Report to:	**Lead Cabinet Member for Transport & Environment**
Date of meeting:	**19 June 2017**
By:	**Director of Communities, Economy and Transport**
Title:	**Hailsham/Polegate/Eastbourne Movement and Access Corridor**
Purpose:	**To consider the results of the Hailsham/Polegate/Eastbourne Movement and Access Corridor Study (HPE MAC), and agree to consult on the proposed measures in September 2017.**

RECOMMENDATIONS: **The Lead Member is recommended:**

(1) To note the outcome of the Hailsham/Polegate/Eastbourne Movement and Access Corridor study as detailed in Appendix 1 of this report; and

(2) To approve consultation being undertaken on the proposed measures in September 2017; and

(3) To agree that the outcomes of the consultation are reported back to a future decision making meeting, with a package of proposals to be recommended for taking forward for detailed design and construction.

1. Background

1.1. The South Wealden and Eastbourne Transport Study (SWETS), was completed in 2010 to support the now adopted Wealden Local Plan Core Strategy, and identified a number of infrastructure interventions necessary (at a strategic level) to mitigate the impact of the planned large scale development across the South Wealden and Eastbourne areas.

1.2. Movement and Access Strategies (MAS) for Hailsham and Hellingly, and for Polegate were developed in 2012 and 2013 respectively, to further evaluate the highway interventions identified in the SWETS Study. Both strategies identified that improvements to a number of key strategic junctions on the A22 and A27 were required, both on the Highways England (HE) and county road network. This is in order to mitigate for the increased traffic generated from the proposed housing development in the Eastbourne South Wealden area.

1.3. It was recognised in the 2010 SWETS that improvements to the key A22/A27 junctions alone, would not be sufficient to mitigate for the additional traffic generated by the proposed housing developments. In addition, improvements would also be required to the local road network, together with bus priority measures and cycling and walking measures, to provide a greater travel choice, and facilitate a 'step change' in the use of sustainable transport. This was accepted by both the Local Plan Inspectors at the respective Examinations in Public of the adopted Wealden and Eastbourne Local Plans.

1.4. Accordingly, the Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study was commissioned to identify and assess a package of local improvements on the A295, A22/A27, A2270 and A2021 corridors, linking Hailsham, Polegate and Eastbourne. This was to support the proposed development in the Eastbourne and South Wealden areas, with a particular focus on sustainable transport improvements, for buses, cyclists and pedestrians. The geographical scope of the study is shown at Appendix 1, and a summary of the study details and outcomes are set out in Appendix 2.

1.5 An update to SWETS has recently been undertaken to test the growth options up to 2037, as proposed in Wealden's Local Plan Issues and Options document published in November 2015. This further study identified that the delivery of a comprehensive package of transport infrastructure improvements, particularly to overcome highway capacity issues and improve movement and access, on the transport corridor between Hailsham, Polegate and Eastbourne, is seen as critical to support the planned growth in the area. This study is being refined to reflect the amended, lower housing numbers that Wealden are now currently considering for the South Wealden area, as part of their Local Plan review.

2. Supporting information

2.1 The full package of recommended measures for consultation and potential scheme phases is at Appendix 3. A number of measures identified include:

- Improvements to key junctions to accommodate the additional traffic expected, following the housing developments proposed for the South Wealden and Eastbourne area.
- Bus priority measures including bus lanes and Advance Vehicle Detection at key junctions.
- Improvements to bus stop infrastructure such as shelters, seating, timetable information and real time bus information.
- The provision of a mainly off-road cycle route along the corridor and Advanced Stop Lines at key junctions.
- Improvements to the existing footway network.

2.2 Transport modelling has been undertaken to determine the impacts of the various proposals. Four different modelling scenarios were undertaken, and the details of these are outlined in Appendix 1. The modelling indicates that with the additional housing and employment planned in the Eastbourne and South Wealden area, there would be increases in traffic journey times and reductions in traffic speeds along the corridor between the three towns, whatever mitigation package was delivered. However, the identified HPE MAC and other schemes, if implemented, would go some way to alleviating the traffic congestion and support the planned growth in the area.

2.3 An economic appraisal has been undertaken in relation to the package of measures detailed in Appendix 1. A Benefit Cost Ratio (BCR) of 2.19 was established, which verifies the Movement and Access Corridor proposals detailed in Appendix 1, as being “high value for money”.

