

## Planning Committee 10 December 2008

### Addendum to Agenda Item 5A: A259 Belle Hill, Bexhill on Sea to B2092 Queensway, St Leonards on Sea. RR/2474/CC(EIA)

Page 5; of agenda key issue 16 should be social and **community** effects.

Page 6; top of page should refer to **Summary** recommendation.

Para 1; 1st line should refer to '**single**' rather than 'dual' carriageway.

Para 4.2; 6<sup>th</sup> line replace the word it with '**the**'

Para 4.6; 10<sup>th</sup> line the word Steam should be '**Stream**'

Para 5.2 the word 'additional' should be excluded ( the 687 letters of objection were included within the total of 2592 letters of representation received).

After para 5.143 insert the views of the Highway Authority

#### 5.144 The Highway Authority:

The Highway Authority raises no objections to the proposal, subject to the introduction of the proposed complimentary measures being secured by agreement with the applicant, and the imposition of conditions relating to wheel-washing during construction, the submission of detailed drawings, including levels, sections and construction details of the proposed road, surface water drainage, outfall disposal, structures, road signing and street lighting, and the submission of details of construction traffic management and the construction programme.

The Highway Authority has made the following detailed observations:

#### Traffic impact on local roads

The assessment of the traffic impact indicates the scheme would provide additional capacity across the network between Hastings and Bexhill, lead to reductions in traffic using all the other alternative east-west routes. Roads leading to the link road both from the south, but more particularly from the north show high increases in vehicles number and percentages, although part of the increases on some local roads is due to the proposed development traffic rather than the redistribution of traffic associated with the scheme. There are a number of roads that show a significant and beneficial reduction in traffic, including routes used as short cuts to avoid the A259, which are unsuitable as they are either predominantly residential in nature, or are narrow, or do not cater for pedestrians/cyclists.

There is a significant increase in the amount of traffic that would use The Ridge, in the order of 33% in the Grange Road area, west of The Conquest

Hospital. However, there are a variety of improvements proposed to ensure the flow of traffic

#### Junction Design and Analysis

The altered junction at the southern end of the link road at the A259 is the responsibility of the Highways Agency to assess. Further analysis has been undertaken of the other two junctions that would be the responsibility of the local Highway Authority. This shows that with some alterations at the detailed design stage, they would operate within capacity. Following safety audits there are no fundamental issues.

The impact on existing junctions, some within Hastings, Bexhill and Battle would benefit from the scheme and some within Hastings and Bexhill would become more congested, but overall, it is considered that the significant benefits outweigh the negative impacts at existing junctions.

#### Link Road alignment and construction

The proposed horizontal and vertical alignments appear appropriate, subject detailed design, and note that the design speed of the road will tie up with the proposed speed restrictions for the road. This together with measures to reduce speeding and the arrangements for the Greenway are considered reasonable. The potential problem of severance, has been addressed by the avoidance of 'at grade' pedestrian crossings with the section in the urban part of Bexhill situated in an old railway cutting including appropriate crossings for all road users are located in new and existing locations so as to not compromise existing movements. Outside of the urban area, rights of ways would be primarily for recreational use and therefore, are unlikely to affect daily essential travel patterns.

The London Road connection with the Link Road, includes a bus priority arrangement, a set down/pick up area for school buses and direct access to the Schools via the Chapel Path underpass, allowing the downgrading of a section of London Road, with widen pedestrian areas and some landscaping/play area. The drainage strategy appears to fit with the sustainable urban drainage principles and will need to be managed

#### Road safety over the wider network

The applicant's analysis shows that for the majority of roads, the proposal is likely to lead to a significant reduction in the number of crashes, as traffic transfers from existing inappropriate routes with higher than average accident rates. Existing data shows that there is a current crash problem along this section of the A259. A reduction in the amount of traffic using roads in the area as 'short cuts' to avoid the A259 is also likely to have a beneficial effect on road safety.

#### Sustainable Transport

In terms of rail travel, future rail proposals are being considered for stations at Glyne Gap and at Wilting Farm with the former site identified within Network Rail's strategy., which would help encourage the use of rail travel in the area, but are not being brought forward as part of this proposal. In terms of bus travel it is likely that service improvements would be possible. Improvements along the A259 are the most likely schemes that would benefit bus

punctionality in the area. All of the proposed signalized junctions would include bus priority measures which would enable buses to negotiate junctions more effectively.

