



Hailsham

Neighbourhood Plan: IDEAS

COMMUNITY MOBILITY HUBS



October 2024: Rev_A



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Prepared for:

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Context

Messages emerging from the initial ‘soft’ consultation on the Neighbourhood Plan and Design Code indicate that traffic is an area of concern in Hailsham, with many respondents pointing to a need to improve the package of sustainable transport solutions on offer, including bus services and improved conditions for ‘walking and wheeling’. Walking and wheeling is defined as:

“the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies. Wheeling is a term that many, but not all, disabled people identify with”.

The importance of and need to plan for sustainable modes of travel is embedded in national policy and feeds through to County and District level transport plans.

In Wealden, the Highways Authority is East Sussex County Council (ESCC). They have a range of responsibilities, including production of the [East Sussex Local Transport Plan](#) (LTP4) which is now in its fourth iteration and was adopted in October 2024, covering the period 2024 – 2050. The purpose of LTP4 is to:

“plan and provide transport for residents, businesses and visitors in East Sussex now and for future generations, to help connect them with the places they need to go on a daily basis”.

Key aspirations established in LTP4 are to:

- enable safer and more accessible journeys;
- develop healthy places to enable people to live well;
- decarbonise transport to help us to achieve net zero targets by 2050 at the latest;
- maintain and strengthen our transport networks so that they are resilient; and
- support a more equitable, inclusive, and sustainable economy within our coastal towns, market towns and villages in more rural areas.

Hailsham is recognised in LTP4 as being an important local centre serving a mainly rural area and where improvements to intra-urban as well as rural bus services are to be delivered. Improvements to intra-urban bus services identified in LTP4 include those between Hailsham and Tunbridge Wells, between Hailsham, Lewes and Eastbourne, and between Hailsham and Hastings. The aspiration set out in LTP4 is that Hailsham will become an important hub for wider transport services, alongside which improvements to the local walking and wheeling network are supported, making these a safer and more attractive proposition for shorter, everyday journeys.

To support use of sustainable travel modes (e.g.: bus, walking and wheeling), and help realise the wider aspirations in LTP4, a network of strategically located mobility

hubs across the county is proposed. These will allow for improved interchange between different modes of travel, including use of the car, and enhance the experience of using public transport, making greater use of real time travel information and designing the hubs to best reflect the character of the local environment and needs of local users.

These proposals are echoed in the [ESCC Bus Service Improvement Plan](#) (October 2021). This specifically states that ESCC will ‘*work with stakeholders, including passengers and borough, district, parish and town councils, to refine the Mobility Hub proposals and agree the required facilities at each location*’.

Mobility hubs can be broadly defined as:

A place where a variety of travel modes are provided, often co-located with community services, providing a range of day-to-day services, supporting easy interchange between sustainable travel options.

LTP4 envisages two strategically located mobility hubs in Hailsham. Although the location of these are yet to be defined they are linked with the intra-urban bus route and appear to be located (1) to the west of the town near to the A22, and (2) to the north of the town, between Hailsham and Hellingly.

Alongside LTP4 ESCC has also published a [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) which covers the period 2020 – 2030. It presents more locally specific projects (than in LTP4) and initiatives that are intended to help make walking and wheeling the mode of choice for people, particularly for shorter, everyday journeys. The aims of the LCWIP are to:

- help respond to and support resilience to climate change;
- improve air quality;
- improve physical and mental health;
- support economic growth in a sustainable way;
- improve safety for people walking and wheeling; and
- deliver well designed places in an area where there is significant pressure on land for new development.

The intention is that these supplement and support wider strategic projects in LTP4, and thus delivery of local interventions in the LCWIP go hand-in-hand with the delivery of mobility hubs and other improvements to sustainable travel choices set out in LTP4.

Integrating community uses

Whilst LTP4 envisages provision of two strategically located mobility hubs in Hailsham the idea can be scaled up, or down, depending on location, and extend to a network of hubs across the area providing a range of travel choices.

Beyond their main transport related focus, the concept of the mobility hub can be expanded to include a range of social and community services and facilities, functioning as a community hub/kiosk and including, as appropriate, facilities such as parcel collection points, community rooms, toilets, changing place facilities, share points or similar, waste and recycling facilities. The need for similar facilities has also emerged as one of the findings from the initial soft consultation exercise.