2.4 A business case was submitted to the South East Local Enterprise Partnership (SE LEP) Accountability Board in November 2016 to release the £2.1m of Local Growth Fund monies available, for the delivery of the Movement and Access corridor measures. The business case focussed on utilising the funding, subject to the outcomes of the consultation, to progress the first phase of measures (Willingdon) to detailed design and construction. The SE LEP Accountability Board approved the business case in February 2017, subject to this funding being spent by 2019/20. This phase has been prioritised, because it could be delivered independently, and then integrated with the other phases and other schemes within this area, as they come forward.

3 Conclusion and reasons for recommendations

3.1 The increase in traffic generated from the proposed additional housing and employment in the South Wealden and Eastbourne area, will result in increased levels of congestion on the road network, unless a package of mitigation measures is delivered. The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study identified the package of measures as set in Appendix 3 to the report, and includes improvements to key junctions, along with the provision of bus lanes and other bus infrastructure together with new cycle routes and pedestrian improvements.

3.2 It is recommended that consultation is undertaken in September 2017 on the overall package of mitigation proposals for the A295, A22, A27, A2270, and A2021 corridors, and that the outcomes of the consultation are reported back to the Lead Member with the recommended improvements to be taken to detailed design and construction.

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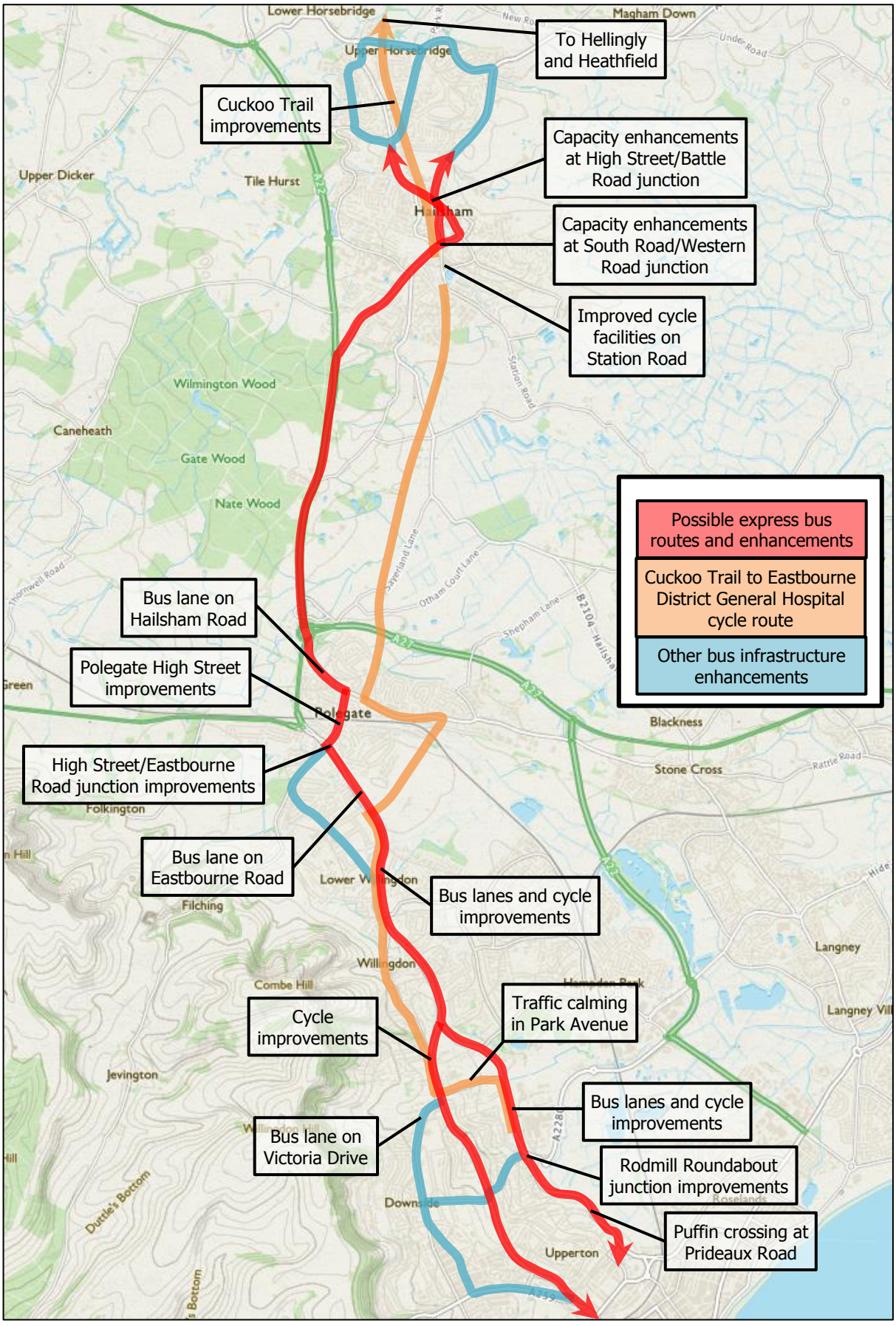
LOCAL MEMBERS

