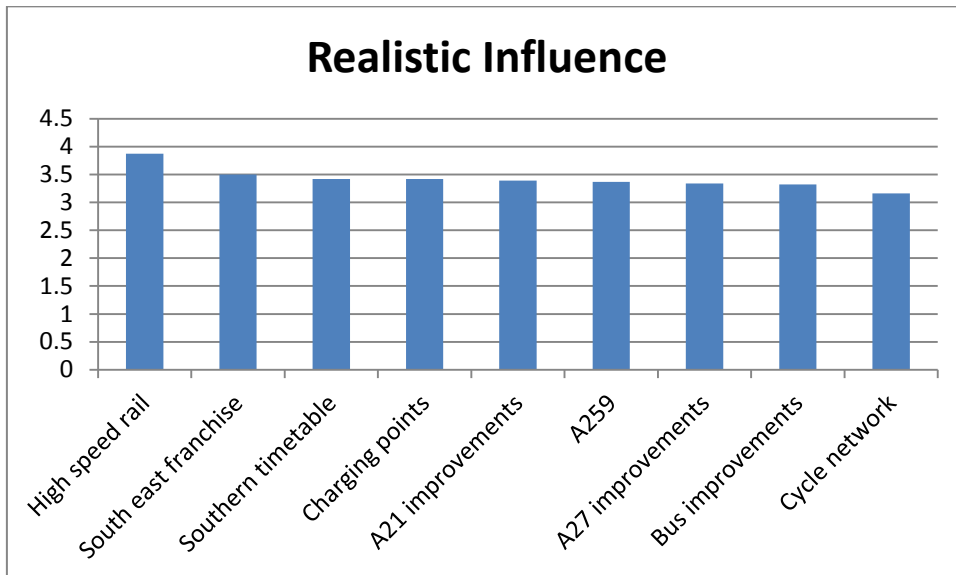Chart 1: Survey findings: Issues in order of importance

Chart 2: Survey findings: Issues in order of realistic influence

9. Additional priorities, at the end of the questionnaire were supported and are set out in the table below.

Issue	Yes
Highways maintenance	71%
ESCC's Local Transport Plan	66%
Safer streets	57%

Access to town centres	53%
Walking	34%

10. Findings and detailed comments for each of these additional issues can be found at Appendix 3.

OTHER ISSUES

11. Respondents were asked to raise any other issues that could be added to the priorities of HARTAG but had not yet been mentioned. For the purpose of this report, if an issue has already been covered elsewhere it is not going to be listed as an additional issue here. The issues raised are listed.

Rural isolation and lack of public transport
- o The isolation of people living in the rural area as bus services are cut and there are no alternative affordable options

Taxis
- o Taxis to, from and around rural areas as currently unless you have access to a vehicle, any other mode of transport appears to be very expensive and no closer than a 30 min walk away.
- o Access for disabled to travel in taxis that have lifts. People are being stranded at Hospitals due to lack of disabled transportation!

Speeding
- o Speed in built up areas is an issue for those with children and for those who are not so physically fit or quick and do not have fast reflexes. Cars are often too fast in the Town Centre streets in Bexhill.
- o Address speed. Consider removing parking from the main shopping streets while providing an alternative, consider making Devonshire Road one way. Make some arrangement for pedestrians to cross the roads in Town Hall Sq, Bexhill to reach the Town Hall and CAB! There's no crossing at the southern end of London Road.
- o Better support of local speed checks would be good.

Glyne Gap rail station
- o A station at Glyne Gap. Might reduce some A259 traffic.

Road connection improvements
- o Improve the access to the Hastings bypass at King Offa way. A simple slip road on the western side of the approach would stop the ridiculous situation where traffic can't turn left on to the bypass because a few cars are going straight on or turning right in London Road. A cheap solution that would reduce congestion very easily.
- o The new development off Barnhorn Road Bexhill, make an access road to the new estate from somewhere off Cowdray park Road. This

will help avoid the massive delays that are going to become inevitable when the traffic lights go up for the new housing estate.

- o Bypass Little Common, this village does not deserve the mess that has been created by traffic trying to get through it, too many cars getting stuck at the roundabout.
- o The lack of foresight in road planning---i.e the Bexhill---Hastings link, has not alleviated the problem of traffic, it has just shifted it to the areas of The Ridge/Westfield/Three Oaks, etc. The road should have terminated at a roundabout with the A28 & A21 to stop the need for traffic to use the smaller local routes.

Air transport
- o Improved connectivity to regional air-hubs. Working groups within the HARTAG to have deep discussions with the relevant agencies, wherein ambiguities can be challenged.
- o Get Lydd airport to function. Engage with their management.
- o Help Lydd Airport to function for passenger traffic, with Kent CC.

Patient transport
- o Voluntary Sector Services cannot (unsubsidised) fill in for the lack of Patient Transport to GP's and Hospitals, Home from Hospital, attendance at OT clinics of Fall Prevention Courses. These services should be commissioned hand-in-hand with transport provision for those who are elderly or on low income and live in rural areas.
- o Highlight the inequality in access to Health and Social Care services when transport provision is dropped. Petition for a Taxicard system that enables low income and older people to have subsidised taxi-journeys if they live further than 5 miles from their GP or hospital.

Bus connections
- o More bus lanes on busy corridors.
- o I am not sure if that would be covered elsewhere but adding bus stops where there are any kind of developments is crucial. E.g. there is no bus stop outside the Sussex Exchange and very little public transport near the Innovation Centre in STL. Getting to these places and back by public transport is virtually impossible.
- o Bus and rail Integration - dual ticketing use of smart technologies a la London and including freedom pass approach for the over 68 year olds. Can be achieved by explaining local communities and their circumstances to those responsible for investment and implementation, and those responsible for planning, investment and implementation to local communities. Encouraging bottom up initiatives and transport innovation and providing coherent recommendation to those bodies responsible for decision making and taking.

<u>Railway improvements elsewhere</u>
- o Please support reopening the Uckfield Lewes line.
- o Please support a Rail flyover at Windmill Junction on the BML to increase capacity by 40%.

<u>Behaviour Change to reduce the use of cars</u>

CONCLUSION

12.   HARTAG will find it difficult to meet such widespread expectations and so many diverse demands. However, the benefit of this exercise is the evidence that some issues are higher priorities than others and can be the main focus of work, instead of trying to please all parties and being spread too thin.

13.   The main priorities for HARTAG should be, as agreed by the majority of participants, as follows and in priority order:

- Rail
    - 1A High speed rail
    - 1B South East franchise
    - 1C Rail timetable

- Roads
    - 2A A21
    - 2B A259
    - 2C Highways maintenance

- Transport planning and interconnectivity of transport methods
    - 3A ESCC's Local Transport Plan
    - 3B Bus infrastructure improvements

14.   There is no widespread support for cycling, walking and electric charging points and that is not because these issues are not seen as important but more that there are bigger problems to solve. Once the main issues are resolved most groups accept that these other matters need addressing, or that these issues might be addressed alongside other priorities.

Programme Office & Policy Team
Rother District Council
January 2018

Appendix 1: LIST OF RESPONDENTS (organisations only)

- TaxAssist Accountants
- Bexhill Town Team
- Coastal Community Team
- Redwell Estates
- Summit Wealth Management
- Strategy & Planning, Rother District Council
- SHRIMP – St Leonards and Hastings Rail Improvement
- East Sussex County Council
- Railfuture
- Hastings Community Transport
- Crowhurst Parish Council
- Pett Parish Council
- Guestling Parish Council
- Sussex Strategic Business Board
- Martin Riley Ltd
- Pielle Consulting Group
- Redwell Estates
- Rother District Council – councillor
- 1066 Cycle Club
- Hastings Urban Bikes/Hastings Greenway Group/Hastings Sustainable Transport Forum (same person)
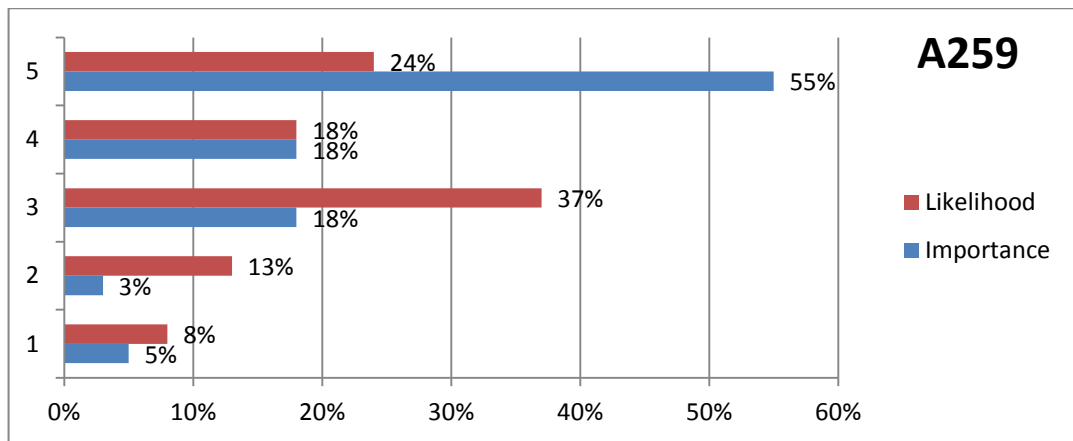
Appendix 2: FINDINGS FOR EACH OF THE ISSUES

