

Bexhill to Hastings Link Road
Complementary Highway Improvement Plan

Background

On 28th July 2009 East Sussex County Council entered into an Undertaking in favour of Hastings Borough Council and Rother District Council under Section 106 of the Town and Country Planning Act 1990 relating to the Bexhill to Hastings Link Road.

Section 3 of that undertaking relates to the requirement for a Complementary Highway Improvement Plan (CHIP) to be approved by the (County Council's) Head of Planning before development commences.

The scope of the CHIP is set out in Schedule 4 of the Undertaking:

“The Complementary Highway Improvement Plan shall include proposals for an appropriate package of offsite road works and public transport improvements to be implemented within an agreed timetable. It shall:

1 Mitigate the effects of traffic impacts from the Development and secure related improvements in bus services particularly along the A259, taking into consideration:

a) the emerging Hastings and Bexhill Local Area Transportation Strategy (HBLATS) and

b) the Highway Agency notification of an improved Baldslow junction to the A21.

2 aim to improve the management of traffic along The Ridge and secure improvements across the wider highway network comprising of, as appropriate:

(a) the signalisation of junctions;

(b) junction improvements;

(c) traffic calming measures;

(d) enhanced arrangements for pedestrians cyclists and public transport.”

This report is the Complementary Highway Improvement Plan and sets out how East Sussex County Council will deliver the complementary highway improvement measures associated with the Bexhill to Hastings Link Road.

Identification of measures

In 2007 ESCC commissioned Owen Williams (OW) to assess the potential impact of the BHLR on the surrounding road network and to propose complementary measures for traffic management in this area.

These proposals were then reviewed and developed further by Mott MacDonald (MM) in 2009 culminating in their reports:

“Bexhill to Hastings Link Road – Complementary Measures Assessment of Owen Williams Designs, October 2009”

and

“Bexhill to Hastings Link Road – Complementary Measures A259 Bus Priority Measures - Assessment of Owen Williams Proposals, November 2009.”

These studies identified the key stress points on the highway network and areas where there are traffic reductions on the local road network resulting from the Link Road. As a result the following schemes were recommended to be taken forward to ensure that the traffic reductions remain in future years and to mitigate the effects of the increased traffic and improve management of traffic along The Ridge:

- Improvements to the existing mini roundabout at Queensway/The Ridge West.
- Improvements to the existing mini roundabout junction at Harrow Lane/ The Ridge.
- A259 Bus Lane Corridor improvements including:
 - westbound bus lane on approach to Glyne Gap roundabout
 - eastbound bus lane on approach to Harley Shute Road
 - westbound bus lane between Filsham Road and Harley Shute Road
- Hillside Road - a small amount of radius kerb re-alignment to stop large vehicles overriding the southwest footway) and possible right turn ban into Hillside Road for eastbound traffic to prevent the predicted PM peak time congestion
- Parking Restrictions at the following locations on The Ridge:
 - Westbound carriageway between Sandrock Park and Stonestile Lane.

In 2010 Mott MacDonald were again commissioned and asked to use the results of updated traffic modelling in 2009 to assess whether there was the need for any additional mitigation. Their report *“Bexhill to Hastings Link Road – Possible Complementary Highway Improvement Plan Locations - June 2010”* identified that in addition to those areas already considered above delays are likely to be experienced on Maplehurst Road, Junction Road and Chowns Hill. The report further recommended that delays on Maplehurst Road and Junction Road would be addressed by the proposed Baldslow scheme. There is a long standing local desire to look at traffic issues on Chowns Hill and as it was also identified within the Mott MacDonald report a study into options (as below) has also been included within the BHLR Complementary Measures.

- Study into options for reducing “rat-running” and delay on Chowns Hill

Hastings and Bexhill Local Area Transportation Strategy (HBLATS)

Since the Undertaking was entered into in 2009 the HBLATS has been largely superseded by (LTP) the approach set out within the County Council's Local Transport Plan 2011 - 2026 document (p18 – 20) for how investment in transport infrastructure will help achieve sustainable economic growth to support jobs and help deliver housing development in Bexhill/Hastings.. The commitment to deliver a package of complementary measures is included within this approach and the specific CHIP proposals will also contribute to achieving the wider LTP objectives and addressing specific challenges in the Bexhill/Hastings area.

