

**LAND AT BIRD IN EYE FARM, SOUTH OF BIRD IN
EYE HILL, FRAMFIELD, UCKFIELD, EAST SUSSEX**

**REBUTTAL PROOF OF EVIDENCE OF RICHARD
WHITE**

**APPEAL BY KASSIE SMITH KC
TOWN AND COUNTRY PLANNING ACT 1990
LPA REF: WD/2021/2198/MAO
PINS REF: APP/C1435/W/22/3307820**



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1 INTRODUCTION

- 1.1 My name is Richard James White and I have been retained by Kassie Smith KC (a Rule 6 party) to provide transportation engineering and planning advice as part of my client's objection to the proposed development.
- 1.2 I have prepared this rebuttal proof of evidence following a review of the proof of evidence submitted by Mr Twinberrow who is providing transport advice to the appellant. This rebuttal evidence focusses on the key points relating to some but not all of the new material in Mr Twinberrow's evidence that require a written response, which are as follows:
- The proposed vehicular access.
 - The accessibility of the appeal site by sustainable modes of transport.
 - The wider traffic impact and proposed mitigation.
- 1.3 I understand it would be for the inspector to decide whether to accept amendments M or P and the fact that I set my views on P in a bid to assist the inspector should not be interpreted as an indication that my client is necessarily content for the appeal to be determined on this basis. There is a wider concern that the engineering, arboricultural, ecological and landscape implications of these options have not been explored and demonstrated let alone been properly consulted on.

2 PROPOSED VEHICULAR ACCESS

Latest Drawings

- 2.1 New drawings were received from Bellamy Roberts on the 18th August 2023, which was after my proof of evidence had been submitted (on the 15th August 2023).
- 2.2 The latest access junction is shown in drawing number 5330/021 Rev P. The changes to the design include the provision of a 10m corner radii, a solid white centre line to the east of the access and a realignment of the northern kerb line (on Bird in Eye Hill) to provide a minimum clearance of 450mm between the kerb and the highway boundary. These changes appear to be the result of continued discussions with East Sussex County Council (ESCC) during August 2023.

Swept Paths

- 2.3 Mr Twinberrow's evidence also provides swept paths drawings based upon Rev P, which show a range of vehicles using the proposed junction arrangement ⁽¹⁾.
- 2.4 The swept paths of an 11.2m refuse vehicle, a 12m rigid truck and 16.5m articulated vehicle (in Appendix 28 of Mr Twinberrow's evidence) show that these vehicles will encroach beyond their lane and so are not acceptable in terms of highway safety. This not only occurs on the access road but also on Bird in Eye Hill for vehicles turning left out of the site. **Figure 2.1** overleaf provides an extract from the swept path assessment for an 11.2m refuse truck and **Figure 2.2** overleaf for an articulated vehicle.
- 2.5 As these vehicles will visit the site regularly (and could increase if the type of businesses at the farm changes), these encroachments will also occur on a regular basis and will create a road safety hazard for all road users.
- 2.6 Mr Twinberrow states in his Hearing Statement (February 2023) at paragraph 2.52 that eastbound cyclists travelling to the appeal site will utilise the vehicular access (rather than the NMU link to the northwest, which is stated to be westbound only) and so the regular over-running by larger vehicles will be particularly hazardous for cyclists.

⁽¹⁾ *The red lines show the wheels and the green lines the chassis of the vehicle. Mirrors are not included.*