A259

1.   The issue regarding the A259, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Lobbying and influencing decisions regarding routing of the A259 once access road is open, to the benefit of Hastings and surrounding area, together with improving pedestrian environment, routes and crossing between the seafront and Hastings town centre.

2.   The issue scored highly and was well supported, coming third in terms of importance. However, respondents felt that HARTAG might not be in a position to influence decision making on this issue, placing it 6th overall.

3.   The scores on the importance of this issue were:

 * The average (mean) score was 4.19.
 * Over half, 55 per cent, scored the A259 as five out of five or very important.
 * Just under one in five, 18%, said it scored four out of five.
 * This gives a total of just under three quarters of respondents or 73% considering this issue to be of high importance.

4.   However, there was disagreement on the ability of the group to lobby and influence decision making.

 * The average score was 3.37.
 * Just less than a quarter (24%) said the group had five out of five likelihood to influence decision making.
 * One in five (18%) said the likelihood was a four.
 * This means only two out of five people or 42% said there was a good likelihood of influencing decision making.

5.   The chart below compares importance with likelihood of influence.

A259

Chart showing percentages for scores 1–5, with Likelihood (red) and Importance (blue):
- 5: Likelihood 24%, Importance 55%
- 4: Likelihood 18%, Importance 18%
- 3: Likelihood 37%, Importance 18%
- 2: Likelihood 13%, Importance 3%
- 1: Likelihood 8%, Importance 5%

A259 Comments

6.	There were 17 comments in total. Those that found the A259 as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:

- This arterial route has remained unchanged for many years; it can no longer meet the volume of traffic using it. It should be pedestrianized along the full length of the sea-front and another route introduced to replace it. A 21st Century, high speed, high volume, by-pass is long overdue. Coombe valley way is already at saturation, after only two years.
- Road links to Bexhill are poor, and so are the rail services. We must make whatever improvement we can. Lobbying is important because without it decisions could be made in the dark without the knowledge of how important improvement in transport is to the local economy.
- The A259 is not designed for the volume of traffic it now takes and alternative routes should be considered
- As an important through route for both Hastings and Rother the A259 is a key transport route. It is congested in parts and solutions are needed.
- In the very specific context of the HS1 project, because the A259 needs to be diverted north-east of Rye to bypass two level crossings in the East Guldeford area.
- The development of the region demands improvements to the road and rail infrastructure. People in places where decisions are made should give this issue priority

7.	Those scoring the A259 as a top importance (5), but a lower score (1 to 4) for the ability to influence decision making said:

- A259 is used every day the traffic situation since the bypass was opened is terrible. The problem has simply been shifted to Little Common.
- There are concerns about this road as traffic increases...not sure what the answers are.
- Need a Hastings by-pass

- It is a very unsafe road around Winchelsea and elsewhere. Increasing numbers of motorists rat run thru the Town to avoid hairpin bends, poor visibility at the bottom of Strand Hill, and the blind corner and pinch point at Pipewell gate
- One of the areas' most important roads and one that I feel will benefit from the opening of the Queensway Gateways' opening. I know finance is all important but the Gateway section should have been completed at the same time as the other bypass.
- We want the A27 improved and extended to take the strain away from the a259
- Difficult to get active and positive input from ESCC - very poor track record of road safety and junction improvements.
  Also statement above must include cycling as well as pedestrian environment

8. Those scoring the A259 as lower importance than five said:

- As a regular bus user safe pedestrian pathways are needed to reach bus stops as well as other facilities.
- There appears to be a never-ending conflict between ESCC/HBC/RDC and Highways regarding responsibility & financing of schemes. EXAMPLE: the proposed bus lanes on A259 Bexhill Road corridor are in an apparent endless deferral, creating negative impact on potential public transport services through that corridor.
- My main concern is lack of progress on the bus lanes between Ravenside and Filsham Road
- This is a Hastings issue.

Cycle Network

9. The issue regarding the Cycle network, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

   Influencing the use of growth fund to improve cycle infrastructure including off road routes.

10. This issue was seen as the lowest overall priority, having low scores for importance and influence. Comments suggest most respondents found this something more desirable than essential, although most were well aware of the benefits.

11. The scores on the importance of the cycle network were the second lowest score for importance.

- The average score was 2.87.

- Just under a fifth of respondents, 18 per cent, scored the A259 as five out of five or very important.
- Only just over a third, 34% considered this issue to be of high importance (scoring either four or five out of five).
- Just under a quarter of respondents gave a score of three out of five and a quarter of respondents scored it one out of five.

12.   The scores for the ability to influence decision making were a little higher than the importance but the majority scored this in the mid-range.

- The average score was 3.16.
- Only 13% said the group had a score of five for likelihood to influence decision making.
- Sixteen per cent said the likelihood was a four out of five.
- This means only 29% felt there was a good likelihood of influencing decision making.
- The most popular choice, by half of respondents (50%) was three out of five, a medium likelihood of influencing decision making.

13.   The chart below compares importance with likelihood of influence.
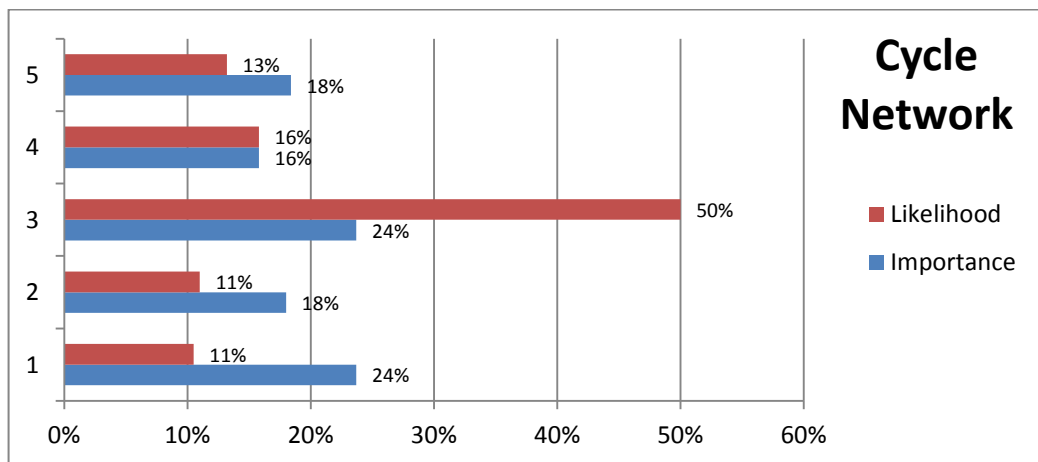
Cycle Network Comments:

14.   There were 14 comments in total.

15.   Those that found the cycle network as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:

- Anything that allows a reduction in vehicles while providing access to work and recreation is important. Off road routes are particularly important as, for safety, cyclists and motorists are best separated. Lobbying is important to make our needs and our potential opportunities heard.

- The cycle network is important. Unfortunately it is sporadic and suffers from parking over cycle routes. Cycling is an important environmental contribution to the transport within our area and is an important leisure activity which has long term health benefits.
- Maximising the cycle network is important for many reasons, including environmental, health and tourism.