The specific CHIP proposals are included within the Local Transport Plan Implementation Plan 2011/12 – 2015/16 approved by the County Council's Lead Member for Economy, Transport and Environment in January 2012.

Baldslow Link

At the time of the Undertaking in 2009 the Highways Agency (HA) had plans to construct the Baldslow Link. However, in October 2010 the Government announced that, following the Comprehensive Spending Review, the Baldslow Link was one of a number of HA schemes not considered likely to receive funding in the current Spending Review period, or the next one, and that therefore it had been cancelled.

The Council is actively exploring other options for the delivery of the Baldslow Link or alternative means of delivering the same benefits. This will include potentially putting the scheme for consideration for funding through the emerging South East Local Transport Body (LTB) once local major transport scheme funding is devolved to LTBs from April 2015.

Complementary Measures

The Ridge

The results of traffic modelling confirmed that the junctions of Queensway and Harrow Lane are the key stress points on The Ridge in terms of capacity. Various options were considered for both Queensway and Harrow Lane and the options that develop the greatest capacity benefits with consideration to site constraints and buildability have been developed as feasibility designs and are detailed below.

The Ridge/Queensway Junction

It is proposed to re-model the existing mini-roundabout to provide additional lane capacity and Sketches 2a and 2b showing a feasibility design for this improved roundabout are included at Appendix 1.

The Ridge/Harrow Lane Junction

It is proposed to enhance the existing mini roundabout through the introduction of additional lanes on each approach. The proposed feasibility layout for the roundabout is shown on drawing Sketch 3 in Appendix 1.

Hillside Road

A small amount of radius kerb re-alignment is proposed to stop large vehicles overriding the southwest footway. A right turn ban into Hillside Road for eastbound traffic will be considered to prevent the predicted PM peak time congestion

The Ridge

Parking Restrictions will be considered on The Ridge westbound carriageway between Sandrock Park and Stonestile Lane.

A259 Bus Priority Measures

It is proposed to introduce new bus priority measures on the A259 corridor, taking advantage of the highway capacity released by general traffic diverting to the BHLR. In this way, the journey times on existing services will be reduced and reliability at key congestion hotspots improved. This will resolve long-standing problems which have been the focus of attention of the Hastings Quality Bus Partnership (QBP) and the associated Punctuality Improvement Partnership for some time.

MM's report provides a review of the layouts proposed by OW and provides recommendations for the development of comprehensive priority measures.

The OW proposals, shown at Appendix 2, will be further developed in line with the MM report recommendations and discussions with the bus operating company and the QBP.

Chowns Hill

A study into options for reducing "rat-running" and delay along Chowns Hill will be carried out and this will also give the opportunity to investigate long standing local issues raised.

Funding

These complementary highway improvement measures will be funded separately from the BHLR itself, via the Council's capital programme for Infrastructure improvements.

At it's meeting on 26th January 2012, Cabinet recommended that the County Council approve the draft capital programme, which includes £1.8m allocation for the BHLR Complementary Measures across the 2013/14 and 14/15 financial years. At the meeting of the Full Council held on 7th February 2012, the capital programme was subsequently agreed.

Allocation in the Capital Programme:

Item	2012/13	2013/14	2014/15	Total
BHLR Complementary Measures	0	0.800	1.000	1.800

Implementation and Delivery Timescales

The schemes above have been identified from the results of traffic modelling and have been identified in the LTP Implementation Plan 2011/12 – 15/16 for delivery during that period,

These complementary highway improvement measures will be delivered separately from the BHLR itself, via the Council's Local Transport capital programme

The proposals have thus far only been developed to a feasibility stage. The exact scheme details will be subject to preliminary and detailed design as well as public consultation which may result in differences to the final proposals. However, none of the proposals require planning permission and all are contained within the existing highway boundary so no additional land is required. Traffic Regulation Orders may be required but the timescales needed for these will be incorporated into the design and implementation programmes

Different schemes will have different impacts on various groups in the community, especially on people with mobility difficulties or disabilities and also need to accommodate pedestrians and cyclists. When schemes are at the design stage, the opportunity to enhance facilities for these vulnerable road users groups will be taken where possible and detailed consultation and engagement will be carried out with local people to ensure that the needs of all residents and users are recognised.