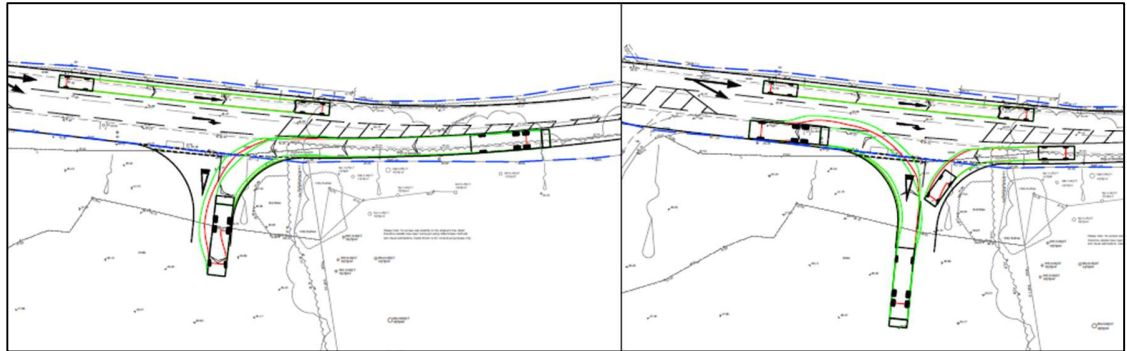


Figure 2.1: 11.2m Refuse Vehicle Swept Paths

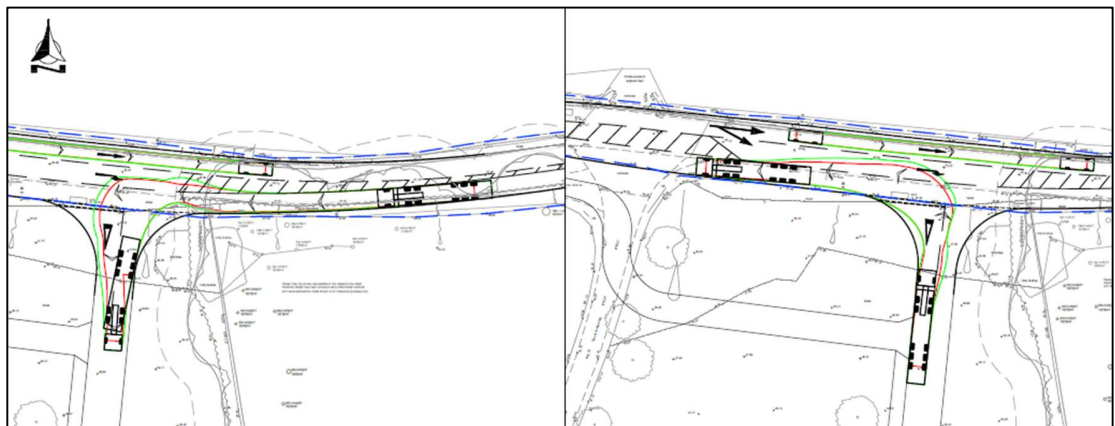


Figure 2.2: 16.5m Articulated Vehicle Swept Paths

Road Safety Audit

- 2.7 Since the submission of my proof of evidence the appellant has obtained a response from the road safety auditor (Fenley) on Rev M and Rev P of the vehicular access drawing as contained in Appendices 23 and 28 of Mr Twinberrow's evidence respectively.
- 2.8 Appendix 24 contains an email from Fenley to Bellamy Roberts confirming that the provision of 3m through lanes in Rev M addresses the road safety problem identified in the August Road Safety Audit (RSA) as problem A.2.1.

- 2.9 It further states that the accompanying swept paths (Appendix 23 of Mr Twinberrow's evidence) show that all HGVs can "*approach the give-way line when exiting without encroaching the opposing lane*". However, the auditor is silent on the ability of all turning movements to be undertaken without encroaching or over-running opposing traffic lanes, which is clearly not achieved with Rev M.
- 2.10 It is also worth noting that the through lanes have been widened to 3m only over the length of the right turn lane itself (circa 40m) and the through lanes reduce to below 3m either side of the right turn pocket as shown on drawing 5330/036 A at Appendix 23. The swept paths show that there is over-running of the hatched area either side of the right turn lane and so it is surprising that 3m through lanes have not been provided over a longer section of Bird in Eye Hill.
- 2.11 Appendix 29 provides an email from Fenley with the road safety comments on Rev P, which states that the increased corner radii (now 10m rather than 8m) "*allows for better manoeuvrability*". This may be correct but the swept paths of all vehicles other than the large car will still encroach into another lane for a range of movements using Rev P.