Councillors Belsey, Bennett, Bowdler, Fox, Rodohan, Daniel Shing, Stephen Shing, Swansborough, Ungar, and Wallis.

BACKGROUND DOCUMENTS

1.	Stakeholder Consultation Summary Report (Amey)	Sept 2012
2.	Existing Infrastructure Audit – Summary Report (Amey)	Sept 2012
3.	Hailsham & Hellingly Movement & Access Strategy (Halcrow)	Nov 2012
4.	Polegate Movement & Access Strategy (CH2M HILL)	Jan 2015
5.	HPE MAC Phase 4 Report (Amey)	Feb 2015

HAILSHAM POLEGATE EASTBOURNE
MOVEMENT AND ACCESS CORRIDOR STUDY AREA



HAILSHAM/POLEGATE/EASTBOURNE MOVEMENT AND ACCESS CORRIDOR STUDY

Study Details and Outcomes

1. BACKGROUND

The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) Study is one of a number of studies carried out over the past few years into the transport impacts of the additional housing proposed for the South Wealden and Eastbourne area.

The first such study was the South Wealden and Eastbourne Transport Strategy (SWETS), the purpose of which was to identify those strategic junctions which would be severely stressed by the proposed housing developments. This study involved the development of a SATURN transport model. Following this SWETS work, Movement and Access Strategies (MAS) were developed for Hailsham and Hellingly and for Polegate. These strategies identified in more detail proposals for the strategic junctions with impacts and estimated costs.

The HPE MAC Study expanded on the previous MAS work and considered all junctions within the corridor including those listed below. It also specifically looked into bus priority and other bus infrastructure measures and walking/cycling improvements required throughout the corridor.

- A22 & Hempstead Lane (All-Movement Junction)
- Consolidated South Road, Diplocks Way & Ersham Road Roundabout
- Town Centre Travel Demand Reductions & North-South Through-Traffic Re-Routing via Summerheath Road
- the A27, A22 and A2270 signalised junction (*)
- the A2270 and Polegate High Street signalised junction
- the A22 and A27 Cophall Roundabout (*)
- the A27 and A22 Golden Jubilee Way Roundabout (*)
- the A22 Golden Jubilee Way and Dittons Road Roundabout
- the Lion Hill junction (where the Lion Hill and Dittons, Hailsham and Rattle Roads intersect).

NOTE: Improvements to those junctions shown (*) are the responsibility of Highways England.

The assessment work carried out within the HPE MAC Study took into account all key transport measures identified from previous studies.

2. PURPOSE OF STUDY

The purpose of the HPE MAC Study was to identify the main problems along the key transport corridor between the two conurbations (including the A295, A22, A27, A2021 and A2270), and to identify what could be done to mitigate against the transport impacts of the housing development in the South Wealden and Eastbourne area. The strategic road network was previously evaluated under the Movement and Access Strategy work.

The objective was to identify what could be done to improve journey time for public transport and identify suitable routes for cycling along the corridor. Impediments to walking were also assessed and proposals identified.

A key consideration of this study was that sustainable transport should be made more attractive **without deliberately dis-benefitting other road users**. For many of the proposed measures, general traffic would also benefit.

3. PROBLEMS AND ISSUES

Although the main purpose of this study was to identify measures to mitigate for the impact of the additional housing in the area, the opportunity was taken to carry out an investigation into existing problems experienced by all road users with transport along the Hailsham/Polegate/Eastbourne corridor. This included gathering feedback from stakeholders and carrying out various audits.