Further detail on the delivery timescales for the CHIP schemes is outlined below:

The Ridge

The improvements to The Ridge are to mitigate for the effects of increased traffic from the BHLR. Therefore they will be developed and delivered in advance of the BHLR opening.

Feasibility design work has already been completed for the proposed roundabouts with Queensway and Harrow Lane. These designs will be developed further in line with the programme set out in Appendix 3, along with designs and consultations for Hillside Road and the parking restrictions.

A259 Bus Priority Measures

These measures are designed to lock in the benefits the BHLR will bring in terms of reducing congestion on this part of the road network by taking advantage of the highway capacity released by general traffic diverting to the BHLR. Therefore it is intended that the measures are developed during the construction phase of the BHLR with a view to construction starting in late 2014/15 to early 15/16 shortly after the BHLR opens.

OW feasibility proposals will be reviewed in line with the MM report recommendations and in consultation with the bus operating company and Quality Bus Partnership. Once the proposals have been developed further to preliminary design stage they will be subject to public consultation, and then further detailed design. The programme for delivery is shown at Appendix 3.

Chowns Hill

The study will be carried out in advance of the BHLR opening as shown on the programme at Appendix 3.

Monitoring

This CHIP sets out the complementary measures that have been identified through traffic modelling and predictions, however there will be a need to monitor and review the actual situation following the scheme opening.

It is a requirement of the DfT's funding contribution to the BHLR that a scheme evaluation is carried out post opening to monitor and report the delivery of the benefits the scheme provides. This evaluation is still under development, but it will include monitoring regimes to check against predicted traffic flows following the road opening. We will therefore monitor the effects of the BHLR on the road network and consider other measures if necessary via the LTP process.

This CHIP gives details of the specific measures considered necessary to mitigate the effects of the traffic impacts of the BHLR and to lock in the traffic reduction benefits on the A259 by providing improvements to the bus services. ESCC will also carry out other measures across Bexhill and Hastings in line with the priorities set out in the Approach for Bexhill/Hastings in the LTP and its Implementation Plans .

Appendix 1

The Ridge Proposals

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Rev	Date	Drawn	Description	Ch'kd	App'd	Title	Drawn
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						Drawing No.	Rev
						Sketch 2a	Status -