### Pedestrians/Cyclists

The proposed 'greenway' would provide a 9m wide non-vehicular route along the length of the link road including a separate equestrian route which would provide a good route for cyclists between the two towns and would be available to commuters as well as recreational users. There would be benefits from the use of the new footway proposed northbound on Queensway being available for cyclists and to cycle improvements to London Road which would be more friendly. The new signalized junction of the link road with Queensway would include Toucan crossing facilities.

### Construction Traffic

Clearly construction traffic will need to be carefully managed through the Construction Environmental Management Plan (CEMP) covering earthworks, haul roads and the construction programme where it is anticipated there will be a split of 80% from the north and 20% from the south, although the majority of movements would take place within the confines of the site. It is important that the site compounds have sufficient room for the parking of vehicles and construction traffic is carefully managed and directed to the site in order to avoid using inappropriate routes. Where existing bridges are to be reconstructed, some local road closures are required. It will be important that the applicant and the contractor work closely with the Network Operations team to ensure that disruption is kept to a minimum and an alternative route is available in the local area.

Within the application it is noted that there is a plan which illustrates a number of complimentary improvements measures for a number of different sites, including the A259 - Bus measures on the A259 (including bus lanes on approaches to junctions); The Ridge - Improvements at three junctions; The junctions of Queensway, Harrow Lane (both signalised) and Hillside Road (minor improvements); The Ridge - On-street parking restrictions; bus Measures along The Ridge; Harley Shute Road - Traffic calming Measures and pedestrians enhancements; Junction of Holliers Hill and Wrestwood Road and Gillsmans Hill – Pedestrian improvements (widened footways and refuges). These measures should be brought forward through the Local Transport Plan and in particular the Hastings-Bexhill Local Area Transport Strategy (LATS). These off-site/complimentary measures should be secured through agreement to ensure delivery at the appropriate time and include complementary measures to mitigate the impact on those local roads where traffic levels would increase significantly.

The new route would significantly lead to a number of overall benefits in terms of reduced congestion and improved highway safety, but it is vital that adequate funding is made available by government in order to implement the

complimentary measures which the Highways Agency support acknowledging that this would be necessary with the Baldslow link, which has yet to be determined.

The applicants have taken a reasonable approach to include the likely development allocations within their transport model and allows for the North East Bexhill developments to come forward, which fits in with the desire of the Highway Agency for development to be located in sustainable locations to reduce car travel and include bus services, cycle/pedestrian links and robust travel plans.

### Conclusion

There are transport benefits from the scheme which addresses; congestion on the A259; inappropriate use of minor roads; High accident rates along the A259; Community Severance; Poor facilities for pedestrians and cyclists on the A259 and other roads used as 'short cuts'; Poor bus reliability on the A259 and the issue of Modal shift which would be hindered without the scheme (in particular bus use). The proposed link road scheme would result in certain roads within the study area suffering from additional traffic, but also a significant reduction on a large number of roads within the study area. The link road would offer travel time benefits in the wider area including at certain junctions. The highway and transport benefits include; Improved journey times between Bexhill and Hastings; reduced accident rates; the opportunity to deliver wider LTP objectives in the area; the opportunity for bus route improvements; Significant reductions in traffic on inappropriate minor roads in the area, and the opportunity for sustainable development linked to the existing towns (thus avoiding scattered car dependant rural development)

The scheme meets national, regional and local transport objectives. It is considered 'major beneficial' in terms of travel and transport in accordance with the WebTAG assessment.

Para 7.190 6<sup>th</sup> line insert full stop after Policy E1.

Para 7.265 The heading should be **Social and Community Effects**

Para 7.278 8<sup>th</sup> line insert after will 'be'

Para 7.280 11<sup>th</sup> line after permitted , replace last sentence with the words '**I am satisfied that the effect on human rights has been minimised by careful design and is proportionate, justified and necessary in the public interest.**

Para 7.285 4<sup>th</sup> line 1<sup>st</sup> word should be **greater**.

Para 8.27 11<sup>th</sup> line after permitted , replace last sentence with the words '**I am satisfied that the effect on human rights has been minimised by careful design and is proportionate, justified and necessary in the public interest.**

Page 126 condition 18 insert full stop after complex on line 2.

**Addendum to Item 5b**

Para 4.4; 11<sup>th</sup> line replace inhabitable with **uninhabitable**.