Speeds and Visibility

- 2.12 Mr Twinberrow notes in paragraph 3.6 of his evidence that ESCC provided the results of a speed survey undertaken to the east of appeal site in July 2023. This showed that the recorded 85th percentile speeds were 44mph westbound and 48mph eastbound. Mr Twinberrow seems to ignore the eastbound speed as he states that he has "*used the higher approach speeds as recorded in 2019*". However, the eastbound speed in 2019 was 42.4mph, which is 5.6mph lower than the speed recorded in 2023.
- 2.13 Mr Twinberrow states that the 'Y' distances for the 2023 speed data would be 118.3m and 120.7m. Given that the eastbound speed is greater than the westbound speed, it is assumed that the 120.7m 'Y' distance is that to the west, i.e., for eastbound vehicles.
- 2.14 The visibility splays used (127m and 113m) relate to the 2019 recorded speeds where westbound speeds were higher than eastbound speeds. Thus, it follows that the larger 'Y' distance (127m) must be for westbound vehicles, i.e to the east of the access junction. This is confirmed in Rev P. Therefore, the visibility splay to the west is 113m.

- 2.15 However, Mr Twinberrow states that the 'Y' distance for the 2023 eastbound speeds would be 120.7m. Thus, the visibility splay to the west (for eastbound vehicles) should be 2.4m x 120.7m and not the 2.4m x 113m shown.
- 2.16 Mr Twinberrow's assertion in paragraph 3.7 that he "*has used the higher approach speeds as recorded in 2019*" is not wholly correct as the westbound speed only was higher in 2019. The eastbound speed in 2023 is considerably higher and so should be used to calculate the required visibility splay to the west.
- 2.17 Based upon Rev P it appears that the required visibility splay cannot be provided without the need for third-party land, particularly if it was drawn correctly to the centreline of the road (and not the centre of the oncoming traffic lane as shown).

Other Matters

- 2.18 The junction arrangement shown in Rev P has not been assessed from a landscape perspective and there are concerns raised by ESCC about the ability to suitably retain the northern side of the junction within the limited space available and the apparent sloping topography.

3 SUSTAINABLE ACCESSIBILITY

Walking Distance to Bus Stops

- 3.1 Mr Twinberrow's evidence states in paragraph 4.25 that the closest bus stops "*are between 240m and 900m walking distance of the dwellings within the Appeal Scheme*". He goes on to state that for bus stops in residential areas "*400m has traditionally been regarded as the upper limit for the distance people will be prepared to walk to a bus stop*" (my underlining).
- 3.2 However, he then states that this "*distance is guidance and not a rigid standard that all development must adhere to*".
- 3.3 The CIHT document "*Buses in Urban Developments*", published in January 2018 provides guidance on the design of urban developments to promote the use of bus services and is endorsed by several transport and planning bodies as shown in **Appendix A**.
- 3.4 Paragraph A.4.5 of this document (page 18) deals with the walking distance to bus stops. It refers to the 400m distance as being used since the early 1970's but states that a more rigorous approach to catchment area planning is now required. Table 4 identifies that the maximum walking distance to bus stops on less frequent routes (i.e., a frequency of greater than 12 minutes) is 300m as shown below and in **Appendix A**.

Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

Figure 3.1: Extract from Buses in Urban Developments

- 3.5 The Stagecoach document "*Bus Services & New Residential Developments*" published in 2017 provides general highways and urban design advice to applicants and highway authorities and is useful as it provides the views of a bus operator.