CoMoUK is a charity that supports the delivery of integrated mobility solutions designed for the public good. They suggest that the provision of mobility hubs can be linked to existing services, such as community centres and facilities, providing a natural focal point for the community. They have established a set of [accreditation standards](#) associated with community mobility hubs, of all size, and advise that they should incorporate six key factors:

- **Visibility and accessibility:** They should be part of a clearly identifiable transport network (e.g.: through branding and operation) with services that are easily accessible by all.
- **A choice of sustainable travel modes:** These should include public and shared modes as well as consideration of pedestrians.
- **Safety:** The design and facilities should ensure traveller safety is a key factor.
- **Ease of switching travel modes:** The ease of switching applies both in physical and digital terms, making it easy to move between travel choices and have easy access to information on these.
- **Provision of a range of practical facilities:** Non transport facilities can be included where appropriate and through the use of clever design.
- **Social and community appeal:** They should enhance the area visually and provide a contribution to the social and community fabric.

The expansion of the mobility hub as a community space can provide an opportunity for residents to meet and liaise with neighbours, to find out more about activities, events and proposals in their area, and to become more involved in helping shape these. This can act as a 'living room' for the neighbourhood in which they are located, allowing residents to actively participate in decision making that effects their area. They can help contribute towards meeting the need for community facilities across Hailsham as a whole.

Community Mobility hubs in Hailsham

The provision of new mobility solutions and services in Hailsham - as a response to consultation responses about transportation and local facilities - is purposely intended to provide wider choice and opportunity for all, reducing reliance on private car ownership and use, and the impacts of this on congestion, air quality, health and well-being.

LTP4 identifies the potential for two mobility hubs in Hailsham, one of which is broadly indicated as being located to the west of Hailsham, close to the A22, and one between Hailsham and Hellingly, in the vicinity of Upper Horsebridge Road. These are located in relation to provision of intra-urban bus service improvements. However, to support their use, they need to be supplemented by a network of more localised hubs, supporting connection with and movement between the home and other important destinations and places of interest, such as the town centre, places of work, social and community facilities.

In Hailsham, mobility hubs should be safe and accessible spaces which act as a focal point for car and bicycle sharing and hire (as well as other personal micro mobility forms of transport), bicycle repairs, travel information and bus stops. The hubs may take the form of a kit of parts, being scaled up or down according to location and community needs.

Possible locations for mobility hubs across Hailsham include:

- A site adjacent to the A22 Hailsham Bypass and Diplocks Way roundabout, acting as a potential 'Park and Ride' facility, connecting people with intra-urban bus routes and improved 'last-mile' connections between this and immediate surrounding area including (a) local bus services via Diplocks Way into Hailsham Town Centre and (b) new and upgraded walking and wheeling routes involving reuse of the foot tunnel under the A22 and creation of a well-defined route into the town centre via Western Road, avoiding conflicts with heavy good vehicles in the Diplocks Way employment area. This would broadly coincide with the western hub indicated in LTP4.
- A site in the town centre, possibly involving the reconfiguration of the South Road car park. This is located at the confluence of the Cuckoo Trail and other walking and bus routes, and which would allow for interchange between various modes, as well as being in close proximity to the town centre, sports and leisure facilities. Reimagining the South Road car park as a mobility hub would represent a reinterpretation of its former role as the location of Hailsham railway station. It would act as a welcoming arrival point into the town centre and could be combined with an integrated visitor centre, café and toilet, maximising the role and potential of the Cuckoo Trail as a recreational visitor route to and through Hailsham.
- Other sites in the town centre, potentially in the vicinity of Vicarage Lane, being in close proximity to the retail offer, leisure centre, District Council offices and White House Academy.
- At locations along the Cuckoo Trail where opportunities exist to integrate the walking and wheeling network with frequent bus services, including (1) London Road close to Hailsham Community College, (2) at the junction of Hawks Road and London Road, and (3) between Hailsham and Hellingly, serving major growth that continues to take place here and providing opportunities to integrate with new intra-urban bus services as envisaged in LTP4.