The following stakeholders were asked to provide information about their experiences of the road network:

East Sussex County Council	NHS Trust
Eastbourne Borough Council	Sussex Police
Wealden District Council	Stagecoach Bus Company
Hailsham Town Council	Bespoke Cycling Group
Polegate Town Council	Hailsham Bus Alliance
Hellingly Parish Council	Sussex Downs College
Willingdon Parish Council	Transport 2000
East Sussex Fire and Rescue	Statutory Undertakers
South East Coast Ambulance Service	

A report has been prepared detailing the outcome of the stakeholder feedback.

The following transport infrastructure and provision of facilities has been audited:

- Location, type and condition of all bus stops within the study corridor
- Provision of bus timetables and punctuality information at each bus stop
- Pedestrian Accessibility/Disability Discrimination Act (DDA) audit of primary routes within the study corridor.
- Observations of current pedestrian desire lines
- Provision of facilities for cyclists including appropriate crossing points
- Analysis of the latest 3 years (2009-2012) personal injury accident data within the study area.

The following is a summary of some of the key findings from the audits undertaken and feedback from stakeholders:

- 28% of the bus stops have a shelter
- 27% of the bus stops have seating
- 3% of the bus stops have real time passenger information
- 52% of the bus stops have timetable information
- In general the facilities for cyclists are poor
- A total of 256 injury accidents were recorded along the study corridor with 1 fatal, 54 serious and 201 slight. Of these 30% involved vulnerable road users.
- In general pedestrians were well served with footways but a number of issues were identified along the route such as lack of tactile paving, poor footway condition, narrow and overgrown footways.
- Chronic congestion at key junctions has a knock on effect on bus punctuality which is reflected in the current timetable.
- The provision of adequate bus clearways will have tangible journey time benefits
- As part of a Quality Bus Partnership, Stagecoach would consider the following:
    - Increasing the bus journeys where bus patronage increased
    - The provision of an additional school bus where demand exists
    - The introduction of improved quality of vehicles on the route.

4. PROPOSED MEASURES

A number of measures were identified along the corridor. The justification for each measure was on the basis of a number of factors:

1. It could lead to the resolution of an identified problem or issue
2. It could contribute to the objective of a sustainable transport corridor
3. Evidence from elsewhere that the measure could contribute to the objectives of a sustainable transport corridor
4. More pragmatically, the measure would be “just a good thing” to include at this stage.

In some cases a number of different solutions were identified for a junction. The SWETS transport model was used to assess the effectiveness of the measures in relation to issues such as congestion and journey time. By carrying out successive tests it was possible to determine those measures that performed the best.

A list of the measures proposed to take forward to further design and construction are listed in Appendix 3.

5. ASSESSMENT OF MEASURES

All the measures listed in Appendix 3 have been evaluated using the SATURN transport model developed from the SWETS work. The model was used to assess the impact on traffic flow levels along the corridor, the performance at key junctions and network wide statistics such as average speed and journey time.

As there have been a number of different measures proposed as part of the MAS work and MAC work, a number of different modelling scenarios were identified. These being:

1. 2011 Base - This represented the highway network as of 2011.
2. 2027 Do Nothing - This represented the situation whereby all the proposed housing up to 2027 has been built but no highway mitigation work carried out (i.e. the worst case scenario).
3. 2027 MAS - This represented the situation whereby all the proposed housing up to 2027 has been built and the improvements to the strategic junctions (MAS schemes) only carried out.
4. 2027 MAS+MAC - This represented the situation whereby all the proposed housing up to 2027 has been built and the improvements to the strategic junctions (MAS schemes) carried together with the local measures (MAC schemes).

Scenario (4) includes a reduction in general traffic volume as it is assumed that a 10% modal shift can be achieved (see para 6 below).
Table 1 shows the impact of the different scenarios on traffic speed, journey time and distance travelled compared with the baseline position in 2011 (i.e. Scenario 1).

