

Bexhill to Hastings Link Road

Chapter 6: Travel and Transport

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6 Travel and Transport

6.1 Introduction

6.1.1 This Chapter assesses the effect on road users, which include those travelling by private vehicle and by public transport. These impacts are accidents, driver stress and views from the road. The impacts of the Scheme on non-motorised users (severance) and on recreational user groups are addressed in Chapters 15A and 15B.

6.1.2 The travel and transport assessment has been based on the results of the traffic modelling carried out for the Scheme. The traffic modelling and detailed outputs are described in the Traffic and Transport Report that has been submitted with the planning application and a summary of the forecast traffic impacts is presented in this Chapter.

6.2 Method of Assessment

Introduction

6.2.1 Effects on road users relates to safety, driver stress and views from the road. The impacts have been based on WebTAG Unit 13.3.3 /DMRB Volume 11 Section 3: Part 9: Vehicle Travellers. The impacts have been assessed by comparing 'baseline' traffic and transport conditions (i.e. the situation in a given year without the proposed Scheme) with the conditions forecast with the Scheme in place for the opening year 2010 and for 2025, fifteen years after opening.

Traffic Modelling

6.2.2 Highway and public transport traffic models have been developed to assess the traffic and transport effects of the Scheme. The methodology has been based on WebTAG/DMRB guidance and updates and extends the traffic model created for the Major Scheme bid Submission to Department for Transport (DfT) in 2004. The modelled area was extended to include east-west routes that could be used as alternative routes to the existing A259 and that could potentially be affected by the Scheme. The models have been calibrated and validated to an average September 2004 weekday using travel count data for 2004.

6.2.3 The highway and public transport models follow the latest DfT advice in relation to variable demand modelling. Any transport improvements that reduce journey times and costs would, in principle, affect the level of demand for travel. A scheme that improves travel conditions encourages travellers to make trips they did not make before the improvement, or to change to a different mode, or to travel further to different destinations. In the past, highway improvement schemes were primarily assessed by estimating the benefits on the basis of a fixed level of traffic on the network. However the extra traffic that can be induced by a scheme may add to congestion on the road network and reduce average speeds for all traffic, eroding some of the

benefits of the scheme. In congested areas, it is essential that scheme appraisal should consider the implications of this induced traffic and the complementary effect of the suppression of traffic, which arises mostly in the 'without scheme' scenario.¹

6.2.4 An overview of the advice and a description of the underlying principles are set out in *Variable Demand - Overview* (TAG Unit 2.9.1) and *An Introduction to Variable Demand Modelling* (TAG Unit 2.9.2). Detailed advice on Variable Demand Modelling provided in TAG Units 3.10.1 - 3.10.4 has been applied in the updating of the traffic modelling for the Scheme. Traffic assignments have been undertaken using DIADEM software which is linked to this advice.

6.2.5 The effect of the Scheme on demand for public transport has focused on east-west travel and a public transport model has been developed using VISUM software to model the east-west rail and bus networks in the Bexhill and Hastings area. The Number 98 and Number 710 Services are the two main bus services that run between Bexhill and Hastings along the A259. All of the rail services serving Bexhill, Hastings and other local rail stations in the study area have been included. The trip matrices have been developed using LENNON rail ticket data and bus ticket data received from Stagecoach, the operator of these two bus services. Base year models have been prepared to September 2004 traffic conditions with traffic forecasts produced for 2010, the proposed opening year for the Scheme and 2025, 15 years after opening. Validation has been carried out against passenger counts at rail stations and on board bus passenger counts and complies with WebTAG criteria for validation.

6.2.6 The processes of building and validating the highway and public transport models, as well as preparing the traffic forecasts and completing the resulting economic assessments are described in more detail within the Traffic and Transport Report. Individual Technical Notes have also been produced and are presented in the Appendices to the Traffic and Transport Report. These describe the Traffic Survey data, Local Model Validation, Traffic Forecasting, and Economic Assessment.

6.2.7 Outputs from the traffic model have been used in the design of the Scheme, including the new junctions at Belle Hill/London Road in Bexhill and at Queensway. Outputs from the traffic model have also been used to inform the assessments in this chapter, the development of the accessibility modelling for the regeneration assessment, and severance impacts on pedestrians in the community impact assessment.

Safety

6.2.8 Safety has two sub-objectives: to reduce accidents and to improve security. Standard processes exist for forecasting the numbers of accidents and casualties and the accident reduction benefits arising from changes to the road network. For most major proposals, forecasts are generated using the methodology contained in the COBA Manual (DMRB Volume 13, Section 1).

¹ Variable Demand Modelling - An Overview TAG Unit 2.9.1

The assessment for the Scheme has been based on DMRB, using the COBA program, and is reported in the Traffic and Transport Report. A summary of the results is presented in this chapter.

6.2.9 The safety objective is also concerned with improving the personal security of travellers. The security of car users increases when the instances that they are required to stop or travel slowly are reduced or when the instances that vehicles can be parked in safety and when facilities for making emergency calls are increased. The assessment is based on WebTAG Unit 3.4.2.

Driver Stress

6.2.10 Driver stress has three main components: frustration, fear of potential accidents, and uncertainty relating to the route being followed². The assessment of driver stress follows the methodology set out in DMRB Volume 11, Section 3, Part 9: Vehicle Travellers. The assessment is made for the existing A259 for current conditions, and for the +15 year case (2025) for the Do-Minimum (without Scheme) and Do-Something (with Scheme). The routes assessed are the same as those adopted for the assessment of Views from the Road and described in the following section.

Views from the Road

6.2.11 The existence of a new road may enable more people to see the surrounding landscape and townscape than before. This benefit is assessed under the heading 'View from the Road', as is a disbenefit which may arise where a road passes through heavily industrialised or other visually unattractive areas³. The assessment follows the methodology set out in DMRB Volume 11, Section 3, Part 9: Vehicle Travellers.

6.2.12 The Scheme is a new route which would remove some of the traffic currently using the urban section of the A259 through Bexhill, Bulverhythe and St Leonards. During the construction phase there would be visual impacts on the local road network from construction traffic and at the junctions with the existing roads. These are assessed under construction impacts. The impact criteria for visual impacts are taken from Chapter 13: Landscape and Visual Impacts.