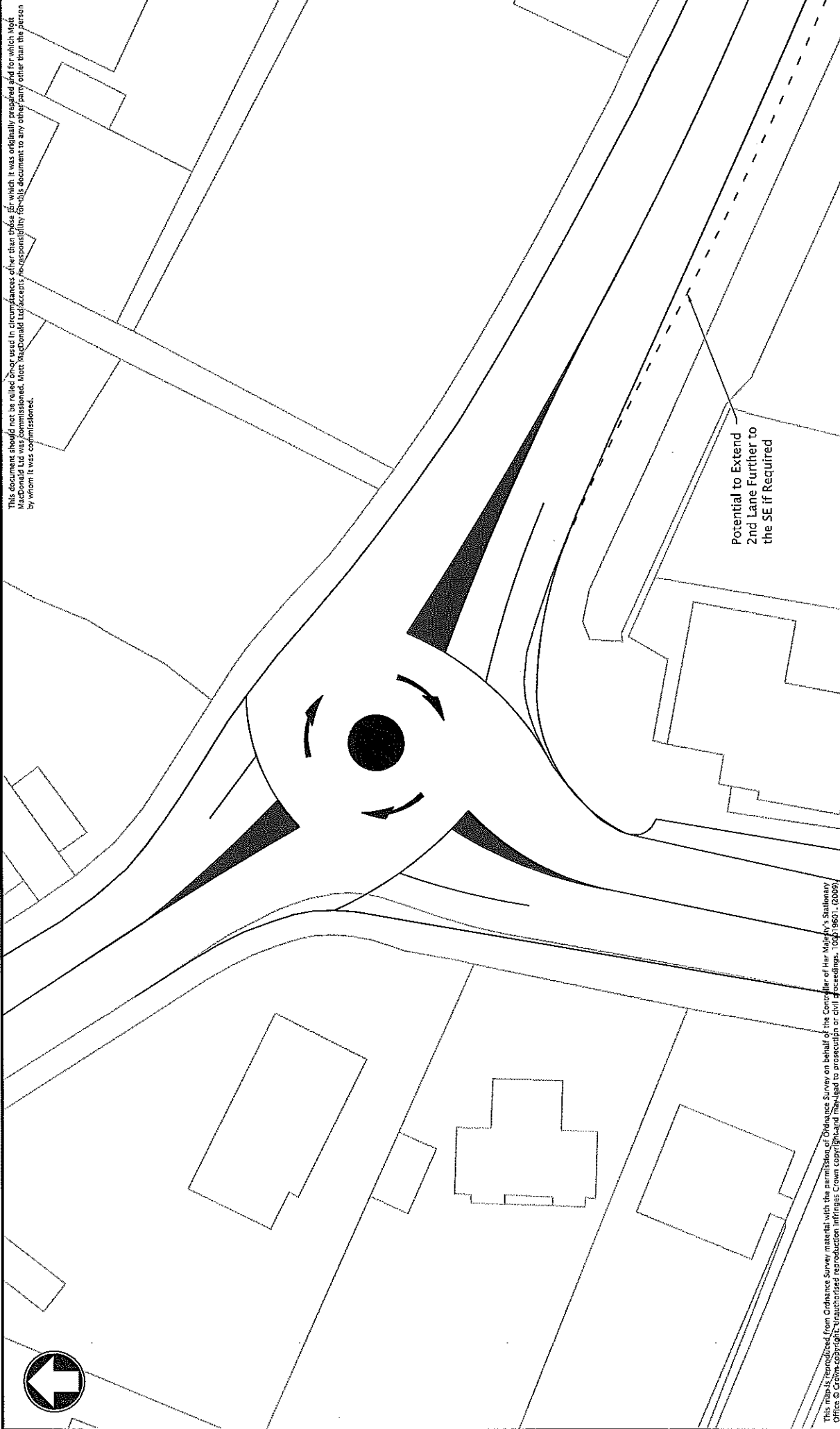
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Rev	Date	Drawn	Description	Ch'kd	App'd	Title	Drawn
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