- Along Battle Road, being integrated with proposed new housing development in the emerging Wealden Local Plan and combining this with improved access to bus services and community facilities through a well-integrated approach to development.
- At the James West centre, where responses to the initial soft consultation have indicated a need to improve the quality of facilities and diversify these.
- To the south and east of the town, located within existing communities and or close to new growth areas and where existing bus services are limited and nature of the street network means provision of such services may be difficult to achieve. As such, community mobility hubs that provide alternative transport choices to the car will be important to prioritise. Other transport solutions, including community-based bus services could also be investigated. Potential locations to the south and east of town for provision of hubs might include (1) Marshfoot Lane, in close proximity to the Phoenix Academy, Maurice Thornton Playing Field and housing areas, (2) along Station Road, close to new housing development, and (3) Ersham Road where the Cuckoo Trail, frequent bus routes and housing development areas coincide.

Opportunities for smaller scale hubs could also be provided across other parts of Hailsham, particularly where space might exist to expand existing bus waiting facilities with bicycle parking and other facilities. All such locations should be tested in the first instance, through the use of trial projects or 'Pop up Mobility Hubs'. These would help understand how the hubs might be used, the mix of components to provide and scale of demand, long-term, for implementation across Hailsham. Pop up Hubs would be similar in concept to a parklet that can easily be reconfigured and moved to different locations, incorporating features such as planting, seating, cycle parking, wayfinding and information about transport wider transport choices.

In order for the shift towards micro and personal mobility to be successful the delivery of new mobility solutions should go hand in hand with the provision of new infrastructure, such as safe cycle lanes and walking routes. The LCWIP supports delivery of a series of new and improved walking and wheeling route across Hailsham, with the Cuckoo Trail being the central spine, supported by a network of routes between this, the town centre and surrounding residential areas. The design and delivery of these should accord with best practice principles set out in national guidance.

Mobility hubs are often designed as part of a public realm programme, creating new public space and greenery. The redesign and reallocation of space (and where that might also help address concerns about on-street parking raised during the initial consultation) is intended to enhance the experience of travellers as well as benefiting local residents and businesses. Where such hubs are to be provided, they should be designed to avoid conflict between users of different transport modes, and where any technology or cabling associated with e-vehicles or similar is incorporated, should avoid causing obstruction or hindrance to pedestrian movement. The

[Mobility Hub Guidance](#) published by CoMoUK provides advice on the components of a mobility hub and how they might be implemented, drawing on a range of case studies.

The siting and design of mobility hubs and combined community facilities should ideally be developed in partnership between the Town Council, County Council and infrastructure service providers, facilitating a coordinated approach to delivery.

Possible policy wording for Neighbourhood Plan

1. Proposals for Community Mobility hubs in Hailsham will be supported where they support active and sustainable travel.
2. Community Mobility hubs may be designed as a kit of parts and incorporate some or all of the following features:
 - a. Bus waiting facilities and travel time information.
 - b. Secure cycle parking facilities, including space for cargo bikes and docking points for cycle and scooter hire as appropriate.
 - c. Facilities for the basic maintenance of bicycles.
 - d. Car club parking and communal EV charging points.
 - e. Parcel delivery and collection points.
 - f. Community kiosks and associated facilities, including toilets, changing places, share points, community rooms, waste and recycling facilities, and small retail space.
 - g. Areas of planting and seating.
3. Proposals for Community Mobility Hubs at the following locations will be supported:
 - a. At Diplocks Way where forming a Park and Ride facility integrating with intra-urban bus services, walking and cycling routes that provide connections with Hailsham Town Centre.
 - b. At South Road car park where combined with visitor facilities to the Town Centre and enhancing the setting and use of the Cuckoo Trail.
4. Proposals for 'Pop up Mobility Hubs' on a trial basis at other locations are supported where they help establish appropriate locations and facilities to be provided on a permanent basis.
5. Proposals that include improvements to existing bus waiting and cycle parking facilities to act as a mobility hub will be supported.
6. All Community Mobility Hubs are required to meet the accreditation standards established by CoMoUK. They must be of a high quality design appropriate to the townscape and located to avoid hindrance to pedestrians.