6.2.13 The nature and extent of future views have been assessed for the Scheme when operational, and has been assessed for both the first year after opening (2010) and at a 15 year period following completion of the Scheme (2025) to take account of the establishment of the soft landscape mitigation measures. The assessment of future views was checked to ensure consistency with the Zone of Visual Influence (ZVI) of the Scheme identified as part of the visual impact assessment described in Chapter 13: Landscape and Visual Impacts.

² Volume 11 Section 3, Part 9: Vehicle Travellers, Chapter 4 Assessing Driver Stress, Paragraph 4.1.

³ Volume 11 Section 3, Part 9: Vehicle Travellers, Chapter 2: View from the Road, Paragraph 2.1,

6.2.14 The assessment of the view from vehicles was based upon a 120 degrees arc of view which approximates to the view that a traveller can generally appreciate whilst seated in a vehicle. Whilst in reality the situation is more complex, particularly for passengers who may have a wider range of view, this approach recognises that travellers tend to appreciate their surroundings in a general sense rather than focusing in detail upon any one feature or direction.

Policy Documents Considered

6.2.15 Relevant policies to the travel and transport aspects of the Scheme are set out in full in Chapter 5: Policy and Planning and include:

- White Paper: *The Future of Transport*;
- White Paper: *A New Deal for Transport: Better for Everyone*;
- *Tomorrow's Roads - Safer for Everyone* (The First Three Year Review);
- Transport 2010: The 10 Year Plan;
- PPG13: Transport;
- Regional Planning Guidance for the South East (RPG9);
- Draft South East Plan;
- East Sussex and Brighton and Hove Structure Plan 1991-2011;
- East Sussex Local Transport Plan;
- Hastings Air Quality Action Plan;
- Hastings Local Plan; and,
- Rother District Local Plan.

Study Area

6.2.16 The study area used for the traffic model is described in Section 2.2 of the Local Model Validation Report, which is presented in Appendix B of the Traffic and Transport Report. The study area is that in the model simulation area which extends from Pevensey Bay in the west, to Icklesham in the east, and to Battle in the north. The main road corridors in the study area covered are:

- The A259 between Pevensey Bay and Icklesham;
- The A269 from Bexhill London Road through Ninfield to the A271;
- The A271 from Boreham Street to Battle;
- The A2100 from Baldslow (Hastings) through Battle up to the A21(T) at John's Cross;
- The A21 from Hastings town centre up to Sedlescombe;
- The A28 from Baldslow to Broad Oak/Brede; and,
- The B2095/B2094 from the A259 south of Hooe through Ninfield and up to Battle.

6.2.17 The detailed road network modelled is illustrated in Figure 6.1. This includes all the A and B classified roads within Bexhill and Hastings and a network of local roads within the built up areas of the two towns. Other key local routes modelled are the network of B and unclassified rural roads through Crowhurst and Catsfield. The modelled study area has been used to calculate the overall impact on accidents.

6.2.18 The study area adopted to assess effects on Security and Driver Stress is the same as used for the Views from the Road assessments. A comparison has been made of the Scheme from its junction with the A259 Belle Hill to its junction with the B2092 Queensway and with the A259 from the same starting point continuing along De La Warr Road through Glyne Gap, to the B2092 Harley Shute and Crowhurst Road to Queensway.

6.2.19 For Views from the Road, this area covers the limits of views from the existing A259 from Belle Hill junction to Harley Shute Road and Queensway and from the proposed road. There may be occasional longer views gained from existing roads but these would not be the main part of the view. A full description of the two routes adopted for the assessment is provided in this chapter.

Significance Criteria

Safety- Accidents

6.2.20 The assessment principally addresses the extent to which the Scheme would change accident risks and security for road users. No standard significance criteria exist for the calculation of accident benefits/disbenefits. If a scheme results in accident benefits, it can be considered to have a beneficial impact on safety.

Safety- Security

6.2.21 WebTAG Unit 3.4.2 covers the assessment of security for road users of highway schemes. Security includes the perception or risk of personal injury, damage to or theft of vehicles, and theft of property from individuals or vehicles. Indicators are assessed as poor, moderate or high with and without the Scheme. Each indicator is also assigned an importance rating. The overall assessment score summarises the impacts of each of the security indicators.

Driver Stress

6.2.22 Guidance suggests that as the available research evidence does not permit the use of finely graded assessments of driver stress, and a three point descriptive scale for the level of service should be used which is based on the average peak hourly flow and average journey speed⁴. The level of service criteria is set out in Table 3 of the DMRB Guidance and reproduced in Table 6.1.

⁴ Volume 11 Section 3, Part 9: Vehicle Travellers, Chapter 4 Assessing Driver Stress, Paragraph 4.6

Table 6.1 Level of Service for Driver Stress

Average peak hourly flow per lane, in PCU/hour	Average Journey Speed km/hr		
	Under 50	50-70	Over 70
Under 600	High (Moderate in Urban Areas)	Moderate	Low
600-800	High	Moderate	Moderate
Over 800	High	High	High

Notes:

pcu=passenger carrying unit. A car or light van equals 1 pcu. A commercial vehicle over 1 ½ tons unladen weight or a public service vehicle equals 3 pcus.

Views from the Road

6.2.23 The assessment is the same as that adopted for the Visual Impacts assessments in Chapter 13 and has been based on the change in circumstances between the present situation on the A259 from Belle Hill to Harley Shute Road and Queensway, and with the Scheme in operation with regard to the views from the new road:

- The types of scenery of the landscape character as described and assessed for the baseline studies;
- The extent to which travellers may be able to view the scene;
- The quality of the landscape as assessed for the baseline studies; and,
- Features of particular interest or prominence in the view.

6.2.24 The significance criteria set out in Chapter 13: Landscape and Visual Impacts has also been adopted for the assessment of Views from the Road.

6.3 Complementary Traffic Measures

6.3.1 Concerns had been expressed in the course of the consultation process about the potential adverse impact of the Scheme on The Ridge and through Hollington and Wishing Tree, and along Gillsman's Hill. In addition, the traffic relief to the A259 with the Scheme afforded benefits to bus priority along the coast road. Complementary traffic measures were therefore developed to mitigate potential adverse impacts of the Scheme and to secure the benefits of the Scheme to public transport.