TABLE 1 – Travel Impacts

Item	Time	Scenario 2 (2027 Do Nothing)	Scenario 3 (2027 MAS)	Scenario 4 (2027 MAS+MAC)
Travel Time	AM	+67%	+62%	+47%
	PM	+71%	+68%	+49%
Travel Distance	AM	+28%	+30%	+26%
	PM	+25%	+28%	+25%
Average Speed	AM	-24%	-19%	-14%
	PM	-25%	-22%	-19%

It is clear from Table 1 that journey time, travel distance and speed are all worse than the position in 2011, regardless of which scenario is implemented. The least worse situation is where all MAS and MAC measures are implemented.

The introduction of a bus lane on the approach to a junction provides a real benefit in relation to journey time improvements for buses. Table 2 below shows the journey time savings for buses along the different bus lanes proposed.

TABLE 2 – Bus Lane Benefits

Proposed Bus Lane	**Reduction in journey time (seconds)**	
	AM peak	PM peak
Hailsham Road approach to Cophall roundabout	37	46
Eastbourne Road (south) approach to Wannock Road/Eastbourne Road/High Street junction in Polegate	64	83
Northbound approach to Eastbourne Road/Huggetts Lane junction	16	13
Northbound approach to Eastbourne Road/Broad Road junction	-	45
Southbound approach to Eastbourne Road/Huggett's Lane junction	43	74
Northbound approach on Victoria Drive to Willingdon Road/Victoria Drive/Eldon Road junction	47	116
Kings Drive southbound approach to Rodmill junction	65	104
Kings Drive northbound approach to Rodmill junction	47	97

Table 3 shows the potential journey time savings on specific bus routes.

TABLE 3 – Bus Route Journey Time Savings

ROUTE	**AM Peak (seconds)**	**PM Peak (seconds)**
98 (southbound)	108	178
98 (northbound)	117	187
1A (Hamlands to Town Centre)	65	104
1 (Town Centre to Hamlands)	63	129

Although journey time savings are a key benefit for bus passengers, the most important factor is the improved reliability. With buses removed from the main effects of congestion, reliability (i.e. journey time

fluctuations) will greatly improve. A more reliable bus service will be achieved, with Stagecoach indicating that it would consider increasing the frequency of bus services and improving the quality of the bus stock should the bus priority measures proposed be taken forward, as part of a Quality Bus Partnership on this corridor.

6. EFFECTIVENESS OF CYCLE AND BUS MEASURES

Although the effectiveness of the transport proposals for general traffic can be assessed using the SWETS model, it was recognised that this model has its limitations when it comes to forecasting the effectiveness of cycle and bus measures in achieving modal shift.

The government's suite of Transport Appraisal Guidance documents for appraising transport schemes includes TAG Unit A5.1. This notes that transport schemes including walking and cycling need to be assessed against a range of criteria including the following:

- Estimating the impact on accidents
- Journey ambience (i.e. fear of safety and quality of the route)
- Health benefits
- Work absenteeism benefits as a result of improvements to health
- Environmental benefits – reduction in noise, air pollution
- Demand

From studying various methods of evaluating cycle demand and evaluating the latest census data (2011) it has been estimated that cycling in the study area could increase by between 100% and 200%. However, following an evaluation of cycling improvements in the Cycling Demonstration Towns the increase in cycling varied widely between 3% and 56%. In summary, it is not at all easy to determine the effectiveness of cycling initiatives.

The same situation arises in relation to the effectiveness of bus improvements. Although bus priority measures will benefit public transport over general traffic, it is not known by how much this will encourage modal shift.

In this case an assessment of the benefits of bus priority schemes was undertaken by comparing similar measures implemented in other parts of the country. From the schemes investigated the degree of modal shift varied between 6% and 17%. It is believed that a modal shift of 10% could be achieved along the Hailsham to Eastbourne Corridor. Details available from case studies identify that the modal shift achieved was on the basis that a Quality Bus Partnership existed as this would deliver other "non-highway" improvements such as newer more comfortable buses, improved frequency, etc. It is the overall public transport experience that is likely to achieve modal shift.

The figure of 10% for modal shift assumes that a Quality Bus Partnership is established with Stagecoach.

7. STAKEHOLDER CONSULTATION

Meetings were held with key stakeholders where the Hailsham to Eastbourne Movement and Access Corridor proposals were outlined. At these meetings stakeholders were informed of the findings of the SWETS model work together with outline details of the measures being considered. The feedback received was as follows:

Highways England

As part of their package of smaller scale interventions on the A27 between Lewes and Polegate utilising the £75m allocated in the Roads Investment Strategy 2015 – 2020, Highways England is currently looking into other more extensive improvements to the A27/A2270 junction which may well impact on the link between this junction and Cophall roundabout.