Appendix:

A Concept strategy for a network of Community Mobility Hubs in Hailsham and which builds upon the Mobility Hub concept developed by ESCC

ESCC Public Transport



Draft Local Transport Plan 2024 - 2050

Support for improved inter-urban bus services:

- between Hailsham, Polegate and Lewes via A22, and north to Tunbridge Wells via Heathfield
- through the centre of Hailsham connecting with Hellingly and Eastbourne
- East from Hailsham to Battle and Hastings

Series of 'mobility hubs' proposed:

- Defined as 'busier interchange locations to support seamless journeys'

Also supports improvements to 'last mile' journey from home to public transport to support bus use

ESCC Active Travel



Draft Local Transport Plan 2024 - 2050

Support for improved inter-urban cycle connections

- Ongoing improvements to Cuckoo Trail, through, north and south of Hailsham
- Improvements to cycling connections between Hailsham and Uckfield

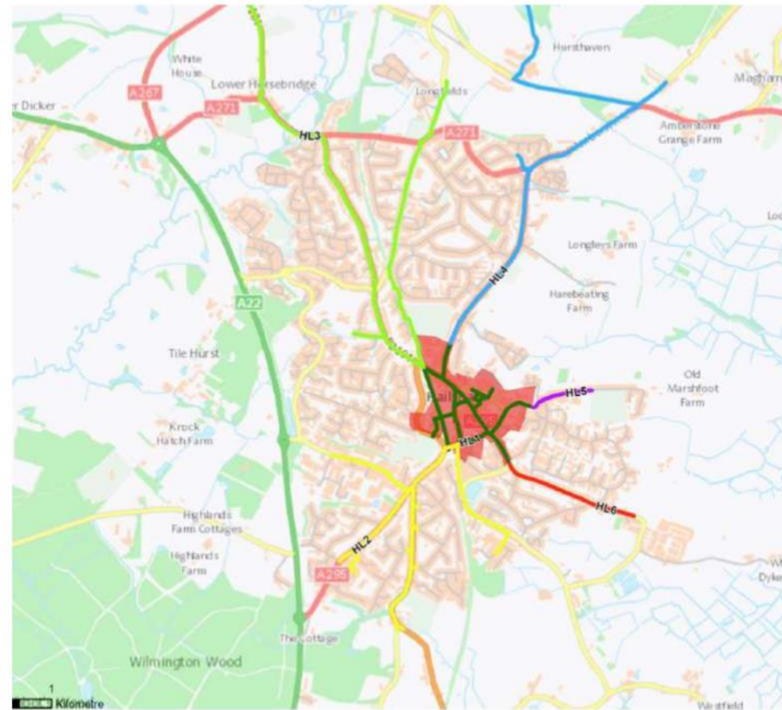
Proposed cycling improvements connect with 'mobility hubs' identified on public transport maps

ESCC LCWIP



Cycling network

- Cuckoo Trail plus onroad connections
- Need to investigate how existing streets and spaces can be designed to support safe cycling



Walking network

- Focus on town centre public realm improvements and Cuckoo Trail

Questions

Consider how and where walking, cycling and public transport services can be integrated to support active and sustainable travel:

- 'Strategic' mobility hubs will need supporting with a town wide network of hubs to feed into these

- Support for sustainable and active travel will need to be combined with measures that make the car less attractive, particularly for shorter everyday journeys

- Consider the most appropriate locations for new routes or retrofitting of existing streets and spaces to support sustainable and active travel

Can mobility hubs be a 'kit of parts' combining a range of transport choices and other community facilities that can be deployed at different locations across Hailsham e.g.:
bus stops / bike stands and hire / car share / EV charging
+

toilets / sharing points / parcel lockers / coffee stand etc

Rationalise space occupied by car parking in the town centre

Convert existing surface car parks into multi-storey facilities to free up land for alternative purposes

Reuse parking spaces for mobility hubs

Pedestrianisation of streets and spaces in the town centre

Replace on-street parking in the town centre with parklets

Redesign streets and junctions to include safe space for walking and cycling

Focus on key moves, e.g.:

ESCC Hailsham Mobility hub could be the proposed Hailsham Park & Ride combined with walking connections into town and under the A22 via the new tunnel

Greater improvements to quality of the Cuckoo Trail, facilities along it, and east west connections to it

Could the South Road car park be reimagined as a new sustainable travel hub, reinterpreting its former role as a station?