6.3.2 Preliminary traffic forecasts with the Scheme were reviewed to identify key locations and junctions where traffic flows could potentially create problems, including on local residential roads and on bus routes. Traffic management and junction design options were developed at these locations and a package of indicative measures have been included with the Scheme for the traffic forecasting. The locations of these measures are shown in Figure 6.2 and include:

- A new signal controlled junction at B2093 The Ridge/B2092 Queensway, Hastings;
- Bus lanes along A259 coast road:
 - Westbound bus lane on approach to Glyne Gap roundabout;
 - Eastbound bus lane on approach to Harleyshute Road;
 - Westbound bus lane between Filsham Road and Harleyshute Road;
- New signal controlled junctions at B2182 Holliers Hill/A2036 Wrestwood Road and B2182 Holliers Hill/A269 London Road; and,
- Traffic calming measures along Woodsgate Park Road in Bexhill.

6.3.3 The final design of the complementary measures would be developed in consultation with stakeholders. ESCC would seek to fund these measures through the Local Transport Plan (LTP) process. Although the complementary measures would be funded through the LTP process and not directly through the Scheme, they have necessarily been included within the modelled highway network as they have been proposed to help lock in the traffic benefits of the Scheme and ensure that potential adverse impacts are suitably mitigated.

6.4 Forecast Transport Impacts

6.4.1 The forecast transport impacts are described in detail in the Traffic and Transport Report. The overall number of trips on the network is forecast to increase with the Scheme by 0.3% in 2010 and by 3.2% in 2025 over the Do-Minimum (i.e. without the Scheme). Figures 6.3 to 6.5 in Volume 3 summarise the forecast daily traffic flows on key links within the study area and compare the impacts with and without the Scheme. The forecasts show that the Scheme achieves large reductions in traffic along the A259 Glyne Gap between the two towns. Traffic volumes are also reduced on the A259 seafront route through Hastings. Traffic volumes on Harley Shute Road and the A2036 on the east side of Bexhill are also reduced as traffic transfers to use the Scheme. In 2010, traffic flows are reduced by 33% on the existing A259 Glyne Gap between Bexhill and Hastings. In 2025, as there would be more traffic overall on the network, the reduction of traffic along the A259 coast road would be less great than in 2010 compared with the Do-Minimum.

6.4.2 There are also large reductions in traffic on rural roads to the north of Bexhill and Hastings as traffic transfers to the Scheme. This results in less traffic through the local villages, including Crowhurst. Traffic levels also reduce on the A271 and B2095 to the north of Bexhill and Hastings and this also reduces traffic levels through Battle. In 2010, although there are some 5% more east-west movements between the Bexhill and Hastings, traffic is reduced by over 40% on the rural roads through Henleys Down, Catsfield and Crowhurst. In 2025, the rural roads would still be benefiting greatly with reductions in traffic of 36% on the B2095 and 68% on Henleys Down, in spite of an overall increase of 11% in traffic across the east west screenline with the Scheme.

6.4.3 Traffic is forecast to increase on some roads in Bexhill with the Scheme and includes the A259 Little Common Road on the west side of

Bexhill, and some local roads parallel to the Bexhill Connection and approaching the Scheme. Traffic using the A269 London Road south of Woodsgate Park is forecast to increase with the Scheme as this route provides direct access to the Scheme. Traffic flows also increase on St Marys Lane. This extra traffic includes traffic which has diverted from Holliers Hill and London Road as a result of the signal junctions included as part of the Complementary Measures at the junctions of Ninfield Road/Wrestwood Road/London Road and London Road/Holliers Hill. The final design of the Complementary Measures may result in only the Ninfield Road/Wrestwood Road/London Road junction being signalised. This would reduce delays through this area and in turn may reduce the transfer to St Mary's Lane.

6.4.4 Within Hastings, traffic levels along B2092 Queensway and B2093 The Ridge are forecast to increase with traffic travelling via the Scheme along Queensway and down The Ridge to access the north-east part of Hastings, some of which previously travelled along the seafront. The increased number of trips between Bexhill and Hastings results in traffic increases in the Hollington area of Hastings. Traffic flows on Chowns Hill on the east side of Hastings also increase with the Scheme. The extra traffic using this route has transferred from the A271 or B2095 and routes east of Battle via other minor roads to get to the A259 east of Guestling Green. With the Scheme the traffic routes via the Scheme, along The Ridge and along Chowns Hill. The maximum hourly increase in flows is less than 100 vehicles per hour in the PM peak in 2025.

6.4.5 Journey speeds and delays at junctions within the study area are presented in the Traffic and Transport Report. Journey speeds on the A259 between the two towns would be improved and delays at junctions would be reduced with the Scheme. There would also be significant reductions in delays at junctions to the north and south of Battle on the A2100 and on the B2204 with A269 Bexhill.

6.4.6 The junctions of the A259 with the B2095 west of Bexhill, Little Common Roundabout and the Belle Hill (A259/A269) junction would experience increased delays with the Scheme. In Hastings, part of the Baldslow interchange would experience increased junction delays with the Scheme.

6.4.7 Bus journey times would be considerably improved along the A259 between the two towns in 2010 and would improve over current day journey times. It is expected that the bus priority measures would be implemented post 2010 and would therefore continue to benefit buses in future years. The Scheme is forecast to have little impact on bus and rail patronage along the A259 corridor between the two towns and bus and rail passenger flows remain similar between Bexhill and Hastings. A small number of passengers are forecast to transfer to the proposed new bus route along the Scheme. In the 2025 forecasts, there are more bus and rail passengers between Bexhill and Hastings. This is largely attributed to the new housing and commercial developments.

6.5 Safety and Security Assessment

Safety

Baseline Conditions

6.5.1 Local accident data from police records for five full years - 2001 to 2005 - were used to calculate accident rates for all the links and junctions in the study area. The study area is the same as that covered by the traffic model used to assess the Scheme. Table 6.2 compares the calculated local accident rates with the default accident rates for the different categories of roads for east-west routes between Bexhill and Hastings. The default accident rates for the built up section i.e. the Bexhill Connection, and the rural section of the Scheme are also shown for comparison purposes.

Table 6.2 Accident Rate Comparison

	Local Accident Rate	COBA Values	
		Road Type	Default Accident Rate
A271	0.69	Older S2 A road (>40mph)	0.226
B2095	0.96	Other S2 roads (>40mph)	0.297
Henleys Down	0.25	Other S2 roads (>40mph)	0.297
A259 Glyne Gap	2.19	Older S2 A road (>40mph)	0.226
Scheme – Bexhill end (Bexhill Connection - urban 40mph)	-	Modern S2 Roads (=<40mph)	0.297
Scheme - inter-urban 60mph	-	Modern WS2 Roads with HS (>40mph)	0.102

Notes:

S2 - single carriageway
 WS - wide single carriageway
 HS - hard strips

6.5.2 The local accident rates on the A259, A271 and B2095 existing east-west routes between Bexhill and Hastings are considerably higher than the COBA default rates for these categories of roads. The local accident rates have been used in the modelling of the Scheme to assess the safety impacts arising from changes in accidents on the network.