Highways England will be responsible for making changes to the following junctions:

- A22/A27 Cophall roundabout
- Polegate by-pass/Eastbourne Road/Lewes Road junction
- A27/A22 Golden Jubilee Way roundabout

Stagecoach Bus Company

The company were supportive of the proposals but would be in a better position to comment once further design work has been completed.

Bespoke Cycling Group

The cycling group were not satisfied with the proposals put forward for cycle routes which involved cycle lanes alongside busy roads. They proposed off-road routes separate from heavy traffic and suggested that the Cuckoo Trail would be useful link between Hailsham and Eastbourne not only for leisure but commuter journeys. Suggestions put forward by Bespoke have been taken on board and cycle proposals now include more off-road routes.

Eastbourne DGH, South East Coast Ambulance Service and Sussex Downs College

All are supportive of the proposals. However it was identified that of the possible options for the Rodmill roundabout junction, the one involving conversion of the existing roundabout to a 4 arm signalised junction would have major impacts on the DGH internal traffic flow (public and commercial) and as such this option is not being progressed any further. The option for an enlarged roundabout (part signalised) is now the favoured option.

8. COST/BENEFIT ANALYSIS

An economic appraisal has been undertaken on behalf of East Sussex County Council to provide input into the economic case for the HPE MAC required to support the business case for the funding application to the Local Growth Fund (LGF).

Eastbourne and South Wealden has been identified as one of the priority areas for economic growth in the ESCC Council Plan. Therefore this area is included within the South East Local Economic Partnership Strategic Economic Plan (SELEP SEP). This is a multi-year local growth strategy and includes actions to deliver key infrastructure projects and to achieve the overarching aims of the Local Enterprise Partnerships (LEP's), which are to support business growth, create jobs and enable the delivery of new homes.

The net Present Value Benefit (PVB) is a measure whereby the justification of a scheme is measured. The more positive the value the greater the benefits achieved by a scheme. This benefit is then measured against the cost of the scheme to give a Benefit to Cost Ratio (BCR). The economic appraisal has identified a BCR for the MAS/MAC measures as being 2.19 which is considered **"high value for money"**.

9. RECOMMENDATIONS

Subject to the outcomes of the consultation, it is recommended that the measures detailed in Appendix 3 be progressed to detailed design and construction. Unless properly managed the amount of work involved could have a major impact on the public and local businesses. In addition, the availability and timing of any funding will also have a bearing on the programme of works. With this in mind, it is proposed that the measures detailed in Appendix 3 are implemented in stages over a number of years. Each stage will involve a package of measures which will include junction improvements, bus lanes and cycling routes within a defined geographical area.

This will enable the County Council to better manage the preparation of business cases to secure future funding, to better manage the delivery of improvements and minimise the impact on the public.

10. FUNDING/PROGRAMME OF WORKS

Subject to the outcomes of the consultation, it is proposed that the design and construction of the proposed measures is taken forward in “packages”. These packages are detailed below.

Package	Measures/Improvements
Willingdon	• Eastbourne Road/Wannock Road/High Street junction • Eastbourne Road bus lanes and cycle route (Broad Road to Cooper’s Hill) • Eastbourne Road/Huggettt’s Lane junction • Willingdon Road cycle route (Wish Hill to Victoria Drive) • Park Avenue Cycle route • Park Lane traffic calming • Victoria Drive bus lane • Bus stop improvements • Footway improvements
Kings Drive	• Kings Drive (Park Avenue to Rodmill roundabout) • Rodmill roundabout junction • Kings Drive (Rodmill roundabout to Kings Avenue) • Bus stop improvements • Footway improvements
Eastbourne (excluding Kings Drive)	• Prideaux Road Puffin crossing • Bus stop improvements • Footway improvements
Polegate	• Cophall Roundabout bus lane • Pevensey Road cycle route improvement • High Street Improvements • Bus stop improvements • Footway improvements
Hailsham	• Battle Road/High Street junction • Western Road/South Road junction • Cuckoo Trail Improvements • Station Road cycle route • Bus stop improvements • Footway improvements

The audit of walking facilities identified a whole range of improvements that needed to be carried out throughout the corridor. These are not listed in Appendix 3 as they are quite extensive. It is proposed that footway improvements within a geographical area be included within the appropriate package for that area.

