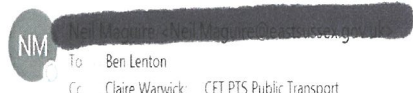


FW: Fryatts Way - RR/2021/1656/P - appeal against non-determination



To Ben Lenton
Cc Claire Warwick, CET PTS Public Transport

👍 Reply Reply All → Forward ...

Mon 12/09/2022 13:19

Hi Ben

Any suggestion that a car club be developed *in place* of a Demand Responsive Transport must be rejected. How would a car club be of use to those without a driving licence or unable to drive?

In May 2022 Bexhill Community Bus revised the routing and timetable of service 11. The route of service 11/11A now additionally serves Broad View and The Fairway, This reduces the walking distance to a bus service to approximately 330 metres of the proposed development's site entrance, by way of the pedestrian link between Broad View and Ellerslie Lane. However, the distance to individual dwellings on the site will be up to approximately 750 metres, ie. significantly in excess of 400 metres. Service 11/11A also only has a very limited timetable with just two return journeys on Mondays to Saturdays running to and from Bexhill town centre. These leave Broad View at 09:09 and 11:44am and return from Bexhill Devonshire Road at 11:19 and 13:27 (the first return journey runs via Little Common). There is no peak time, evening or Sunday service. Due to walking distances service 11/11A is considered to be inappropriate, let alone from a perspective of the level of service provision.

The walking distance from parts of the development to the service 97 bus stop on Turkey Road would be some 1.2 kms and this stop is only served by one return journey a day. The service 97 bus stops on Ellerslie Lane are also about 1.2 km distant and served by four return journeys a day (Monday to Saturdays daytime off-peak only). These levels of bus service provision, along with the excessive walking distances, make use of existing services highly unlikely to be a viable or attractive option for residents of the new development. They are therefore considered wholly inadequate in terms of being a sustainable transport option without significant interventions.

ESCC proposes the development contributes towards the cost of establishing a new Demand Responsive Transport (DRT) service to serve the site. The appropriate level of contribution would be £1,100 per dwelling (similar to the contribution of £1,000 per dwelling from the Worsham Park development some years ago towards providing a conventional bus service).

Suitable bus stop facilities will need to be established on site, close to the site entrance. This could also act as a focal point for cycle storage and a car share club (including its electric charging point). The bus stop facilities would need to include a raised kerb, hard standing, covered waiting area, seating, lighting and signage.

Kind Regards
Neil

Senior Technical Officer
Transport Hub



Team email: passenger.transport@eastsussex.gov.uk

eastsussex.gov.uk