Construction Impacts

6.5.3 It is anticipated that during construction 62 deliveries per day would be required to the site together with approximately 205 additional vehicle movements (arriving and leaving the site) each day for staff and visitors. The majority of these would be to the main site compound at Queensway. These extra traffic levels on the network would lead to increased accidents. Consequently the assessment of safety during the construction phase is considered to be slight adverse.

Operational Impacts

6.5.4 Table 6.3 below shows the link and junction accident costs for Do-Minimum and Do-Something assessments. Over the 60 year assessment period from 2010 to 2069, the Scheme would result in link accident benefits as traffic transfers off roads with higher than average accident rates onto the Scheme. However, the overall increase in travel (vehicle-kms) on the network with the Scheme results in an increase in accidents at junctions giving disbenefits. Overall there is a reduction in accident costs of some £51 million.

Table 6.3 Accident Costs (2010-2069)

	Do-Minimum (£000s)	Do-Something (£000s)	Difference (£000s)
Links	2,236,890	2,175,464	-61,426
Junctions	960,271	970,751	+10,480
Total	3,197,161	2,859,681	-50,946

Note:

All entries are present values discounted to 2002, in 2002 prices

6.5.5 Table 6.4 shows the changes in accident and casualty numbers in the Do-Minimum and Do-Something scenarios over the 60 year assessment period.

Table 6.4 Changes in Accident and Casualty Numbers (2010-2069)

	Do-Minimum	Do-Something	Difference
Total Accidents:	74,707	73,810	-897
All casualties:	103,976	102,684	-1,292
Slight casualties	94,265	93,122	-1,143
Serious casualties	8,879	8,742	-137
Fatal casualties	832	820	-12

Conclusions

6.5.6 Even though traffic increases with the Scheme, accidents and casualties are reduced as traffic switches from roads with high accident rates onto the Scheme. Over the 60 year period, there is forecast to be a reduction in nearly 900 accidents with a total of 1,300 casualties. This equates to a saving of an average of 15 accidents per year.

Security

6.5.7 Security includes the perception or risk of personal injury, damage to or theft of vehicles, and theft of property from individuals or vehicles. There are three locations in which security issues may arise when using roads:

- On the road itself;
- In service areas, car parks and so on; and,
- At signals or junctions.

Construction Impacts

6.5.8 An assessment of security during the construction phase is not applicable as the site compounds, including storage and parking areas would be temporary during the construction phase and off the main highway network. It is likely that the contractor for the Scheme would arrange security of the works which would cover the site compound areas.

Operational Impacts

6.5.9 The existing route along the A259 to the B2092 Harley Shute Road, Crowhurst Road and Queensway does not have dedicated service areas, car parks or laybys which are part of the route. The Scheme would not include service areas, car parks or laybys. Table 6.5 below sets out the assessment for the existing A259/B2092 route and for the Scheme.

6.5.10 The relative importance of the particular indicator has been assessed on a three point scale: low; medium and high. Formal surveillance is considered to be of low importance for a local road passing through a mainly rural area. Surveillance by CCTV or other means is more usual for central urban areas or trunk roads. High importance has been assigned to lighting and visibility at the junctions to ensure the Scheme is as safe as possible. Because of the location of the Scheme between two urban areas, pedestrian and cycle facilities have been assigned a high importance.

Table 6.5 Security Assessment

Security Indicator	Assessment Location	Relative Importance	Existing A259/B2092 Route	Scheme Route
Formal surveillance: e.g. CCTV system	Route length	Low	Poor	Poor
Lighting and visibility	Junctions	High	Moderate	Moderate
Pedestrian and cyclist facilities	Greenway and pedestrian bridges/ underpasses crossing the Scheme	High	Poor	High

6.5.11 The existing route and Scheme are both assessed as poor for formal surveillance as neither is covered by formal surveillance. Lighting is provided at junctions for both the existing route and the Scheme and is assessed as moderate beneficial for both routes.

6.5.12 The Scheme is seen as part of a 'green' access corridor between Bexhill and Hastings and would be accompanied by the Greenway to accommodate activities such as cycling, walking and horse riding. This has been designed as a fenced and gated corridor with a metalled cycleway/footpath and a soft horse track plus safety margins running along the south side of the Main Scheme. Therefore with the Scheme pedestrian and cycle facilities have been assessed as high beneficial. The Do-Minimum scenario has been assessed as poor because dedicated pedestrian and cycle facilities are not necessarily available along the existing A259/Harley Shute/Queensway route.

6.5.13 In conclusion the assessment of security is summarised as moderate beneficial. The provision of the Greenway would enhance facilities for pedestrians and cyclists but other indicators remain unchanged with the Scheme.

6.6 Driver Stress

Baseline Conditions

6.6.1 The average peak hourly flow has been derived from the highway model by taking the average of the am and pm peak hour flows. The average peak journey speed has also been derived from the highway model in the same manner. Tables 6.6 to 6.8 set out the assessment for the 2004, 2010 and 2025 baseline conditions.

Table 6.6 Baseline Level of Driver Stress 2004

Route Section	Average peak hour flow per lane (PCUs)	Average journey speed (km/h)	Assessment
A259 Belle Hill junction to A269 Dorset Road junction	600-800	Under 50	High
A259/Dorset Road junction to A259 Glyne Gap roundabout	Over 800	50-70	High
A259 Glyne Gap roundabout to Harley Shute Road junction	Over 800	Under 50	High
B2092 Harley Shute Road	600-800	Under 50	High
B2092 Crowhurst Road/Queensway	Under 600	50-70	Moderate

Table 6.7 Baseline Level of Driver Stress 2010

Route Section	Average peak hour flow per lane (PCUs)	Average journey speed (km/h)	Assessment
A259 Belle Hill junction to A269 Dorset Road junction	600-800	Under 50	High
A259/Dorset Road junction to A259 Glyne Gap roundabout	Over 800	Under 50	High
A259 Glyne Gap roundabout to Harley Shute Road junction	Over 800	Under 50	High
B2092 Harley Shute Road	600-800	Under 50	High
B2092 Crowhurst Road/Queensway	Under 600	50-70	Moderate

Table 6.8 Baseline Level of Driver Stress 2025

Route Section	Average peak hour flow per lane (PCUs)	Average journey speed (km/h)	Assessment
A259 Belle Hill junction to A269 Dorset Road junction	Over 800	Under 50	High
A259/Dorset Road junction to A259 Glyne Gap roundabout	Over 800	Under 50	High
A259 Glyne Gap roundabout to Harley Shute Road junction	Over 800	Under 50	High
B2092 Harley Shute Road	600-800	Under 50	High
B2092 Crowhurst Road/ Queensway	Under 600	50-70	Moderate

6.6.2 The traffic flows and average speeds on the existing highway network results in all route sections except the Queensway, are assessed as having high driver stress in the baseline conditions.