16.   Those scoring the cycle network as a top importance (5), but a lower score (1 to 4) for the ability to influence decision making said:

- So far ESCC Transport Dept has been unwilling to properly engage with or listen to local cycling & walking groups. If HBC is willing to take a much more assertive line on the walking & cycling network and recognised priorities &/or if HARTAG can tackle this significant local problem, progress could be made towards effective use of the LEP funding

17.   Those scoring the cycle network as lower importance and lower ability to influence decision making said:

- Cycle routes along the sea front should be abandoned, they are a danger to both cyclists and pedestrians alike
- I am not a cyclist but believe the sharing of spaces should be encouraged.
- They've done it to great effect in the Highlands of Scotland, so with the right impetus why not here?
- All very good but in truth it's not a reality as most would view this as something they do in their leisure time
- Whilst I have no direct personal interest in this area I recognise it is an important issue. A NETWORK must have CONNECTIVITY between its phases and, as with other transport issues, responsibility & financing are key questions.
- I am not a cyclist but feel there should be a network to try and keep them off the roads where possible. Not having a go at cyclists, purely for safety.
- Never use one personally
- Purpose .. economic or social value needs defining if funds are diverted from other transport infra-structure needs. Question over demographics and cycle use.
- Not everyone is a cyclist, but this could improve the leisure pursuits of many

High Speed and Other Rail Improvements

18.   The issue regarding the High Speed Rail, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

        Lobbying and influencing HSR and line improvement to Marshlink and East Coastway

19.   The scores on the importance of this issue were:

- The average score was 4.34
- Over half, 55 per cent, scored the rail improvements as five out of five or very important.
- Just over a quarter, 26%, said it scored four out of five.
- This means that 8 out of 10 respondents considered these issues to be of high importance (four and five out of five).
- No one scored this issue as one out of five and only one person gave it a two.

20.   On the ability of the group to lobby and influence decision making the scores shows relative confidence.

- The average score was 3.87.
- Forty five per cent said the group had five out of five likelihood of influencing decision making. This was the most frequently selected option.
- One in five (18%) said the likelihood was a four.
- This means just under two thirds or 63% said there was a good likelihood of influencing decision making.

21.   The chart below compares the importance of the rail improvements with likelihood of influencing decision making.

Rail improvements
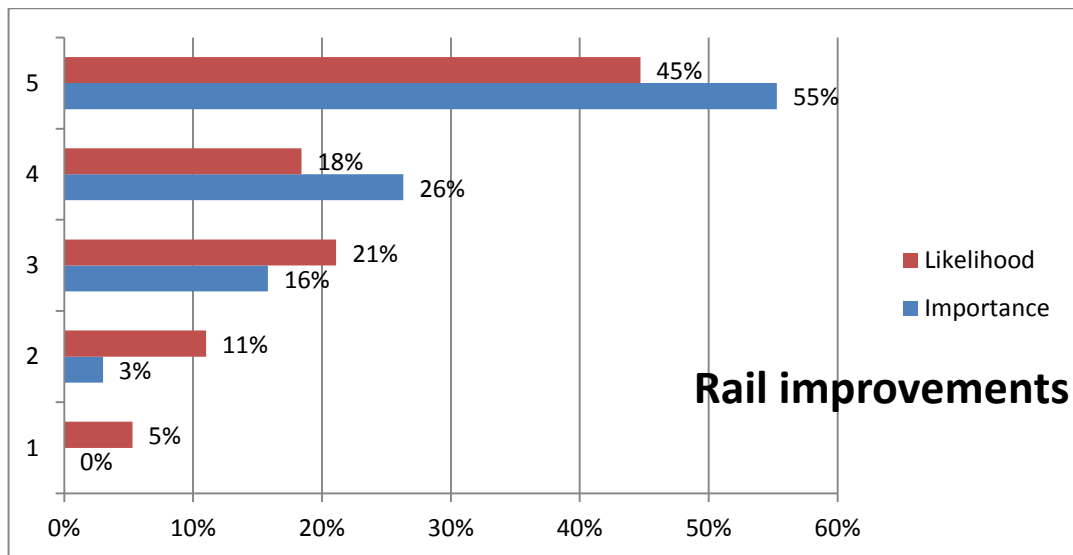
High Speed Rail Comments

22.	There were 19 comments in total. Those that found high speed rail as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:

- This is massive to the locality and would propel us out of being a backwater. It would also grow the locality and improve financial stability.
- We need fast trains from Bexhill to Ashford and London.
- Vital for the economic improvement of the area
- Vital for the regeneration of 3 towns, Hastings, Bexhill and Eastbourne
- Rother DC must be at the table to affirm its commitment and to contribute to the 'single voice' lobby on behalf of all its constituents.
- This is a major priority to the whole of East Sussex for regenerative purposes. The connection between transport access and business is well known. All of the key parties - council, business, political - are in favour of this.
- This is vital to the area. We have been a backwater for too long now. For an area that is on the up, the javelin train should be a priority
- Essential to the regeneration of Hastings and Bexhill. Would help these towns on the cusp of great things so very much. The trainline is the missing link. But we have to push for it
- It is a very high priority as currently Bexhill suffers not from being at the end of the line, but from being at the end of the line, then turn 90 degrees and go along a bit at almost walking speed! The town needs HS1 to open up the employment markets nearer to London. Also, we depend on Travel and Tourism in Bexhill, but these are hampered by poor road and rail infrastructure.
Bexhill has lobbied via BRAG (user group), the MPs, and the local authorities.

- If we are to compete with other towns in the area, then this is a "must have"

23.   Those scoring the high speed rail as a top importance (5), but a lower score (1 to 4) for the ability to influence decision making said:

- I use St Pancras regularly via Ashford and love the Javelin. I believe bringing it to Bexhill is an excellent idea.
- Transport speed and cost to London are critical
- High speed rail north from hubs at Hastings, Eastbourne and Brighton are essential for economic deveolpment... lobbying potential limited

24.   Those scoring the high speed rail as lower importance than five said:

- Overall improvements to train services are just as important as high speed rail
- Such an improvement to rail infrastructure is fundamental for economic growth of the region
- As I live in a small village which has no bus service, I feel that ANY sort of train link is vitally important
- HS rail would be ok, only if it didnt have detrimental effect on the existing local services
- Journey times to London are a joke considering the distance, lack of funding for the South Coast (outside of Brighton) as usual is to blame. Bexhill is considered a backwater of no consequence so no infrastructure is deemed necessary
- Whilst I Don't use the railways very often it is frustrating that it takes so long for the short journey to London. For those reliant on the railways to get to work it must be a real frustration that needs addressing.

South East Rail Franchise

25.   The issue regarding the South East rail franchise, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

*Input/consultation into decision making regarding franchise decision*

26.   This was a high scoring area but some respondents seemed confused about the powers of the group over the franchise.

27.   The scores on the importance of this issue were:

- The average score was 4.08.
- Just less than half, 47 per cent, scored the South East rail franchise as five out of five or very important.
- Over a quarter or 26% said it scored four out of five.

- This gives a total of just under three quarters of respondents (73%) considering this issue to be of high importance (four or five).

28. However, regarding the ability of the group to lobby and influence decision making.

   - The average score was 3.5.
   - Just over a quarter (26%) said the group had a five out of five likelihood to influence decision making.
   - One in five (21%) said the likelihood was a four.
   - This means just under half or 47% said there was a good likelihood of influencing decision making.
   - The most popular choice, by over a third (34%) was three out of five, a medium likelihood of influence.