Hub Types



TRIAL HUBS:

Temporary hubs to test locations / mix



LOCAL HUBS:

Small mix of localised components



✓ Cycle parking/bike sharing docking station

✓ Bike repair stand, tools and pump

✓ Textured access ramp

✓ Selection of plants and shrubs



✓ Totem and QR code with local transport information

✓ Accessible seating area with coffee table

✓ 6x2 metres (6x3 metres with access ramp)

✓ Modular design allows for easy transportation

A more localised offer, linked to existing services such as community centres and facilities which could act as a natural focal point
(all images sourced via CoMoUK)

Community Mobility Hub Accreditation

Setting quality standards

September 2024



Hub Types

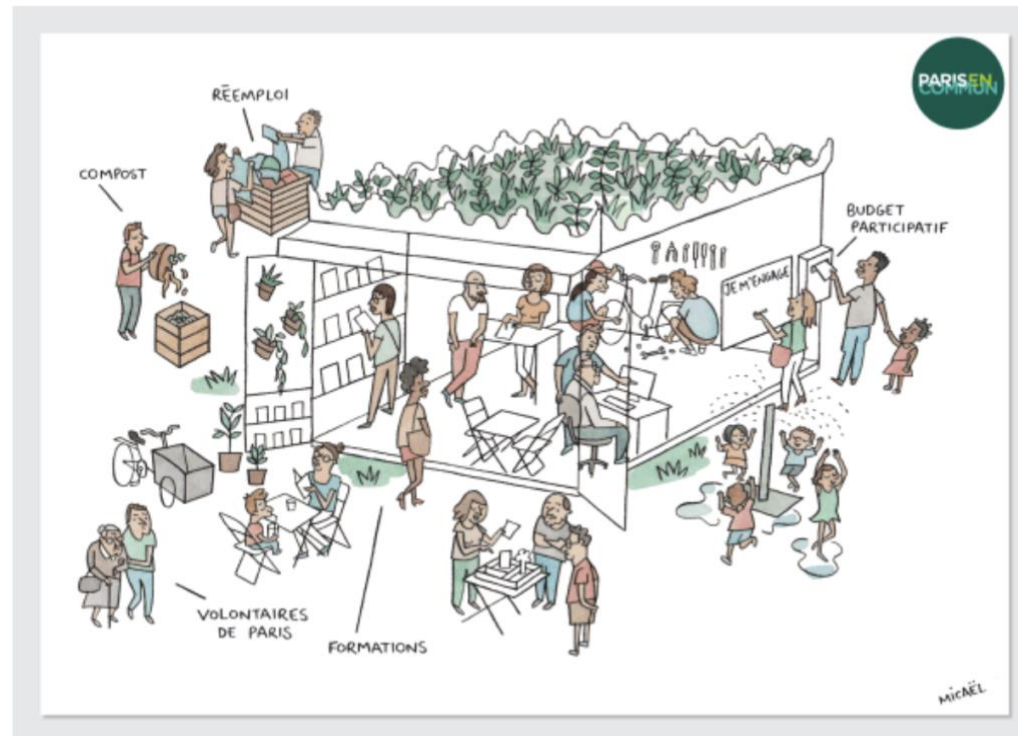


LOCAL HUBS:

Small mix of localised components

The concept of the 'community kiosk' forms a core part of the transformation of Paris into a greener, walking and wheeling friendly city, and which has successfully developed the idea of the 20-minute neighbourhood, providing facilities close to the home, wider transport choice, and strengthening community cohesion.

The kiosk can form a multi-functional part of the community mobility hub 'kit' (image sourced via Paris en Common)



Hub Types



MAIN HUBS:

Mix of components /
mobility solutions

Visibility and accessibility
Hubs need to be part of the clearly identifiable transport network with services which are easily accessible by all

Choice of sustainable modes
These should include public and shared modes as well as consideration of pedestrians

Ease of switching between modes
This applies in both physical and digital terms, linking the use of different modes

Safety

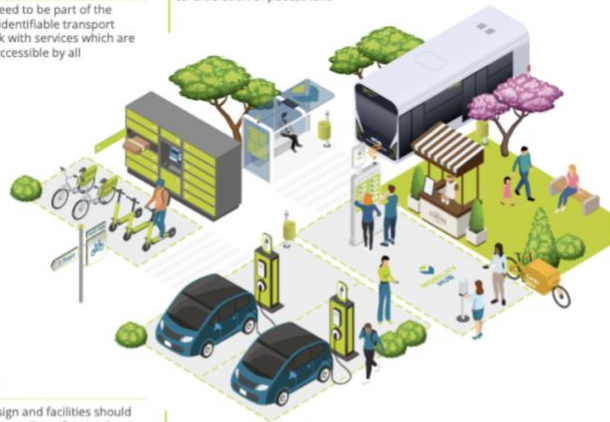
The design and facilities should ensure traveller safety is a key factor