Construction Impacts

6.6.3 The construction of the works has been assessed and the key areas of potential impact are at Belle Hill junction, Crowhurst Road and Queensway junction through the driver stress study area. Management of the construction works associated with these areas would be designed to minimise the impact on the local road system. Advance notice and temporary signage would indicate the nature and duration of any restrictions.

6.6.4 It is anticipated that during construction 62 deliveries per day would be required to the site together with approximately 205 additional vehicle movements (arriving and leaving the site) each day for staff and visitors. The majority of these would be to the main site compound at Queensway. These additional traffic movements would be spread across the day and it is therefore considered that the assessment of driver stress during construction would be the same as the baseline assessments for 2004 and 2010.

6.6.5 The assessment of driver stress during construction is therefore considered to be neutral.

Operational Impacts

6.6.6 Table 6.9 and Table 6.10 set out the assessment for driver stress for the proposed Opening Year of 2010 and the Design Year, 15 years after opening for the existing route and the Scheme. With the Scheme, two sections on the existing route, the A259 between the Belle Hill and Dorset Road junction, and the B2092 Harley Shute Road reduce from baseline assessments of high driver stress to moderate driver stress. The Scheme has a high driver stress assessment for both modelled years.

Table 6.9 2010 Operational Level of Driver Stress

Route Section	Average peak hour flow per lane (PCUs)	Average journey speed (km/h)	Assessment
Existing Route			
A259 Belle Hill junction to A269 Dorset Road junction	Under 600	Under 50	Moderate
A259/Dorset Road junction to A259 Glyne Gap roundabout	600-800	Under 50	High
A259 Glyne Gap roundabout to Harley Shute Road junction	Over 800	Under 50	High
B2092 Harley Shute Road	Under 600	Under 50	Moderate
B2092 Crowhurst Road/ Queensway	Under 600	Under 50	Moderate
New Route			
Bexhill Connection	Over 800	50-70	High
Rural section	Over 800	50-70	High

Table 6.10 2025 Operational Level of Driver Stress

Route Section	Average peak hour flow per lane (PCUs)	Average journey speed (km/h)	Assessment
Existing Route			
A259 Belle Hill junction to A269 Dorset Road junction	Under 600	Under 50	Moderate
A259/Dorset Road junction to A259 Glyne Gap roundabout	Over 800	Under 50	High
A259 Glyne Gap roundabout to Harley Shute Road junction	Over 800	Under 50	High
B2092 Harley Shute Road	Under 600	Under 50	Moderate
B2092 Crowhurst Road/ Queensway	Under 600	Under 50	Moderate
New Route			
Bexhill Connection	Over 800	50-70	High
Rural section	Over 800	50-70	High

6.6.7 In conclusion, the reduction in driver stress for the existing route sections is balanced by the introduction of high driver stress for the Scheme and consequently driver stress has been assessed as a neutral impact.

6.7 Views from the Road

Baseline Conditions

6.7.1 The travellers' experiences of viewing the surrounding landscape or townscape from the existing A259/B2092 corridor between Belle Hill junction in Bexhill to Queensway in Hastings have been assessed in accordance with the following categories adapted from DMRB:

- No view – narrow road corridor in deep cutting or contained by earth bunds or environmental barriers or adjacent structures, in urban areas views may also be obstructed by tight built development;

- Restricted view – wider road corridor with frequent cuttings or structures and in urban areas, built development partially blocking the view;
- Intermittent view – road generally at ground level with shallow cuttings or barriers at intervals, some longer views between buildings in urban areas; and,
- Open view – view extending over many miles, or only restricted by existing landscape features, elevated views over countryside, or town in urban areas.

6.7.2 The existing A259, Harley Shute Road and Queensway pass through a series of landscape and townscape character areas. These have been summarised in Chapter 13: Landscape and Visual Impact and described in greater detail with supporting photographs in Volume 2 of the ES. The assessment of the quality and value of the character areas is also summarised in Chapter 13: Landscape and Visual Impact. For the purposes of this assessment, the baseline views from the existing A259, Harley Shute and Queensway have been considered in relation to the surrounding landscape and townscape character areas commencing from Belle Hill, through Bexhill, Glyne Gap, Bulverhythe and St Leonard's, via Harley Shute Road to Queensway. Where the existing road does not traverse a character area this is noted. The assessment of views from the existing road is summarised in Table 6.11. An assessment is also made of the view from rural lanes which would experience traffic changes as a result of the Scheme.

Table 6.11 Baseline Assessment of Views from the Existing Roads

Character Area	Quality	Nature and Extent of Existing Views	Extent of Views
Rural			
1) Combe Haven Valley Floor	Good	The existing road network does not traverse this character area, however there are long views down the Combe Haven Valley from the top of Harley Shute Road between the built up areas. (Refer to viewpoint 1 in Chapter 13).	NA
2) Glyne Gap/ Pebsham			
2a) Rural Pebsham	Ordinary	From the A259 at Glyne Gap there is a view across the field between the built up edge of Hastings and Bexhill to the north. To the south, views of the sea are obscured by the embankment of the coastal railway.	Intermittent
2b) Filsham ridge	Ordinary	Harley Shute Road is enclosed by buildings on either side until it reaches the top of Filsham Ridge. There are long rural views down the Combe Haven Valley from this point.	Intermittent