29. The chart below compares importance with likelihood of influence.
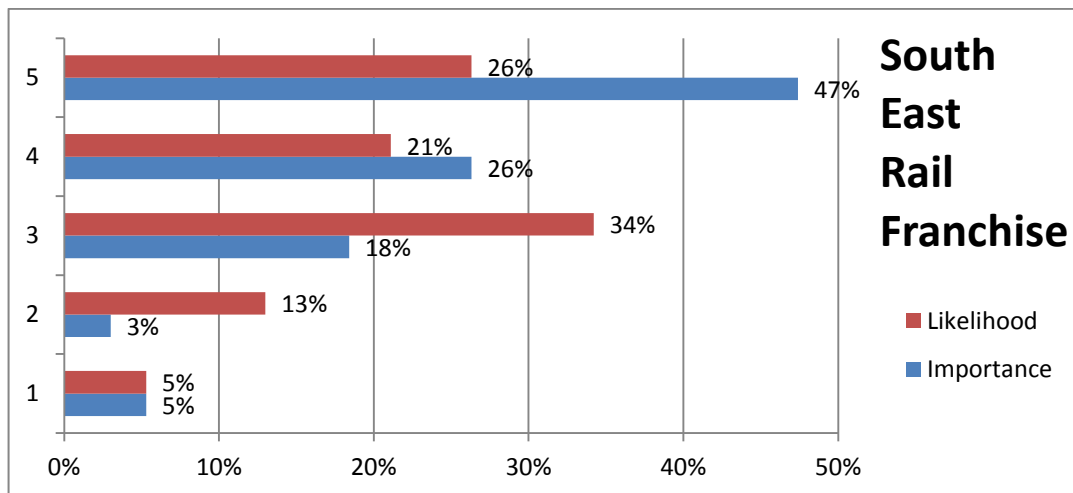
South East Rail Franchise Comments:
30. There were 13 comments in total.

31. Those that found the South East rail franchise as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:

   - There is no simple answer to this problem, other than the standards of performance, outlined in the franchise agreement, should be clearly dictated by the Franchisor and adhered to by the Franchisee.
   - Although I am in Bexhill, SE is often the quickest route to London.
   - But being held to ransom by the railways should not be allowed. Speeding up the process should be made a priority
   - South Eastern provides the fastest (existing) direct route to London through most of Rother and provides inter-connection with other operators at several key hubs. Local rail transport groups have

already had very constructive discussions with all three potential operators of the next SE franchise.

- Rother DC must be at the table to affirm its commitment and to contribute to the 'single voice' lobby on behalf of all its constituents.
- South east and southern rail franchises need breaking up.
- We should stop talking and get on with it. It's needed for the future of the area
- We do not want a repeat of Southern Rail problems and the devastating knock on effect that this has had on the economic activity in this area.

32.   Those scoring the South East Rail Franchise as a top importance (5), but a lower score (1 to 4) for the ability to influence decision making said:

- Something must be done about the terrible service we have had for over a year. A neighbour was recently told a train had no fuel to proceed. That is ridiculous.
- Importance of input to decision making by DfT and the rail regulator is 10.

33.   Those scoring the South East Rail Franchise as lower importance (4 to 1) said:

- The only truly effective solution is to nationalise the entire rail industry
- As a non-regular user this is less important to me but I recognise for some it is of the utmost importance as the current franchise holder is, to be frank, useless.

Southern Trains Timetables

34.   The issue regarding Southern Trains timetables, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Input/consultation into decision making regarding timetable changes

35.   The scores on the importance of this issue were:

- The average score was 3.73.
- Two in five people or 43% scored the timetable as five out of five.
- Just under one in five, 19%, said it scored four out of five.
- This gives a total of just over three out of five or 62% respondents considering this issue to be of high importance.

36.   The scores on the likelihood that the action group could lobby and influence decision-making were:

- The average score was 3.42.
- Just under a third or 32% said the group had a five out of five likelihood to influence decision making.
- Eleven percent said the likelihood was a four.
- This means two out of five people or 42% said there was a good likelihood of influencing decision making.

37.   The chart below compares importance with likelihood of influence.
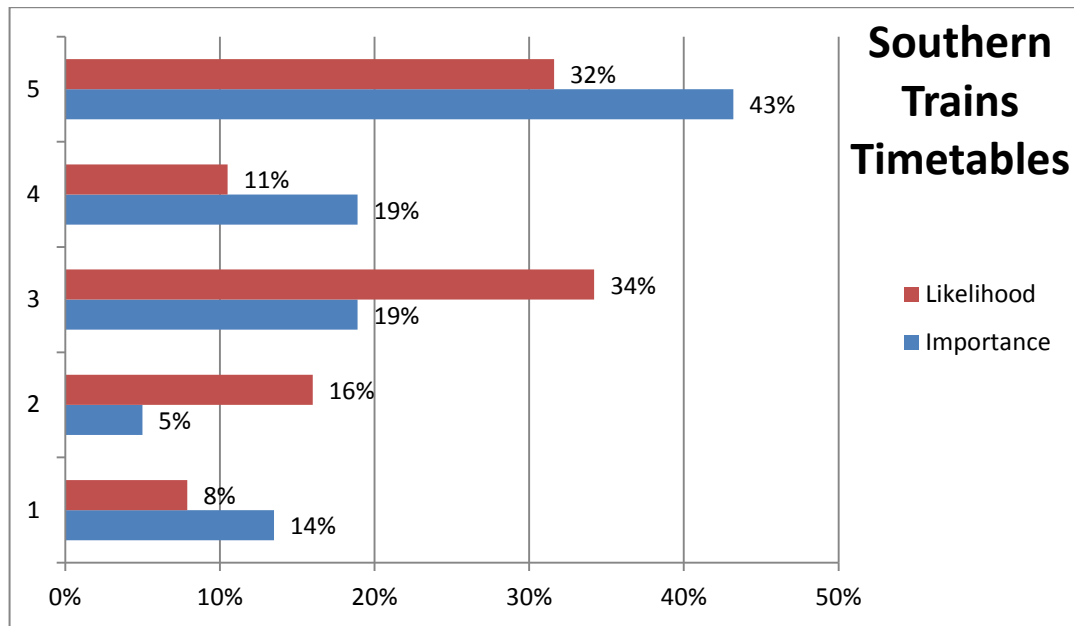
Southern Train Timetables Comments

38.   There were 16 comments in total. Those that found the Southern Train timetables as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:

- Failure to achieve standards of time keeping, if consistently poor, should be met with penalties, the proceeds of these penalties to be distributed to passengers inconvenienced
- I have travelled on jam-packed trains, and then had to change trains unexpectedly because it is not known when a driver will arrive. The current timetable doesn't seem to work. I've seen half a train cancelled at Haywards Heath. Even if it is running to time it is still a very slow journey from Victoria to Bexhill.
- But the unions would have too much to say about improving the timetables as it would implement on their members and this would not benefit its customers
- Rother DC must be at the table to affirm its commitment and to contribute to the 'single voice' lobby on behalf of all its constituents.

- Better connectivity at Ashford for the HS1 services, vital. Truncate the Brighton to Ashford service to turn round at Eastbourne which is a no brainer
- This franchise needs special measures. Please break it up and remove from GTR.
- Proper timetables which benefit the locality are extremely important to the locality. Denying those will hamper growth.
- Need to tailor timetable to most need.

39.   Those scoring the Southern Train timetables as a top importance (5), but a lower score (1 to 4) for the ability to influence decision making said:

- Local rail transport groups have had several productive discussions on these matters. But ultimately the DfT has the final say so room for influence is moderate.
- How about asking the drivers exactly how long it takes to go between each station.!!!!!! Timetables are not works of fiction.
- Our needs always come behind commuters to London.

40.   Those scoring the Southern Trains' timetable as lower importance said:

- It will be important to some to ensure they can get to work and back in a reasonable time. As many people need to work away from their homes good service is essential.
- Not served by southern rail
- Common sense dictates the answers
- Timetables should be based on traffic demands and passenger development. Don't believe these drive decision making or ever will.
- The only truly effective solution is to nationalise the entire rail industry

Electric Vehicle Charging Points

41.   The issue regarding electric vehicle charging points, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Lobbying and influencing regarding increased number of electric charging point locations across Hastings and Rother

42.   The scores on the importance of this issue were:
- The average score was 2.61
- Only 16% scored the charging points as five out of five or very important.
- Only 11% said it scored four out of five.
- This gives a total of 27% considering this issue to be of high importance.

- The most popular response was one out of five, from nearly a third or 32% of respondents.

43. More respondents thought that the group could lobby and influence decision making.
   - The average score was 3.42.
   - Just under a quarter (24%) said the group had a five out of five likelihood to influence decision making.
   - Just over one in five (21%) said the likelihood was a four.
   - This means 45% said there was a good likelihood of influencing decision making.
   - The most popular choice, by over a third (37%) was three out of five, a medium likelihood of influence.