- 3.6 Paragraph 2 (see **Appendix B**) deals with bus stops and reinforces the view that “*400m is the maximum convenient walking distance to bus stops in an urban context*”. If bus stops are provided with a residential site, then it is recommended that they should be 280-320m apart.
- 3.7 Clearly 400m is still regarded as the maximum walking distance to a bus stop if sustainable travel opportunities are to be taken up. The fact that this is contained in guidelines (rather than standards) reflects the nature of the subject matter and does not mean they can be ignored or overlooked if they are not helpful.
- 3.8 Mr Twinberrow refers to an appeal decision as he believes it supports a walking distance of up to 1km but the case identified (in Polegate) involved the developer improving the bus service in terms of the frequency and times of operation. Whilst the appellant has agreed to contribute towards the funding of the 29A bus service this will merely enable the existing service level (with an hourly frequency) to continue beyond 2026 rather than improving the bus service any further.
- 3.9 In summary, the walking distance to the closest bus stops is more than twice the agreed maximum walking distance and so it is my firm view that future residents and visitors will be very unlikely to use the bus to travel/to/from the appeal site.

Walking Experience along Framfield Road

- 3.10 As stated in my evidence the quality of the walking experience along Framfield Road is very poor due to narrow footways, congestion at the western end due to capacity issues at the New Town traffic-signal controlled junction and the condition of the surfacing on the footways is poor.
- 3.11 Mr Twinberrow refers to the Department for Transport document “*Inclusive Mobility*”, which was published in December 2021. This document states that footways should be a minimum width of 2m (as this allows two wheelchairs to pass) but if this is not feasible then 1.5m is the minimum acceptable width. A footway width of 1m is permitted over very short distances (6m) where there is column, post or other road feature.

-
- 3.12 The footway on Framfield Road is 1m wide for a distance of 45m according to paragraph 4.22 of Mr Twinberrow's evidence and so does not accord with the guidance contained in *"Inclusive Mobility"*.
- 3.13 Such width restrictions, and the uneven footway surfacing, will affect the perceived quality of the walking route between the town centre and the site and influence the propensity of future residents to undertake journeys on foot. Moreover, a pedestrian route that is attractive and direct, as well as being safe and secure, will generate higher numbers of pedestrians than one that is narrow, involves crossing movements and is generally of poor quality as is the case along Framfield Road.

4 TRAFFIC IMPACT AND PROPOSED MITIGATION

- 4.1 Mr Twinberrow responds to the point I make in my Technical Note 1 about the validity, or otherwise, of the traffic data collected in July 2019 in paragraphs 7.13 and 7.14. It is acknowledged that the state schools will still be operational at this time but the private schools, of which there are many in this affluent area, will have already broken up for the summer holidays. Thus, I do not consider the traffic data collected in July or August to be representative of normal conditions in this area.
- 4.2 The appellant accepts in Paragraph 3.34 of Mr Twinberrow's evidence that the traffic associated with the appeal site will necessitate improvements at key junctions within the town centre.
- 4.3 Paragraph 5.71 of Mr Twinberrow's evidence states that these improvements will involve the two signalised junctions (High Street/Framfield Road and High Street/Bell Lane) being linked via a MOVA system.
- 4.4 As such, the appellant has agreed to pay ESCC a contribution of £100,000 plus maintenance costs to fund these works. Mr Twinberrow states in paragraph 5.73 of his evidence that this *"figure reflects a carefully worked out assessment by the Highway Authority of the likely scheme costs"* (my underlining).
- 4.5 However, Appendix 34 of Mr Twinberrow's evidence contains an email from Ms Kal Kamboh of ESCC, which is based upon discussions with the ESCC Traffic Signals Team. It appears from this email that there is no "scheme" in existence and that ESCC have had to identify the costs of implementing such a system.
- 4.6 The email explicitly states that they have provided some "*ballpark*" costs for surveys, signals equipment and technology but the costs is by no means based upon a detailed scheme being ready for implementation. Indeed, the use of the term "*ballpark*" seems intrinsically at odds with Mr Twinberrow's use of the word "*carefully*".
- 4.7 Thus, the adequacy, or otherwise, of this potential contribution is unknown at present. Even if it proves to be a suitable amount, it is clear that no development should proceed (in terms of occupations) until the scheme has been delivered in full, i.e., a Grampian style condition would be required should planning permission be granted.

5 SUMMARY AND CONCLUSIONS

Summary

- 5.1 I have been retained by Kassie Smith KC (a Rule 6 party) to provide transportation engineering and planning advice as part of my client's objection to the proposed development.