Character Area	Quality	Nature and Extent of Existing Views	Extent of Views
3) Watermill Stream Valley	Good	There are no views from the existing A259 road network in this character area. Drivers using Henley's Down Road experience views of traffic using these lanes as a 'rat run'.	NA
4) Buckholt Farm / Watermill Lane	Good	There are no views from the existing A259 road network in this character area. Drivers using Watermill Lane experience views of traffic using these lanes as a 'rat run'.	NA
5) Preston Hall/ Worsham			
5a) Preston Hall	Ordinary	There are no views from the existing A259 road network in this character area.	NA
5b) Worsham Farm	Good	There are no views from the existing A259 road network in this character area.	NA
6) Powdermill Valley	Good	There are no views from the existing A259 road network in this character area. Drivers using Crowhurst Road experience views of traffic using these lanes as a 'rat run'.	NA
7) Crowhurst Road /Upper Wilting	Good	Views from Queensway area assessed under Character Area 12. Drivers using Crowhurst Road experience views of traffic using these lanes as a 'rat run'.	NA
Townscape Character Areas			
8) North Bexhill			
8a) North Sidley	Ordinary	There are no views from the existing A259 road network in this character area.	NA
8b) Bexhill Down	Ordinary	The existing view at Belle Hill junction is enclosed by built development.	Restricted
8c) London Road North	Ordinary	Views from A259 King Offa Way are enclosed by buildings and retaining walls at the western end, the road runs in to densely planted cutting eastwards.	Restricted
9) Central Bexhill			
9a) London Road South	Ordinary	Views from the A259 which is the northern boundary of this character area are similar to Bexhill Down and London Road North above.	Restricted

Character Area	Quality	Nature and Extent of Existing Views	Extent of Views
9b) Old Town	Good	Views from the A259 which is the northern boundary of this character area are similar to Bexhill Down and London Road North above.	Restricted
10) East Bexhill			
10a) Ancaster / Hastings Road	Ordinary	This part of the A259 is De La Warr Road running through eastern Bexhill. The road is built up on both sides. In places there are wide verges and generally properties have front gardens. There are some long views towards Hastings and Glyne Gap eastwards but few views to the coast in the south. At Glyne Gap there is a view to the fields between the built up edges of Bexhill and Hastings on one side and the Ravenscourt retail sheds to the other side. Drivers experience views of queuing traffic on De La Warr Road and at Glyne Gap.	Restricted
10b) Pebsham	Ordinary	There are no views from the existing A259 road network in this character area.	NA
Hastings			
11) Bulverhythe	Low	This section of the A259 is built up on both sides. The road is at a low level on the coastal plain. There are no views to the sea or countryside. Drivers experience views of queuing traffic on Bexhill Road.	Restricted
12) West Woods	Ordinary	From the railway bridge on Harley Shute Road north to Wishing Tree Roundabout there are houses and gardens on both sides of the road. The houses are set back in well treed gardens. There are no long views out from this section of road. The views are similar on Crowhurst Road to Queensway. From Queensway views to the countryside are restricted by dense wooded areas on both sides. There is a view across the reservoir at the southern end but this is enclosed by woods.	Intermittent
13) Hollington Stream	Ordinary	The A259 forms the boundary of this character area to the west. There are occasional long views across the urban area and Filsham Valley to the sea.	Intermittent

Character Area	Quality	Nature and Extent of Existing Views	Extent of Views
14) West Ridge			
14a) West Ridge - Rural	Good	There are no views from the existing A259 road network in this character area.	NA
14b) West Ridge - Urban	Ordinary	There are no views from the existing A259 road network in this character area.	NA
Rural			
15) Crowhurst High Weald, including part of Crowhurst Village	High	There are no views from the existing A259 road network in this character area. Drivers using Henley's Down and Crowhurst Roads experience views of traffic using these lanes as a 'rat run'.	NA

Notes:

NA - Not Applicable, indicating that the existing A259 road or associated links to Queensway do not traverse the character area being assessed.

Proposed Mitigation Measures

6.7.3 The need to reduce noise impacts on the urban and rural areas surrounding the road has necessitated the extensive use of noise fencing and mounding along most of the route corridor. In order to soften the visual impact of noise barriers and integrate the road, associated structures and earthworks into the landscape, extensive tree and shrub planting would be carried out. Where possible noise fencing has been set back from the edge of the road and planting placed between it and the road. These environmental requirements have reduced opportunities to allow views from the road, especially across the rural area of the Combe Haven Valley. The key mitigation measures to allow some visual relief for drivers are as follows:

- Planting in the urban area to reduce the impact of noise fencing and retaining walls;
- The creation of a green corridor effect through the urban area using mounding, verges and planting where appropriate;
- Use of earthworks as noise attenuation, as extensively as possible in the rural area to minimise the need for noise fencing and to achieve a better integration of the Scheme with the local landscape;
- Planting to integrate noise fencing and earthworks in the rural area;
- Some open views retained to the countryside from the Scheme; and,
- Minimised clutter of signage, lighting and other urban features along the route.

Construction Impacts

6.7.6 There would be no views of construction works for vehicle travellers using the Scheme as the road would not be open to vehicle travellers until the day of opening. Therefore the impact of the construction on views from the Scheme is not relevant to this assessment. The views assessed below are of views of the construction and associated traffic from the existing A259 and links to Queensway.

6.7.7 The Scheme would be constructed over a two year period. As the route would be on a new alignment in the urban and rural areas, the construction impacts on views from existing roads is limited to the junctions with existing roads. Construction traffic would access the Scheme from the A259 at Belle Hill and from Queensway. There would be visual impacts throughout the construction phase of the Scheme at these two junctions.

6.7.8 The demolition of properties at the southern end of London Road would have a visual impact in the early construction phase. There would be a site compound at this end of the Scheme which would have a visual impact from London Road but would not be visible to drivers on the A259. Construction traffic entering the site compound from the A259 would have a visual impact, however this is in the context of the existing A road and associated traffic.

6.7.9 The excavation of the cutting at the junction with Queensway would have a visual impact in the early stage of the construction. Once formed, this cutting would be grass seeded to reduce the visual impact of the cut slopes awaiting planting at the end of the Scheme construction period. The proposed site compound adjacent to Queensway would be obscured from Queensway by the existing tree and scrub cover. The construction impacts are set out in Table 6.12 below.