44. The chart below compares importance with likelihood of influence.
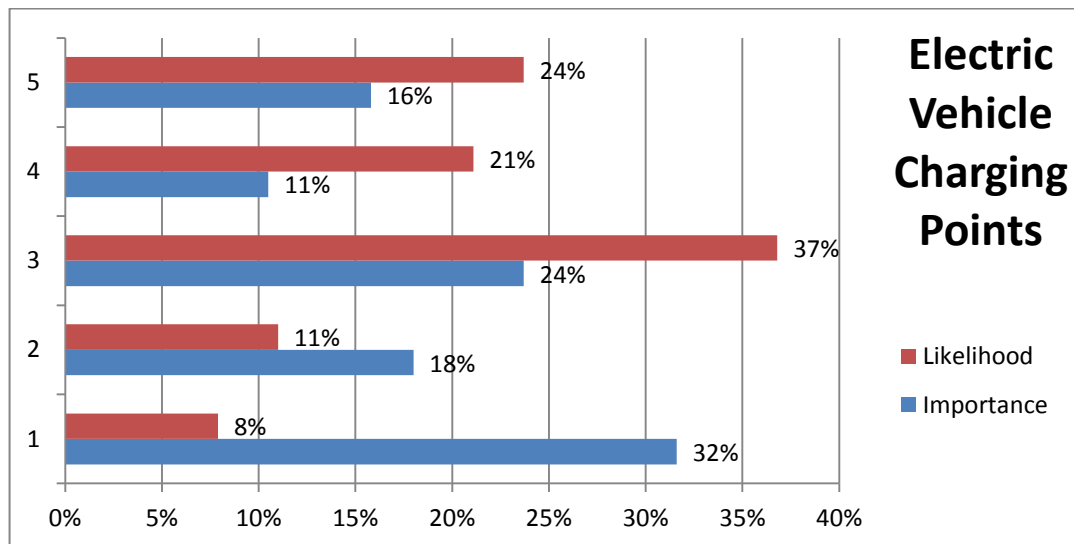
Electric Vehicle Charging Points Comments:

45. There were 14 comments in total.

46. Those that found charging points as both the top importance (5) and the highest score for HARTAG's ability to influence decision making (5) said:
   - These can be a tourism draw and encourage people to arrive here by train and leave polluting cars at home.
   - If I am going to have to give up my diesel car and go electric it is essential that there are enough charging points for me to continue to go about my daily business.
   - It's the way forward.

47. Those scoring charging points as lower importance said:

- These to be located at current filling stations only. Clearly the lack of popularity of these vehicles makes this a very expensive and perhaps unnecessary option
- No car.
- This is a pipedream in my opinion.
- This will become a priority in the future though as electric vehicles become more main stream.
- Rother DC must be at the table to affirm its commitment and to contribute to the 'single voice' lobby on behalf of all its constituents.
- If this is the future for vehicles, it should be made a priority!
- I have no doubt that in the future this question would probably have different answers...but not yet.
- Soft target important to get in early technological development and local demographics major factors.
- The national grid will not be able to cope if we move to electric cars. The pollution is transferred from the exhaust to the power station. I look forward to hydrogen cars.
- I do not require electric charging points. However, if we are to prepare for the future it is vital to ensure this type of infrastructure is in the pipeline.
- Clearly important for environmental priorities and HBC can take a lead in this.
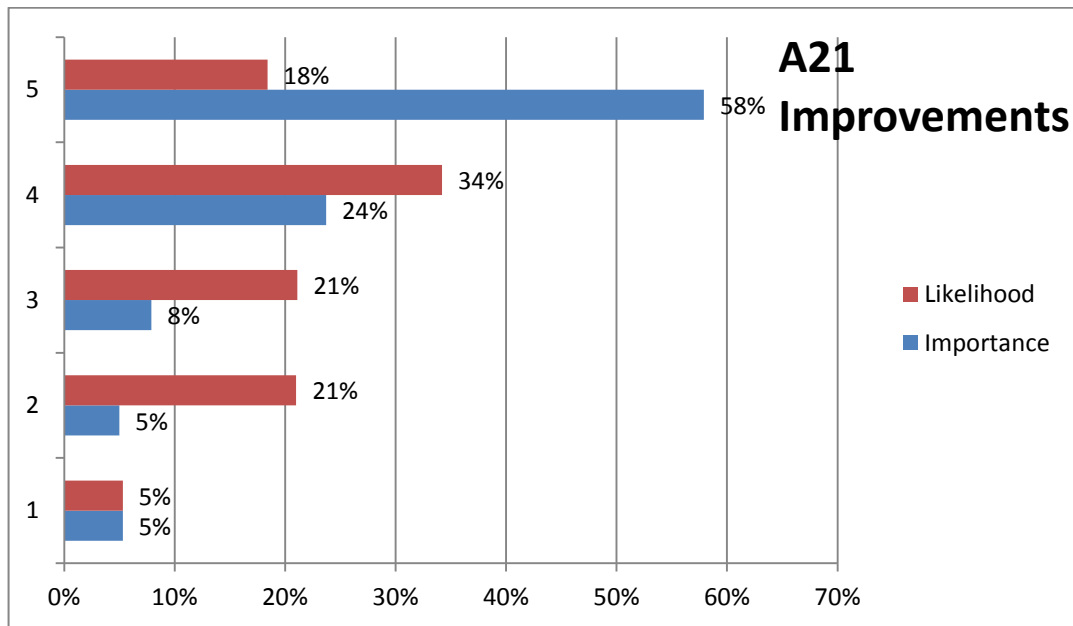
A21 improvements

48.   The issue regarding A21 improvements, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Link into A21 reference group in order to influence improvements to A21 up to the border of Hastings

49.   The scores on the importance of this issue were:

- The average score was 4.24.
- Nearly six in 10 respondents or 58% scored the A259 as five out of five or very important. Five was the most popular selection.
- Nearly a quarter, 24%, said it scored four out of five.
- This means over eight out of 10 respondents or 82% considered this issue to be of high importance.

50.   However, there was less confidence on the ability of the group to lobby and influence decision making.

- The average score was 3.39.

- Less than one in five people said the group had a five out of five likelihood to influence decision making.
- The most popular choice was where a third of respondents (34%) said the likelihood was a four.
- Over half of respondents or 53% said there was a good likelihood of influencing decision making (four or five).

51.   The chart below compares importance with likelihood of influence.

A27 improvements

52.   The issue regarding A27 improvements, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Lobbying and influencing regarding improvements to existing route and dual carriageway for Cophall Farm to Lewes
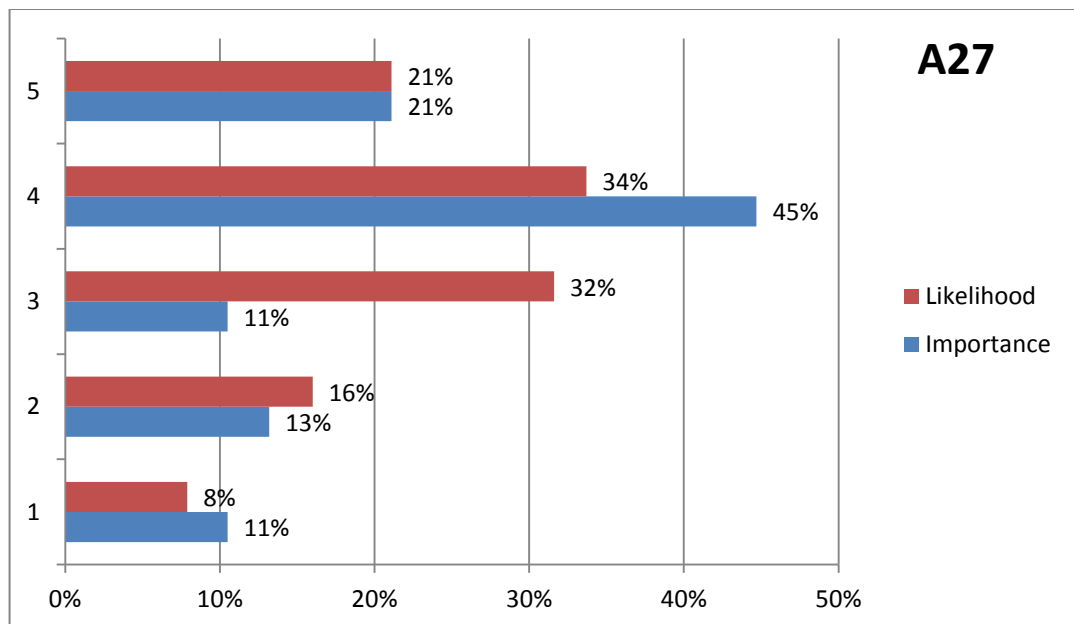
53.   The scores on the importance of this issue were:

- The average score was 3.53.
- One in five respondents (21%) scored the A259 as five out of five or very important.
- Close to half or 45% said it scored four out of five. Four was the most selected score.
- This gives a total of two thirds of respondents or 66% considering this issue to be of high importance.