Vehicular Access

- 5.2 The swept paths of the larger vehicles that will regularly visit the appeal site show that these vehicles will encroach beyond their lane and so are not acceptable in terms of highway safety. This not only occurs on the access road but also on Bird in Eye Hill for vehicles turning left out of the site.
- 5.3 As these vehicles will visit the site regularly (and could increase if the type of businesses at the farm changes), these encroachments will also occur on a regular basis and will create a road safety hazard, particularly for cyclists.
- 5.4 Based upon Rev P it appears that the required visibility splay cannot be provided without the need for third-party land.

Sustainable Accessibility

- 5.5 In summary, the walking distance to the closest bus stops is more than twice the agreed maximum walking distance and so it is my firm view that future residents and visitors will be very unlikely to use the bus to travel/to/from the appeal site.
- 5.6 The width restrictions and uneven footway surfacing on Framfield Road provides a very poor-quality walking route between the town centre and the site, which will undoubtedly influence the propensity of future residents to undertake journeys on foot.

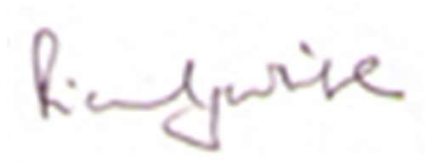
Traffic Impact and Proposed Mitigation

- 5.7 The proposed contribution for the introduction of a MOVA system in the town centre is based upon "ballpark" costs as there is no detailed scheme ready for implementation. Thus, the adequacy, or otherwise, of this potential contribution is unknown at present.

- 5.8 If planning permission is granted, then the improvement scheme should be delivered in full before any occupations can take place.

Conclusion

- 5.9 In my opinion there are significant highways or transportation reasons why the proposed development should not be granted planning permission as proposed.
- 5.10 The proposed access arrangements are unacceptable and inappropriate for the scale of development proposed, and the site is not well located for travel by sustainable modes. Therefore, the scheme is contrary to paragraphs 104, 110 and 111 of the NPPF respectively, and I respectfully request that this Appeal is dismissed.



Richard J White
Director
Miles White Transport Ltd
8th September 2023

APPENDICES

APPENDIX A

Buses in Urban Developments

Buses in Urban Developments

Principal author: Tim Pharoah, FCIHT





Endorsements

The following organisations have endorsed these guidelines demonstrating the wide level of support from the bus industry to planning and transportation professionals.

CIHT would like to thank all of the following organisations for their support:



Foreword to Buses in Urban Developments

Buses play a vital part in providing accessibility for everyone and, through their efficient use of space, in supporting the viability of high quality urban places.

For buses to play their full role, however, urban developments must be designed specifically to encourage their use. This involves bringing together the planning of land uses, the access routes to bus stops, and the bus infrastructure. Showing how this can be done is the unique contribution of “Buses in Urban Developments”.

Buses need to be an integral part of our towns and cities, but in many parts of the UK they are marginalised or fail to meet their potential. Prioritising public transport as a component of urban development is not new, but too often the policy is poorly reflected in practice on the ground. CIHT – with the publication of “Buses in Urban Developments” – addresses this issue and shows how to put bus services right at the heart of development planning and urban transport.

If urban developments are designed to promote the use of bus services, and this document for the first time provides the necessary guidance, then important challenges will be addressed. For instance, if we consider modal shift from cars, buses will play a central role in improving air quality and in meeting the longer-term objective of decarbonising the transport network. Bus travel also supports active travel, which in turn helps to demonstrate the contribution that transport can make towards improving personal and community health.

We need to have the golden thread of accessibility running through all our thinking. And in both senses of the word: firstly, in ensuring that bus networks help people connect from one area to another; and secondly, that they are readily accessible for everyone.