Table 6.12 Construction Impacts on Views from the Existing Road Network

Character Area	Quality	Nature and extent of existing views	Visual Impacts
Rural			
1) Combe Haven Valley	Good	The existing road network does not traverse this character area.	NA
2) Glyne Gap/ Pebsham			
2a) Rural Pebsham	Ordinary	There would be no visual impact on this character area during construction. 40% of construction traffic would pass through Glyne Gap on the southern boundary of this area, the impact of this is not considered to be significant.	Negligible

Character Area	Quality	Nature and extent of existing views	Visual Impacts
2b) Filsham ridge	Ordinary	Harley Shute Road is enclosed by buildings on either side until it reaches the top of Filsham Ridge. There are long rural views down the Combe Haven Valley from this point there are long views from the top of Harley Shute Road, between the built up areas. (Refer to viewpoint 1 in Chapter 13). The construction of earthworks associated with the Scheme would be visible from here. 40% of construction traffic would use the road through this area.	Slight Adverse
3) Watermill Stream Valley	Good	There are no views from the existing A259 road network into this character area.	NA
4) Buckholt Farm / Watermill Lane	Good	There are no views from the existing A259 road network into this character area.	NA
5) Preston Hall/ Worsham			
5a) Preston Hall	Ordinary	There are no views from the existing A259 road network into this character area.	NA
5b) Worsham Farm	Good	There are no views from the existing A259 road network into this character area.	NA
6) Powdermill Valley	Good	There are no views from the existing A259 road network into this character area.	NA
7) Crowhurst Road /Upper Wilting	Good	Views from Queensway are assessed under Character Area 12.	NA
Townscape Character Areas			
8) North Bexhill			
8a) North Sidley	Ordinary	There are no views from the existing A259 road network in this character area.	NA
8b) Bexhill Down	Ordinary	Site clearance and road construction would have a visual impact on views from the existing A259. 20% of construction traffic would access the Scheme from this road.	Slight Adverse

Character Area	Quality	Nature and extent of existing views	Visual Impacts
8c) London Road North	Ordinary	Site clearance and road construction would have a visual impact on views from the existing A259. 20% of construction traffic would access the Scheme from this road.	Slight Adverse
9) Central Bexhill			
9a) London Road South	Ordinary	Site clearance and road construction would have a visual impact on views from the existing A259. 20% of construction traffic would access the Scheme from this road.	Slight Adverse
9b) Old Town	Good	There would be no views of the construction of the Scheme from this character area.	NA
10. East Bexhill			
10a) Ancaster / Hastings Road	Ordinary	There would be no views of the construction of the Scheme from this character area. There would be some construction traffic (40%) on the A259 through this area.	Negligible
10b) Pebsham	Ordinary	There would be no views of the construction of the Scheme from this character area.	NA
Hastings			
11) Bulverhythe	Low	There would be no views of the construction of the Scheme from this character area. There would be some construction traffic (40%) on the A259 through this area.	Negligible
12) West Woods	Ordinary	There would be views from Queensway of the construction of the junction on the boundary of this character area. There would be some construction traffic (40%) on Queensway through this area.	Slight Adverse
13) Hollington Stream	Ordinary	The A259 forms the boundary of this character area to the west. There are long views into Combe Haven Valley from this area where construction activity would be visible in the distance.	Negligible

Character Area	Quality	Nature and extent of existing views	Visual Impacts
14) West Ridge			
14a) Rural	Good	There are no views to the construction from this character area.	NA
14b) Urban	Ordinary	There would be no views to the construction from this character area, there would be some construction traffic (40%) on The Ridge through this area.	Negligible
Rural			
15) Crowhurst High Weald Including part of Crowhurst Village	High	There are no views from the existing A259 road network in this character area.	NA

6.7.10 The overall construction impacts upon views from the existing road network are considered to be slight adverse.

Operational Impacts

6.7.11 The assessment of the anticipated operational impact of the Scheme on views experienced by vehicle travellers along the length of the Scheme is described in Table 6.13. An assessment has also been made of the Design Year of the Scheme in order to take into consideration the screening effect of planting measures associated with the landscape mitigation proposals for the Scheme. Where traffic changes would impact on the visual amenity of areas in the wider network, this has been noted.

6.7.12 The need to integrate the road into the rural landscape has necessitated an alignment low in the valley and enclosed by extensive earthworks and planting along most of the Scheme. This would restrict the opportunity for views from the road to the surrounding countryside. Most views to the rural area would be forward views with restricted sideways views from the road. There would be some longer views to the Area of Outstanding Natural Beauty (AONB) countryside from the western end of the route, where it emerges from the urban area. There would be views along the route in both directions to distant features and higher ground. Features which would be glimpsed from sections of the route are Adams Farm ridge, Pebsham ridge, Hye House ridge including the listed building at Bynes Farm, and the wooded ridge at Buckholt. There would also be some more local glimpses into the bottom of the Combe Haven Valley from the Scheme.

6.7.13 The visual experience of drivers on the country lanes which link the A259 at Barnhorn and the villages of Hooe, Ninfield and Catsfield would improve due to considerable reductions in traffic volumes. Similarly there would be reductions in traffic through the town of Battle which would improve

driver experience. The landscape and townscape impacts of traffic changes on the wider road network are described in detail in Chapter 13: Landscape and Visual Impact.

Table 6.13 Operational Impacts on Views from the Scheme

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
Rural				
1) Combe Haven Valley Floor	NA	The Scheme would not traverse this character area. Views over this area from the road would be obscured by earthworks and noise fencing apart from a potential glimpse from the Combe Haven crossing point.	NA	NA
2) Glyne Gap/ Pebsham				
2a) Rural Pebsham	Intermittent	The Scheme would not traverse this character area. The view on the existing A259 would improve due to reduced traffic.	NA	NA

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
2b) Filsham ridge	Intermittent	The Scheme would not traverse this character area. The view from Harley Shute Road would improve due to reduced traffic.	NA	NA
3) Watermill Stream Valley	NA	Views of the countryside to west and east would be restricted by the proposed mounding and planting on either side of the road. A noise fence on 440m of the north side would obscure views out where the route crosses the Watermill Stream. There would be limited views to the north up the Watermill Valley to Hillcroft Ridge for travellers going east but these would be obscured by planting by year 15. Vehicles travelling west would have short views to the wooded ridge above Acton's Farm. Though restricted, the views would be high quality. Views for drivers on the Henleys Down Road would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13.	Restricted ⁵	Restricted

⁵ These assessment is NA in the baseline and construction periods as the existing road does not traverse the Character Area. When opened, drivers would have a restricted view from the new road.