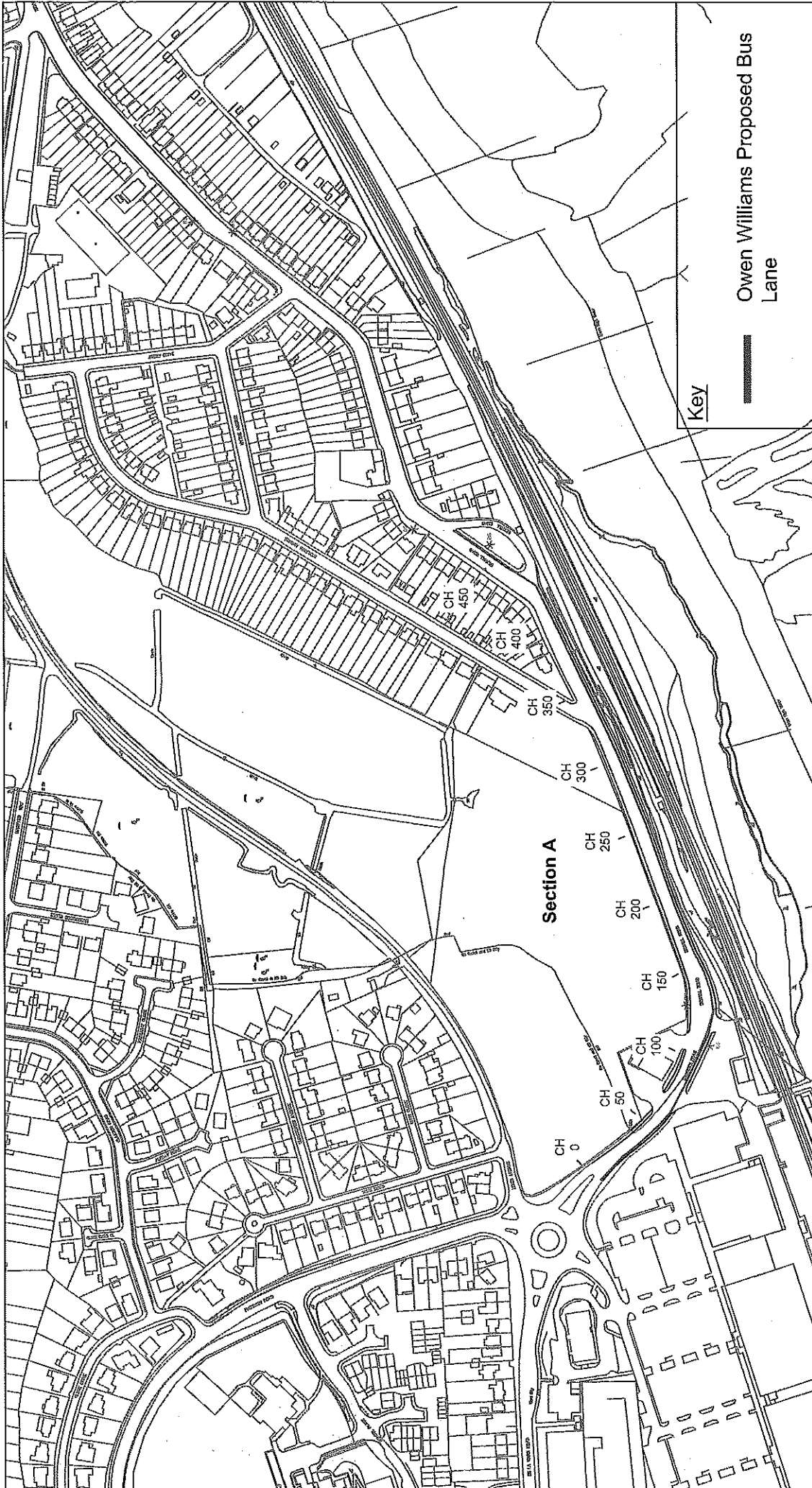
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												Drawing No. Sketch 3		Status - -					