Some high specification bus services have already demonstrated the importance of a quality service in persuading people to take the bus, for example that the buses themselves must be comfortable, clean and attractive, and that service frequencies and reliability are crucial. Much less widely appreciated is the importance of the infrastructure used by buses,

and its relationship to the areas they serve. Roads need to be maintained to ensure that those travelling by bus experience a smooth ride, and greater attention must be paid to the walking and cycling routes used to access bus stops and stations. The bus stop itself may be regarded as the calling card of the entire system. If it is missing, neglected, of poor quality or without the necessary information, people are more likely to choose an alternative mode.

The structure of this document is designed to make it easy to work through. It starts off by establishing the context and policy framework that buses operate within. Then it looks at the technical detail of the infrastructure required. Final sections consider levels of service and information provision, as well as participation and collaboration.

So wherever you sit in the transport industry there will be something in this document for you – from policy makers to practitioners, from planners to bus operators.

I am delighted to see this document published during my time as President of CIHT. My presidential theme is ‘creating better places’ and by supporting buses in urban areas we help to deliver this.

Better bus provision requires the integration of land use planning and transport and the support for this document rightly includes key organisations that represent both of these disciplines. We have support from the bus industry with endorsement from the Confederation of Passenger Transport (CPT) alongside support from the Royal Town Planning Institute (RTPI) and the Transport Planning Society (TPS).

CIHT firmly believes that buses have a significant role to play in providing sustainable connectivity and we hope this document will help to promote that role within the transport system and in the creation of high quality urban and rural environments.



Andreas Markides,
President, CIHT (2017-18)



A.4.5 Walking distance to bus stops and hubs

The planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas. This affects the distance between adjacent bus routes and hence the street layout as a whole.

Custom and practice for many years⁶ suggests a maximum walking distance of 400 metres from a bus stop (DOE, 1973). There are a number of factors, however, that demand a more rigorous approach to catchment area planning.

1. The 400-metre criterion dates from a time when bus use was less challenged by competition from the private car, and it may not be consistent with the goal of shifting mode share from car to bus. *Bus Services and New Residential Developments* (Stagecoach, 2017) strongly recommends that all housing development be located within 400 metres of a bus stop and preferably closer;
2. The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the 'in bus' time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations;
3. The proportion of elderly people is increasing. A walking distance of 400 metres may be excessive when slower walking speeds are taken into account. People with children, buggies, heavy shopping, and the like will also be more sensitive to distance;
4. Acceptable walking distances are lower in town

centres than in residential areas;

5. The quality of the walking route itself may affect people's judgement of an acceptable walking distance. Safe routes, well overlooked and with visual interest along the way will be perceived as less onerous than isolated, poorly lit and uninteresting routes;

Taking all these factors into account, it is recommended that new developments be planned with sufficient compactness and density to enable the maximum walking distances to bus stops shown in Table 4 to be achieved with viable services. These maxima are intended to enable the bus to compete effectively with the car and to benefit a wide range of people with differing levels of motivation and walking ability.

These standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route. For example, a shorter maximum distance may be appropriate for hilly terrain, or for access to hospitals or older people's residences, or where the walking environment is unattractive.

When planning bus routes and stops in relation to new developments, it is crucial to use actual walking distances and not notional circles whose radius is the maximum desired walking distance. Even with a regular grid layout, the actual walking catchment area will be less than two-thirds of the area described by a circle (Figure 12). The proportion can be very much smaller than this in irregular layouts. Also, the average time taken to walk the distance may be extended where the crossing of major roads is involved, and this should be taken into account.

Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

⁶Department of Environment Circular 82/73 (DOE, 1973) gives 400 metres as the recommended maximum walking distance along the footpath system, which represents a 5-minute walk at about 5 kph (roughly the average walking speed in the National Travel Survey).

APPENDIX B

Bus Services & New Residential Developments



BUS SERVICES NEW RESIDENTIAL DEVELOPMENTS &

General Highways and Urban Design advice to applicants and Highways Authorities

STAGECOACH
UK BUS | 2017



The relevance of buses to sustainable development

Over the next 20 years, more new homes are anticipated to be built than in the last 40. In parts of the UK where growth will be focused, many towns will see the most growth they have ever experienced, and several will more than double in size. It is especially important that this growth makes fullest possible use of the opportunities offered by public transport, by “designing in” those features that support the efficient delivery of the highest-quality bus services.