Practical facilities

Clever design will consider what non transport practical additions can be included

Visual, social, and community appeal

A successful mobility hub will enhance the area visually and provide a contribution to the social and community fabric



A more strategic offer, providing a range of travel choices, combined with wider services and facilities, more suitable for town centres, transport interchanges, business parks and major development areas
(all images sourced via CoMoUK)

Mobility Hub Accreditation

Setting quality standards

November 2022



Interreg
North Sea Region
European Regional Development Fund

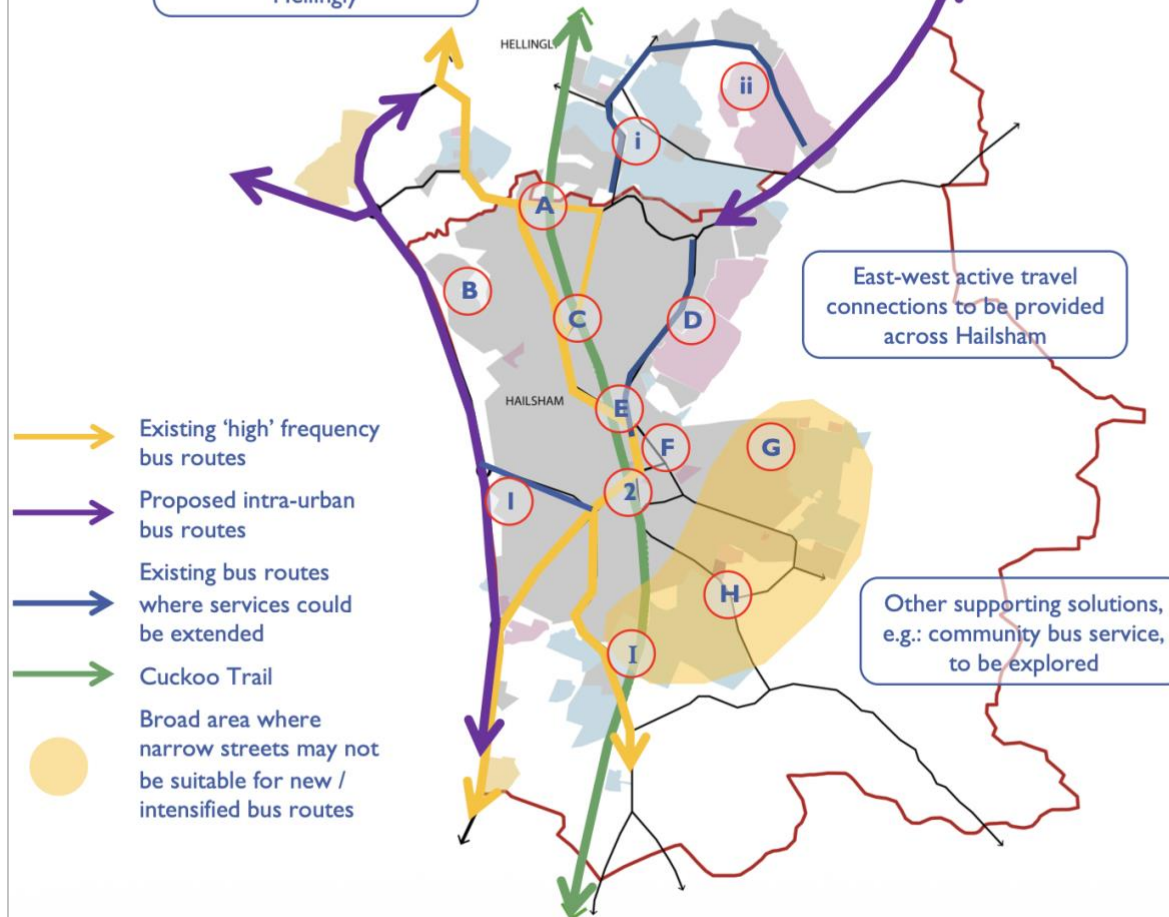


SHARE
North

CoMoUK
supporting shared transport

Concept Plan

Potential extension of network of hubs into Hellingly



MAIN HUBS:

Mix of components / mobility solutions

1. Diplocks Way Park and Ride
2. South Road Car Park



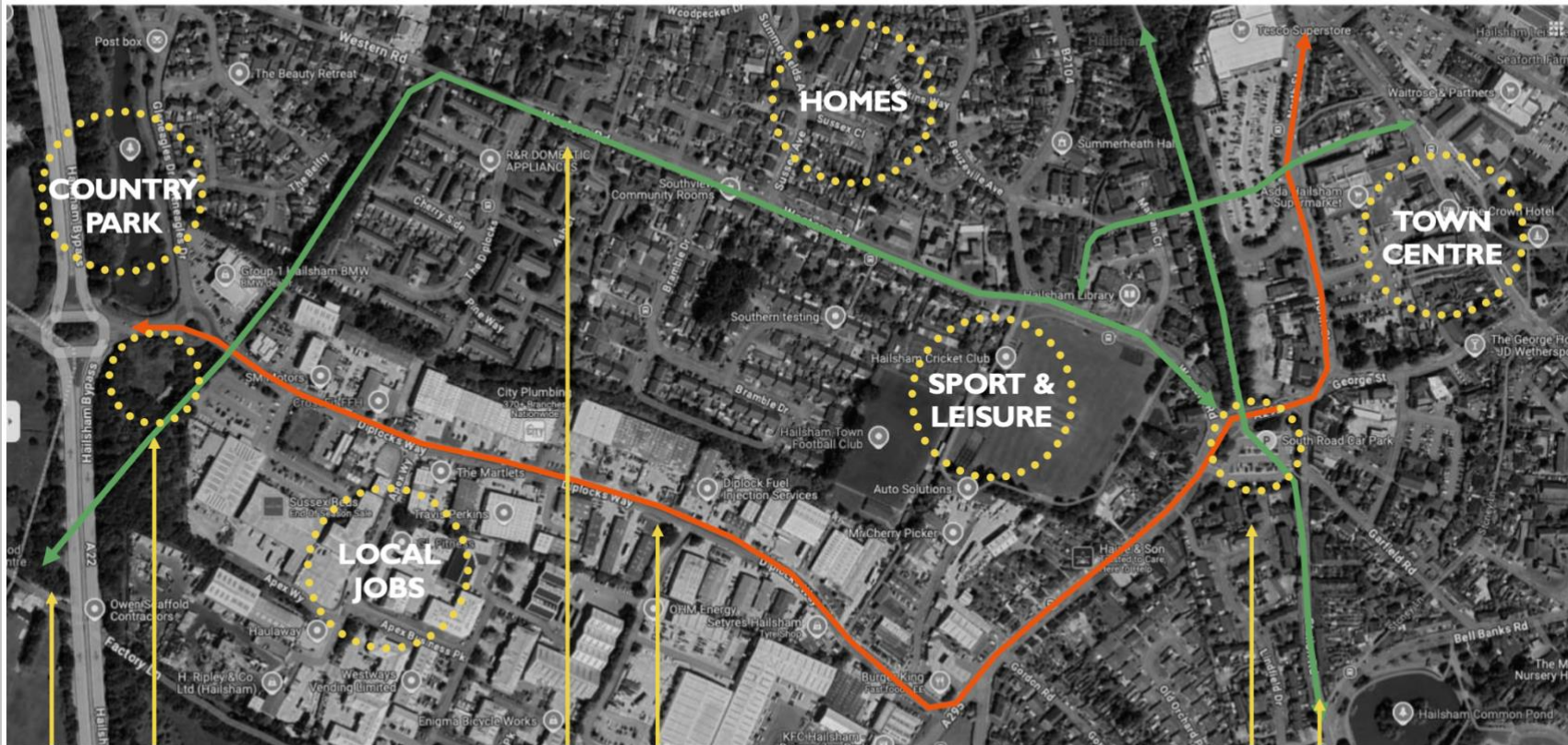
LOCAL HUBS:

More limited mix of components

- A. Upper Horsebridge Rd
- B. James West
- C. Hawks Rd / London Rd
- D. Battle Road
- E. Community College
- F. Leisure Centre
- G. Marshfoot Lane
- H. Station Road
- I. Ersham Road
- i. Hailsham Academy
- ii. Hellingly Community Hub / Country Park

*All subject to initial trials

Proposition...



Park and Ride 'Mobility Hub'

Walking and cycling route across (tunnel?) A22

'Inter-urban' bus route via Diplocks and Town Centre

Walking and cycling route via Western Road

Cuckoo Trail

South Road / Cuckoo
Trail 'Mobility Hub