54.   However, as previously, there was a lower score on the ability of the group to lobby and influence decision making.

- The average score was 3.34.
- The same amount of people (21%) said the group had a five out of five likelihood to influence decision making.
- Fewer respondents gave the score of four. A quarter of respondents or 24% said the likelihood was a four.
- This means less than half or 45% said there was a good likelihood of influencing decision making.
- The most popular choice, by just under a third (32%) was three out of five, a medium likelihood of influence.

55.   The chart below compares importance with likelihood of influence.

Bus Improvements

56.   The issue regarding bus improvements, which respondents were asked to prioritise in terms of importance and whether the ability to influence decision making was realistic, was set out as follows:

Influencing through the Quality Bus Partnership regarding priority measures and air pollution improvements

57.   The scores on the importance of this issue were:

- The average score was 3.47.
- Just over a quarter, 26%, scored the bus improvements as five out of five or very important.

- One in five, 21%, said it scored four out of five.
- This gives a total of just under half of respondents or 47% considering this issue to be of high importance.

58.   Scores on the ability of the group to lobby and influence decision making were:

- The average score was 3.32.
- Less than one in five (18%) respondents gave a five out of five likelihood to influence decision making.
- Just under one in four (24%) said the likelihood was a four.
- This means only two out of five people or 42% said there was a good likelihood of influencing decision making.
- The most popular choice was three, given by two out of five respondents or 40%, a middling likelihood of influence.

59.   The chart below compares importance with likelihood of influence.
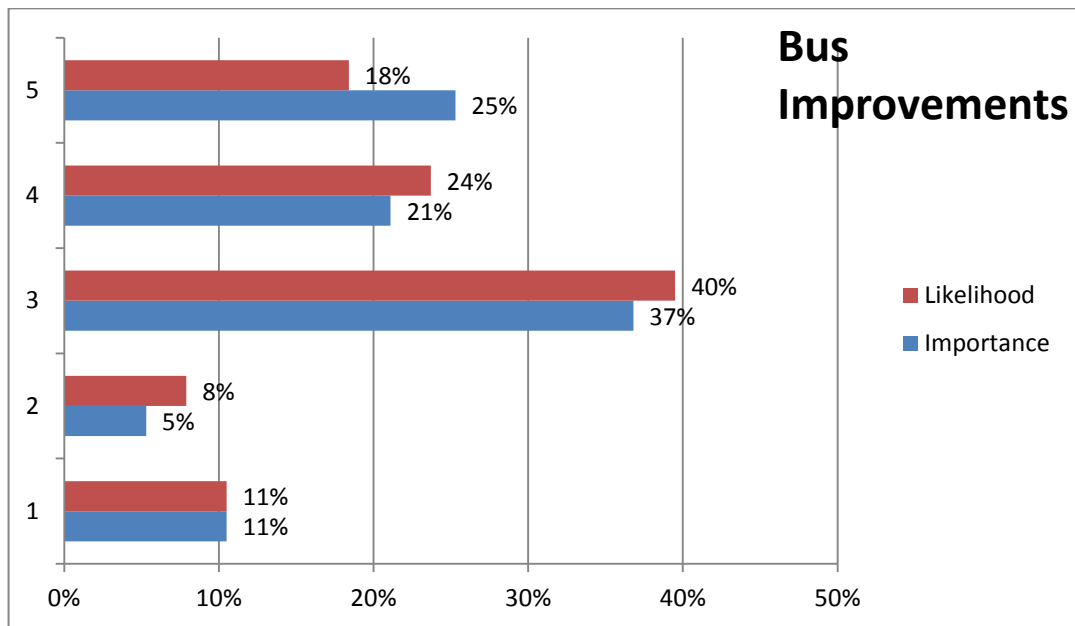
Appendix 3: FINDINGS FOR OTHER ISSUES

1.   Respondents were asked if they would like to add a list of other priorities and any comments they might have.

Walking

2.   The question was whether or not walking as part of a longer journey be added as a priority for the Hastings and Rother Transport Action Group. This option got the least amount of support. A third agreed to add the priority. Two thirds of respondents said yes or maybe.   The breakdown was:
- Yes – 34%
- Maybe – 34%
- No – 11%
- Don't know – 3%

3.   Respondents who answered yes said that their reasons were a combination of health and environmental benefits but also that walking was a part of all journeys anyway, especially when using public transport:
- It is essential that we are encouraged to combine exercise with our daily commuting.
- Many people in Bexhill walk slowly or with aids. Time between connections is important. Badly designed stations like St Leonards make travelling with a suitcase much longer and can result in long delays.
- Every journey of whatever length starts when you close your front door. It's about accessibility for all and social inclusion
- Health and air quality.
- Safety & Health.
- It is healthy, for the individual. No pollution is produced.
- Reduce carbon footprint and encourage healthier lifestyle.
- Health and wellbeing.
- Active Travel is beneficial to health and wellness being. Good for the environment too.
- A step change in walking & cycling would be the most effective way to increase sustainable transport and reduce car usage. This will ONLY happen if safe, accessible and direct routes are provided.
  Hastings has a very poor record of urban walking & cycling infrastructure alongside a difficult and dangerous road system and steep hills.

4.   Respondents who answered maybe gave similar reasons to those saying yes but expressed some provisions and doubts said:
- I naturally walk for shorter journeys. I often arrive at St Leonards from London and then walk to Bexhill. I normally walk from Bexhill to Hastings.

Walking can increase the journey opportunities and provided the connections are reliable it is enjoyable.

- For health reasons primarily, although I would suggest that we are better off prioritising that which will bring employment and prosperity to the area, and I don't think this is one of those things. The rail link absolutely is.
- Health reasons.
- Clear & well-advertised heath associations. Opportunities for people to discover more of their area.
- For able people, it is a good way to stretch and exercise a little but it cannot be the sole option.
- Could be included as part of the agenda to promote carbon reduction policies supporting and promoting health and wellbeing.
- To help people's health and wellbeing, although I am not sure how.
- More walking, fitter people....however, most people these days wish to go from A to B in as quick a time as possible ...so ?
- Define longer ..... but reduction in car use, increase usage in rail and bus services, improve integration of rail and bus service usage. Public health and personal health issues all part of this argument
- It's more about encouraging people to walk, making routes interesting. All this would help improve people's health

5. Suggestions on how this could be addressed were around stronger plans and planning, education and spreading information and structural improvements to aid walkers:
   - A serious commitment to the Hastings Greenway plan and other shared routes would transform opportunities for medium and longer journeys on foot. A case in point is the Ore Valley Greenway that would provide huge improvements to walking & cycling connectivity for utility and leisure
   - Make sure that for new infrastructure walkways are included at an early design stage.
   - Lobby to prioritise a quality public realm
   - Closer liaison with established walking groups who seem to be operating as individual groups rather than a concerted effort.
   - Commission walking guide maps,
   - Show the benefits to health gained from walking.
   - Education, and possibly publicity.
   - Public and public health education programmes
   - Encouraging step counting. Distance and time mileposts further introduced. Release parking opportunities near stops and schools.
   - Better walking infrastructure, safety etc
   - Better or wider pavements and improved lighting
   - Safer, clearer walking routes
   - Improved walkways/pathways.
   - Need some way of dealing with luggage.

- Good maintenance of footpaths and pedestrian road crossings and investigation into safety of the siting of some Zebra Crossings
- Pedestrian signage
- Better signage.
- Better signage to include interactive maps and route indicators ,
- Shelters and route resting points with security and health safety provision (first aid/defibrillators).
- Walking part of the way makes the journey longer, so toilets and comfort facilities should be guaranteed at stations. There are no toilets in Bexhill when the Booking office is closed.