Where buses are properly considered at the outset, in development location, master planning and detailed design, high levels of service take-up are achievable. Indeed, across a very wide variety of scenarios, appropriate development can help catalyse improved bus services that achieve mode shift across a wider area. This can help to offset the residual car-borne traffic from a proposal. Where buses are properly harnessed in support of the best development proposals, they can provide wider public betterment.

Urban design must respond to a number of important considerations. This document is intended to highlight the critical elements that are needed to ensure that buses can best serve developments, and play the fullest possible role in delivering high-quality, attractive and sustainable placemaking.

The role of this document

This advice is focused on the design aspects that have an impact on bus operations, and is intended to supplement and assist in the interpretation of national and local guidance and policy, including Manual for Streets 2. This advice is intended to be broadly relevant, in particular in England and Wales. However in Scotland specific legislative differences may apply.

It is aimed at supporting all stakeholders in the development process from planning and site identification, to construction and handover. This including developers, their client teams, highways and planning authorities.

Stagecoach UK Bus operating companies will always seek to assist as far as they can on a site-specific basis, and we greatly value the earliest possible dialogue with all parties involved, to ensure the best possible solutions are identified and incorporated in proposals.

We recognise that effective partnership endures over the long term. Stagecoach will aim to provide consistent ongoing support through the planning, detailed design, and delivery process; and over the lifetime of the scheme as residents continue to move in and are making travel choices.

Finally, true partnership can never be based merely on a set of “rules”. Communication is the most vital component, and this document is intended to open the door to ongoing dialogue. Contact details for each of our local teams are provided at the back of this document.

We look forward to talking to you.

2. BUS STOPS AND SUPPORTING INFRASTRUCTURE

The design of streets intended to act as bus routes should incorporate at the outset, high quality bus stop infrastructure at optimised locations consistent with the pedestrian and cycle movement strategy.

Bus stops are an important point of access to information about the services provided. They are essential to signal safe points to board and alight, and need to be appropriately visible both to potential passengers, our own drivers, and other road users. They should also offer fully accessible access to buses for people with disabilities.

2.1 *Walking distances to bus stops*

The advice set out by the Institute of Highways and Transportation (IHT) in 2000 suggests that 400m is the maximum convenient walking distance to stops in an urban context, and this threshold is generally accepted by most stakeholders, including Stagecoach, as an appropriate guideline to aim to meet.

However, there will be circumstances where, to achieve this standard for all dwellings within a scheme, results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route.

Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate. However, we strongly recommend that affordable housing, and higher-density development is all located within 400m of a bus stop, and preferably closer.

Where appropriate, focusing on excellent cycle access to bus stops where a significant number of homes lie over 400m from an existing service, may prove more appropriate than trying to achieve a long and circuitous diversion of an existing bus route. This is especially true for longer distance or inter-urban bus routes.

CASE STUDY 6

Elsea Park, Local Bus Interchange Bourne, Lincolnshire

As a relatively small market town, Bourne does not support a town bus network. It does benefit from an established, direct inter-urban bus service to Peterborough, that now runs up to three times per hour.

Elsea Park is a very large strategic site designed to meet housing need across several Local Plan periods. Providing approximately 3000 dwellings it will take over 20 years to build out, commencing in 2002. It will extend over a mile to the west of the main bus corridor, and it would not be practical or appropriate to divert these existing bus services for many years, if ever.

While a bus spine is being provided within the scheme, it was intended that the development should rely on short local journeys being made to the existing bus route. A feature interchange stop was provided in the very first phase on the London Road, with covered waiting and cycle parking, as a separate kiss and change bay for drop off and pick up.



Fig. 25: Bourne Elsea Park feature stop on A15, drop off point and cycle racks.



Fig. 26: Bourne, Elsea Park feature bus stop and local interchange incorporating cycle stands and excellent pedestrian facilities.