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
4) Buckholt Farm / Watermill Lane	NA	The Scheme does not traverse this character area. There would be occasional views to the wooded Buckholt Ridge from the Glovers Farm to Adam's Farm section of the Scheme in both directions. Views for drivers on Watermill Lane would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13	NA	NA
5) Preston Hall/ Worsham				
5a) Preston Hall	NA	The Scheme does not traverse this character area. The mounding and planting associated with the Scheme would obscure views into this area.	NA	NA
5b) Worsham Farm	NA	The Scheme would emerge from deep cutting in the urban area. There would be long views to the Hillcroft and Buckholt ridges in both directions. Views to either side would be obscured by the earthworks and planting. Though restricted, the views would be high quality.	Restricted	Restricted

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
6) Powdermill Valley	NA	<p>The Scheme would be in cutting on either side of this section and on embankment across the Powdermill Valley. There would be limited views towards the Buckholt Ridge for travellers going west, as the road emerges from the Adams Farm cutting. Views to the north would be restricted due to extensive mounding. There would be a noise fence on both sides for 160m where the route crosses the Powdermill Stream. Travellers going east would get views to Adam's Farm on the ridge and a glimpse to the Pebsham Ridge and restored landfill site. Though restricted, the views would be high quality.</p> <p>Views for drivers using Crowhurst Road would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13.</p>	Restricted	Restricted

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
7) Crowhurst Road /Upper Wilting	NA	<p>Travellers going east would have views along the Scheme to the wooded ridge at Upper Wilting Farm. Those going west would have longer views along the road to the Buckholt ridge. Views to either side of the road would be very limited due to existing and proposed vegetation and 320m of noise fencing on the south side where the route crosses the Decoy Stream. Though restricted, the views would be high quality.</p> <p>Views for drivers using Crowhurst Road would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13.</p>	Restricted	Restricted
8) North Bexhill				
8a) North Sidley	NA	<p>The Scheme would be in deep railway cutting. This would be planted with trees on either side. The noise fencing would be at the top of the banks avoid a tunnel effect for drivers and create a green corridor.</p>	No view	No view

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
8b) Bexhill Down	Restricted	The Scheme design would create a green corridor through this section of townscape. Noise fences would be set back where possible and screened by proposed planting, this would restrict views out. There would be sections where the noise fencing is close to the road, at the southern end on both sides for 400m and on the east side from Woodsgate Park Bridge up to 305 London Road, 940m. The route would be enclosed due to the nature of the alignment through the railway cutting.	No view	No view
8c) London Road North	Restricted	The Scheme does not traverse this character area. The junction with the A259 is on the boundary of this area. There would be a view into the area at the junction with London Road but otherwise there are no views out from the new road to this area. There would be improved views on London Road due to reduced traffic.	NA	NA
9) Central Bexhill				
9a) London Road South	NA	The Scheme does not traverse this character area there would be views to the north part of this area for vehicles at the Belle Hill junction.	NA	NA
9b) Old Town	NA	The Scheme does not traverse this character area and there are no views out from the Scheme to this area.	NA	NA

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
10) East Bexhill				
10a) Ancaster / Hastings Road	Restricted	The Scheme does not traverse this character area and there are no views out from the Scheme to this area. Views for drivers on A259 De La Warr Road would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13.	NA	NA
10b) Pebsham	NA	The Scheme does not traverse this character area and there are no views out from the Scheme to this area.	NA	NA
Hastings				
11) Bulverhythe	Restricted	The Scheme does not traverse this character area and there are no views out from the Scheme to this area. There would be reduced traffic on the A259 through here which would improve the quality of views from the existing road.	NA	NA
12) West Woods	Intermittent	The Scheme does not traverse this character area. There would be views to Queensway and this area beyond for vehicles on the proposed bridge across the railway. There would be increased traffic on Queensway which would have an adverse impact on views from the existing road.	NA	NA

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
13) Hollington Stream	Intermittent	The Scheme does not traverse this character area and there are no views out from the Scheme to this area. There would be reduced traffic on Harley Shute Road which would improve views from this road.	NA	NA
14) West Ridge				
14a) Rural	NA	The Scheme does not traverse this character area. There would be glimpses to this area from the bridge across the railway at opening but these would be obscured by new planting by year 15.	NA	NA
14b) Urban	NA	The Scheme does not traverse this character area. There would be glimpses to this area from the bridge across the railway at opening but these will be obscured by new planting by year 15. There would be increased traffic on Queensway which would impact on views from the existing road.	NA	NA
Rural				

Character Area	Baseline Assessment	Change in Nature and Extent of Views	Extent of Views	
			Year 0	Year 15
15) Crowhurst High Weald, including part of Crowhurst Village	NA	The Scheme does not traverse this character area there would be a glimpse in to this area from the Decoy stream crossing. Views for drivers on Henleys Down and Crowhurst Road would improve due to reduced traffic. The full benefits of traffic changes on the wider network are assessed in Chapter 13.	NA	NA

Conclusions

6.7.14 The view from the existing A259 and links up Harley Shute to Queensway is urban for most of the route. There are glimpses to urban fringe countryside in Glynne Gap and from Queensway, but no long views across the wider countryside. There are some limited areas with longer views across the urban area to the sea. The views in the urban areas are influenced by queuing traffic for much of the time and pass through some urban areas of degraded quality largely due to the influence of the road.

6.7.15 The Scheme would provide an opportunity to improve the view for drivers as an alternative to the urban route. The proposed green corridor along the disused railway cutting through the urban area would be an improvement to the existing alignment through the built up area of Bexhill. This section of the route would be enclosed with no long views out, however, drivers would experience a well designed green corridor with managed planting to either side. There would be less urban clutter associated with the Scheme than there is on the existing urban route. Traffic should move more freely without the need for controlled pedestrian crossings and traffic lights at junctions, and this would provide a more pleasant outlook for drivers than frequently stopping and queuing traffic.

6.7.16 Drivers using the country lanes through Crowhurst, Catsfield, Ninfield and Battle would experience an improvement in their view due to reduced traffic. Although there would not be unlimited views from the road as it passes through the countryside, there would be good views along the road with the earth mounding and associated planting and occasional glimpses to the surrounding countryside. This would be an overall improvement to the scene enjoyed by drivers using the proposed route as opposed to the existing urban road. Overall the views from the Scheme would provide a moderate benefit over the views from the existing road network.