Safer Streets

6.   The question was whether or not safer streets should be added as a priority for the Hastings and Rother Transport Action Group. Over half of respondents agreed this priority should be added. Eight out of ten respondents or 79% said yes or maybe.   The breakdown was:
- Yes – 57%
- No – 16%
- Maybe – 22%
- Don't know – 5%

7.   Comments on why those who wanted safer streets as an additional priority were mixed between improving physical safety and reducing the fear of crime:
- Because safer streets and road safety measures would make walking and particularly cycling safer and encourage more sustainable travel.
- KSI's are very high in ES.
- Cars, cycles and pedestrians
- Given the demographic of our aging population, consideration should be given, at every opportunity to pedestrianise, particularly in what was considered to be our "High Streets" where this can be, ultimately covered, creating at relatively low cost, retail precincts, protecting both the retailer and consumer alike.
- Obvious really. Residents need to feel safe in their locality
- We need to reduce rough sleeping and street drinking and drug taking.
- Err, because we want people to feel safer?
- Local authorities are responsible to provide/facilitate "streets" - and, as with any service, should provide these facilities so that they are safe for all users.
- So that people are not afraid to come out in the evening or simply walk the streets!
- If safety is prioritised, I would be more willing to go out later in the day/evening than now.
- Accessibility for all and social inclusion

- The rise in anti-social behaviour can be tracked through official statistics. Hastings & Rother should be safe for people especially during non-daylight hours.
- This is self-explanatory. People should be safe when out on the streets
- For those who do not feel confident walking this is a deterrent to walking as part of a journey.
- To enable our communities to move forward in a positive manner and build confidence in the safety of our families when using public transport at less busy times of the day & walking to and from final destinations.

8.   Suggestions on how streets could be made safer by HARTAG, were:

- More planned routes in rural areas with more accessible bus stops etc. Better links from rural villages to the towns. Better street lighting.
- Lighting is important as are safe and frequent places to cross roads. Traffic engineering here favours cars over pedestrians. Also, there are not sufficient dropped curbs.
- Make paved areas safer
- Again, this can mainly be improved through job creation, which will be achieved through improved transport links, mainly by rail.
- More Police presence, better lighting
- Campaigning for better street lighting & more beat police.
- closing off "rat runs", narrowing fast parts of certain roads/lanes
- Reporting of street defects eg faulty pavements, street lights
- better street lights
- Look at car free zones
- Working with the Safer Hastings and Rother Partnership maybe?
- Investigation into safety of the siting of some Zebra Crossings
- In rural areas - better pedestrian facilities (pavements/refuges)
- More cycle routes
- Improvements to (driving) road safety - mainly tackling speeding
- Barriers occasionally, crossings etc and good signage.
- Better/more appropriate lighting, improved walkway surfaces. First aid facilities,
- Appoint outreach workers to help the street community get off the street.
- Better lighting, better police presence
- Innovative Public Realm initiatives.
- Use of 20 mph limits in residential streets, widespread use of contraflow signage for cyclists on one way streets, a much more pro-active approach to safety measures on dangerous roads and junctions, light controlled & central reservation crossings (how can it be that the very busy and dangerous junction of Elphinstone Road and the Ridge has still not been provided with traffic lights!!).
- It will take a 'cultural shift' in attitude and approach of both local authorities to put right years of inaction on these issues.

- The word 'street' ....does that imply places in town ?....if streets means roads....then, some places like the road through Three Oaks has been a speeding rat run for years...it would be nice to make that safer for walkers and horses.

Access to Town Centres

9.   The question was whether or not access to town centres should be a priority for the Hasting and Rother Transport Action Group. Over half of respondents agree this should be a priority. The combined result for those who agreed and those who said maybe is eight out of ten respondents or 82%. A breakdown of results is:

- Yes – 53%
- Maybe – 29%
- No – 16%
- Don't know – 3%

10.   The reasons people gave for their support for improving access to town centres as a priority are split between the problems of physical access and the impact on the local economy if access is improved:

- We live in Brede and struggle with getting our daughter to Hastings for college. The nearest bus stop is 30 min walk away and is only running once an hour. The last bus home is also quite early. Links from Brede to neighbouring towns and villages is very limited, expensive and difficult unless you drive or have access to a vehicle.
- In Bexhill, parking is an issue for those who come by car into the town centre. Parking restrictions are enforced by Sussex Police who, understandably, have more important things to do than monitoring 2 hour parking bays. Customers miss appointments with hairdressers etc and tell shops that they couldn't get to them because they couldn't park their car and get out of it.
- There is a large population of residents without cars. Make pavements safer.
- Pedestrianise areas for shopping in towns and provide bus access from peripheral car parks.
- To give people a choice as to whether they want to go into town or not. Especially for the elderly and disabled. Also for the people in rural areas who don't have transport.
- It is the main shopping and entertainment area in town. It is virtually impossible to get a bus back to the edges of the town in the evening (e.g. after an event), let alone the rural areas.
- Provide an alternative to cars
- Not sure what you mean here. Cars and buses should not have access to town centres. Vehicles should be banned to improve air quality and increase walking.

- To protect them from out of town retail parks
- Job creation.
- To encourage more customers to the shopping areas and make the centres a more vibrant place to be.
- We still need to access shops and other services in town centres. This may change over time but it is a current priority.
- Without access people will use them even less, the shops will continue to close and town centres will only have cafes and estate agents.
- Depends on 'why'? Hastings has a night-time economy that Sussex Police would not want to see extended to Bexhill. However, better night time public transport to the existing areas should be improved to negate anti-social behaviour by those going to/from such zones.
- Accessibility for all and social inclusion especially as town centres are community hubs
- The easier it is to access a town centre the more will do so and improve the economy of the town.
- Commerce - health of the local economy
- Access to town centres are important to aid the economic turnover of retail areas thus supporting SME sectors and high street retailers thus supporting employment opportunities for residents.
- To help the commercial activities in the town centres.
- Business suffers enough now with restrictions to parking etc
- To improve footfall for local businesses
- Currently too many decaying teeth, lack of investment in maintenance by private landlords, enforcement failure by RDC and ESCC. PORTAS is a self-publicist not a model for economic and social development. Town centres are vital economic hubs and require active innovative management in a click and brick economy.
- With the internet grabbing a large part of the action, town centres need public access to survive.
- Consider ways to keep our town centres alive and economically active

11. When asked how HARTAG could improve access to town centres the responses were mostly around car parking:

- Inadequate strategic planning and acceptance of feeble travel plans for new developments in Hastings Town Centre, particularly the education sector, have resulted in a range of problems and a disincentive for walking & cycling travel. The routes that would tackle this deficit have been defined in the Hastings Greenway Plan and the Walking & Cycling Strategy but progress has been painfully slow.
- Better and cheaper parking that is monitored. Some towns and cities have a park and ride scheme which allows town centres to have a pedestrian preference

- Pedestrianise town centres and enforce deliveries before 10am and after 6pm.
- Traffic management, better quality planning decisions, a destination management approach. Street managers model as per USA. Collaborative, cohesive and coherent street by street development and marketing. Increase in use of public spaces for country produce markets and fairs. Use of smart cities and related technologies work with Smarter UK Group.
- Better access & parking.
- Improved bus services, traffic flow and parking control.
- Better public transport
- Extra entrance to Bexhill Station to and from Devonshire Square.
- Liaising with the public transport providers and improving communication and promotion of the services available.
- Community transport helps to a certain degree, but more help needed.
- Easier parking.
- Discussion and funding negotiations with public transport providers, especially those who take profits during the day but neglect other times.
- Provide free or very low cost town centre parking.
- Ensuring routes in flow well and that parking is available. This could be in town or out of town with dedicated park and ride (perhaps by electric buses?).
- Better parking arrangements, not necessary to pay for parking. Having a European style of travel on buses and trains, making it cheaper to use and more frequent.
- Civil Parking enforcement would allow inconsiderate parking to be dealt with and increase the churn of cars in the limited spaces. Buses connecting shopping centres, such as Bexhill Town Centre and Ravenside, encourage shoppers to use both locations without the need for driving. Ensure sufficient cycle facilities. Enhance pedestrian routes with planting and seating and comfort facilities to encourage walking.
- Much improved car parking or quality park and ride schemes.
- Affordable options for travel to and from smaller villages to towns and surrounding areas, more bus routes and regular buses to these areas.
- Safer walking routes, especially for families with young children.