Appendix 2

A259 Bus Corridor



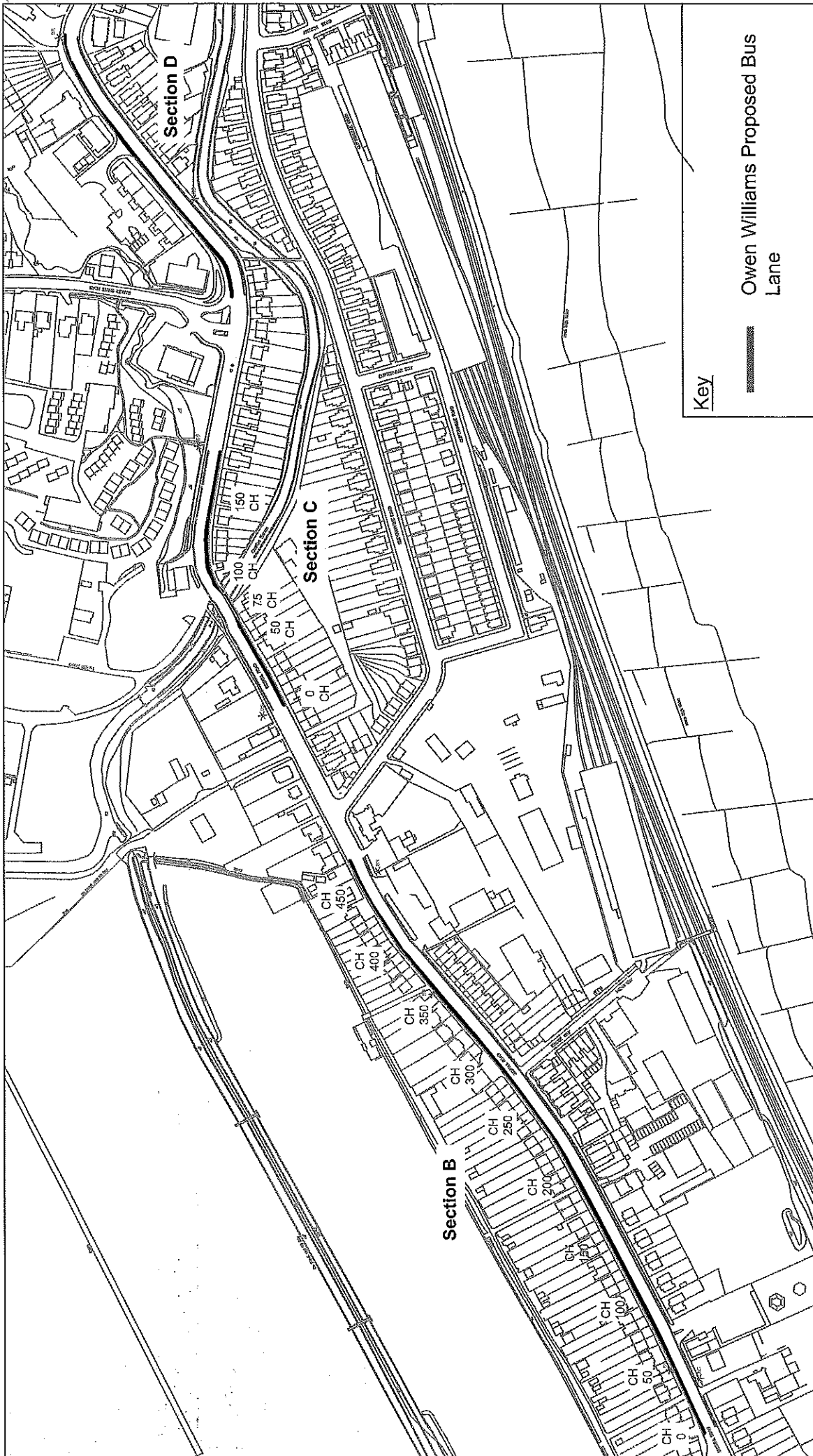
Owen Williams Proposed Bus Lane

Key

Section A

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Mott MacDonald Stoneham Place Stoneham Lane Southampton, SO50 9NW United Kingdom T +44 (0)23 8062 8800 F +44 (0)23 8062 8801 W www.mottmac.com		Client East Sussex County Council County Hall St Annes Crescent, Lewes East Sussex NB7 1UC		Title Glyne Gap to Fisham Road A259 Bus Corridor Section Reference and Chaining		Drawn J.L. Maguire	
Rev Date Description CH'cd App'd		Drawing Number mmd-255142-D-SK-00XX-0001		Checked PA Atkinson		Approved DC Minty	
Scale at A3 1:2500		Status Rev P1		Scale at A3 1:2500		Status Rev P1	



Key

Owen Williams Proposed Bus Lane

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Rev	Date	Drawn	Description	CHK'd	App'd	Title	Drawn	Checked	Approved	Scale at A3	Status	Rev
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						Drawing Number mmd-255142-D-SK-00XX-0002						

Appendix 3

Delivery Programme

4. Complementary Measures Programme

Complementary Measure	2013												2014												2015											
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
BHLR construction	[Maroon blocks from Jan 2013 to Dec 2014]																																			
	[Empty cells from Jan 2013 to Dec 2014]																																			
The Ridge	[Empty cells from Jan 2013 to Dec 2014]																																			
Roundabout at Queensway/The Ridge	[Cyan blocks: Apr 2013 - Oct 2013; Blue blocks: Nov 2013 - Dec 2013; Maroon blocks: Jan 2014 - Feb 2014]																																			
Mini roundabout junction Harrow Lane/The Ridge.	[Cyan blocks: Aug 2013 - Dec 2013; Blue blocks: Jan 2014 - Feb 2014; Maroon blocks: Mar 2014 - Apr 2014]																																			
Improvements at Hillside Road	[Cyan blocks: May 2014 - Jun 2014; Blue blocks: Jul 2014 - Aug 2014; Maroon blocks: Sep 2014 - Oct 2014]																																			
Parking Restrictions	[Green blocks: Nov 2013 - Dec 2013; Orange blocks: Jan 2014 - Feb 2014; Cyan blocks: Mar 2014 - Apr 2014; Blue blocks: May 2014 - Jun 2014; Maroon blocks: Jul 2014 - Aug 2014]																																			
Study into options for reducing "rat-running" and delay on Chowns Hill	[Green blocks: Nov 2013 - Dec 2013]																																			
A259 Bus Corridor	[Empty cells from Jan 2013 to Dec 2014]																																			
Bus lane proposals	[Green blocks: Apr 2013 - Oct 2013; Orange blocks: Nov 2013 - Dec 2013; Cyan blocks: Jan 2014 - Dec 2014; Blue blocks: Jan 2015 - Feb 2015; Maroon blocks: Mar 2015 - Oct 2015]																																			

BHLR Opens

Key:

Preliminary Design		Detailed Design		Construction	
Consultation		Procurement			