Highways Maintenance

12. The question was whether or not highways maintenance should be added as a priority for HARTAG and it was the most supported of the additional suggested priorities. Seven out of 10 said it should be a priority and nearly a further quarter answered maybe. This gives a positive total of 75%. The results were:

- Yes – 71%
- Maybe – 24%

- No – 5%
- Don't know – 0%.

13.   When asked why they said 'yes' or 'maybe' to the inclusion of highways maintenance, the comments were:

- These issues appear to go unresolved for months and months and when action is taken it is usually just a quick fix that doesn't last.
- Prevention of damage to pedestrians and vehicles alike
- Badly maintained road surfaces and footpaths are not only a problem for motorists and cyclists. Those using mobility scooters particularly feel the rough and damaged surfaces.These issues slow the traffic flow and are a hazard for cyclists and a trip hazard for pedestrians.
- Fill potholes !!!!
- Have you driven on our roads, they are a mess with pot holes and humps
- Pressure needs to be maintained on ESCC and Highways England to ensure road repairs are timely and carried our properly. I believe money is wasted on poor temporary repairs which must, in the long term, end up as more expensive as they keep need repeating. Drainage is also an issue as drains don't seem to be cleared as regularly as in the past.
- The roads in the South East are a disgrace, more needs spending on them to improve the quality. Instead of keep making bad repairs, spend the money and do it properly, there are so many pot holes, whilst driving you have to constantly swerve to avoid them. With winter approaching its going to get worse as it always does
- Because the levels of pot-holes and subsidence is notable even on busy trunk routes such as A21 & A259. Many road signs - again also on trunk routes - are illegible. Ditto road markings.
- ESCC highways do not seem interested in maintaining the highways, especially in rural areas, and they need to be made accountable for the lack of action
- Pot holes etc are a cause of accidents, damage cars and people
- To be aware of road closures for repair to roads. Including diversions for bus routes, affects the elderly etc.
- For safer travelling.
- POTHOLES!!!
- Coordinate / overview - to advise on local priorities/concerns
- Our road surfaces are deteriorating and this causes delays/accidents/car damage.
- It's the primary mode of linkage to other places and the state of the roads is not only terrible, but we are ranked in the 60's out of 72 counties for safety
- This is an area that almost everyone is concerned about.
- Living in a village with roads into and out of... that motorists constantly have trouble with pot holes etc, I would say it has to be a priority....if left the problems just get worse.

- Reduce pothole damage for motorists/cyclists and claims against council
- Seeming poor integration CD and RDC and Hastings as well possibly. Road conditions have economic cost for business, deter pedestrian use and impact reputation of individual towns and the region
- The blacktop specification in the UK is too poor. The quality and amount laid needs improving. It also needs antifreeze so it doesn't break up in sub-zero temperatures. The roads will never improve until we improve this spec, and lay a thicker layer of quality tarmac.
- Better roads add to the comfort of the user, plus tidier roads and pavements will add to the visual appearance of the street scene and add to the visual appearance of the town centres etc which would encourage more passing trade
- Safety of highways
- Multi agency approach is not required to solve this issue.
- The road system in Hastings is characterised by very poor surfaces and pot holes that make cycling dangerous and are damaging vehicle suspension
- Pot holes around the Hastings roads are becoming very dangerous

14.   When asked how HARTAG could influence highways maintenance, the 24 responses were:

- Help to highlight issues and present them to the relevant people
- Agree priorities; the funds available will only go so far...............
- Maintenance only seems to happen when it is very overdue. For example, a couple of years ago, the road surface in (east end) Western Road, Bexhill was replaced. But this did not happen until the surface was so bad that that stretch of road was unusable for pedestrians. The crumbled surface was very difficult for people pushing buggies or using mobility scooters and for those who walk with walking frames (zimmers) or shopping trolleys for stability because the wheels jammed in the holes. So repairing things before they get too difficult to use would help.
- Create a reporting system that is easy to use
- Remove the speed humps and repair the road surfaces
- Repair the pot holes quickly and properly
- Lobby ESCC to allow local - possibly voluntary - groups to clean road signs. Tackle major routes or areas in mega-steps rather than piece-meal activity.
- Either, by becoming jointly involved in the planning/running of the maintenance programme, as a stake holder, or by becoming a type of regulator to ensure that the maintenance is carried out
- Levy on HGV's and use the money to keep our roads in a good condition.
- Close the roads for repair overnight, instead of during the day!
- Not sure.
- Target key issues identified from within local communities
- Pressure councils to repair our roads to a higher standard.
- Just by keeping a watch on what is happening.

- I have to say that in the past year I have noticed more repairs to roads and more works being done....so that is good.
- By maintaining the roads?
- Encourage integrated approach including with Highways Agency. Provide clear conduit for community groups on the issues
- Use the same quality of tarmac as used in Germany and France.
- Repairing potholes, repairing pavements removing speed humps, tidying verges for a start
- Monitoring and Public Realm initiatives
- Pressure for more investment and better prioritisation of road maintenance.

ESCC's Local Transport Plan

15.   Respondents were asked whether or not the County Council's local transport plan should be added as a priority for HARTAG. No one answered 'no'. Two thirds answered yes and a further fifth said maybe. This gives a total of 87%. The remaining respondents said they didn't know. The responses were:

- Yes – 66%
- Maybe – 21%
- No – 0%
- Don't know – 13%

16.   Twenty three people commented on why they supported the plan as a priority or thought maybe it should be added. The comments are:

- This is obvious as it has a critical effect on investment.
- H and R need to feed into the Plan. Not a piece of work by ESCC to H and R.
- Whole vision.
- Do they have one that works? Perhaps if they were challenged more, then the roads and railways would be more beneficial to the region
- Integration essential ..poor quality elected representatives with dual mandates. Holding feet to the fire approach needed by well led independent informed group
- So that there's a proper, joined up plan for the region. Integrated & coordinated public transport.
- Simply coordination. It is such a fragmented process at present.
- We ought to be striving for the same goals - and it would be good for us to ensure that we are
- Any area needs to have a realistic and clear LTP as it is important to see the bigger picture and work to fill in the gaps.
- To assess the needs for any routes that are not being met.
- Presumably transport planning must be an integrated activity across all transport authorities and this does not happen often enough.

- A key point of influence over policy and projects.
- Need to improve access in the area to bring business
- To challenge the services available for people in the Rural Rother area. Numerous Health and Social Care services are requesting people to attend services in Bexhill or Hastings, when attending these by public transport is virtually impossible, or costs upwards of £40 to attend. This is unequitable access to services.
- This impacts all of East Sussex, but there are inter-links between strategies. Rail links cross all boundaries; inter-urban bus services should be expanded and faster; bad roads have hidden costs to the economy.
- The South Cost towns are virtually shut off by appalling transport links, this stifles business.
- Because we're in East Sussex!
- Because in my opinion they have ignored us for too long
- JOB CREATION
- Not sure
- I haven't had time to study it, but provided it does not prioritise drivers over pedestrians in residential areas then I think that local transport issues are important to economic and social well-being.
- There needs to be a master ten year plan established, revisable annually. If application to make changes fall outside of this plan then it should be denied, if it enhances the plan, then it needs to be incorporated into the plan the following year
- It may effect plans the group have proposed

17.   Respondents were also asked how, if the priority was added, HARTAG could have an impact. Some people had already made suggestions in the previous question. The comments were as follows:
- Help putting the peoples voice forward and highlighting actual issues that are experienced.
- Encouraging the establishment of a longer term strategy to improvement. There is nothing more practical than a good theory.
- Encourage more spending to improve the links between the South Coast towns and London for trains and in every direction by car. Journey times are far too long.
- Seek local involvement through local sub-action plans.
- Articulate and advocate local priorities.
- Communication.
- Improve the A21, A27 A259 roads by dualling the A21 down to Hastings, duelling the A27 Polegate section improve the train timetables to make it quicker to get to London for example and repair the roads.
- Establish local plans based on economic and social sustainability. Hold feet to fire point out the difference between soft warm words and hard cold realities.

- Improvements to the main arterial roads and railways to benefit the locality. At the moment I believe ESCC just tinkers with things which mean that the problem is shifted forwards for a few years till eventually it has to be dealt with and at more expense.
- Considering the wider Public Realm.
- By more scrutiny and input.