In 2014 the County Council secured approval for £20.5M of Local Growth Fund for the Eastbourne and South Wealden growth corridor to deliver the following transport infrastructure schemes:

- A22/A27 Junction improvements - £4m
- Eastbourne/South Wealden walking and cycling package - £8.6m
- Eastbourne town centre movement and access package - £6m
- Hailsham to Eastbourne movement and access corridor - £6m

A business case was submitted to the South East Local Enterprise Partnership (SE LEP) in November 2016 to draw down £2.1m of Local Growth Funding to progress with the first phase of measures (Willingdon) to detailed design and construction. The SE LEP approved the business case in February 2017, subject to this funding being spent by 2019/20.

Appendix 3

HAILSHAM TO EASTBOURNE MOVEMENT AND ACCESS CORRIDOR
PROPOSED MEASURES

HAILSHAM

Measure	Details	Advantages/Disadvantages
New dedicated right turn lane from High Street into Battle Road	This will involve widening the existing carriageway to provide a separate right turn lane and so reduce the likelihood of right turning traffic blocking traffic travelling along London Road.	Advantages • Improved traffic flow at the junction Disadvantages • Some private land will need to be acquired • Some further waiting restrictions will need to be applied
Improvements to the junction of South Road and Western Road	The carriageway will be widened to provide a right turn lane from South Road into Western Road plus signalisation of the junction. The existing zebra crossing will be upgraded to a signalised crossing.	Advantages • Improved traffic flow at the junction • Will provide improved crossing facilities for pedestrians at the junction Disadvantages • Part of the footway along South Road will need to be removed • The Cuckoo Trail tunnel may need to be strengthened • Some parking will need to be removed • A small section of private land will need to be acquired • Some trees will need to be removed to improve visibility for drivers.
To improve the length of Cuckoo Trail between Upper Horsebridge Road and South Road, Hailsham.	Increase the width of the Cuckoo Trail where possible and improve signage.	Advantages • Widening of the Cuckoo Trail will provide an improved cycle facility for those wishing to cycle to work as well as for leisure cycling • The route provides a direct north/south route through Hailsham for cyclists wishing to avoid busy roads • Will provide a more consistent signing strategy and better inform users of the distances between points of interest • Direct access to the Hailsham Community College is possible
To provide a shared footway/cycleway along part of Station Road	Widen the existing footway and convert to a shared facility.	Advantages • Avoids cyclists having to cycle along the carriageway. Disadvantages

Measure	Details	Advantages/Disadvantages
		• Will involve the removal of an existing (underused) layby in Station Road • There will be a sub-standard section of shared footway/cycleway for a distance of about 20m. Cyclists will be asked to dismount.
To improve the length of Cuckoo Trail between South Road, Hailsham and School Lane, Polegate..	Increase the width of the Cuckoo Trail where possible and improve signage.	Advantages • Widening of the Cuckoo Trail will provide an improved cycle facility for those wishing to cycle to work as well as for leisure cycling • The route provides a direct north/south route between Hailsham and Polegate for cyclists wishing to avoid busy roads • Will provide a more consistent signing strategy and better inform users of the distances between points of interest Disadvantages May require the acquisition of private land near Freshfield Close

NOTE: The following measures have been identified under the SWETS Study but are not being progressed as part of the Hailsham to Eastbourne Movement and Access Corridor programme.

Measure	Details
Hempstead Lane/A22 Hailsham By-Pass junction – all movements allowed	Being progressed as part of a S278 agreement.
20 mph limit in Summerheath Road/Western Road	Following transport modelling of the Hailsham road network it has been predicted that little additional traffic will be using Summerheath Road and a 20mph speed limit would be deemed unnecessary at this time.
20mph limit in Hailsham High Street, George Street, Vicarage Lane and Vicarage Road (plus other town centre improvements).	Currently being undertaken as part of the Town Centre works.
Enlarged roundabout at South Road/Ersham Road/Diplocks Way junction	Will improve traffic flow but severe difficulties with implementation (i.e. sub-station and village green). This is being progressed by the developer, Oaklands.

POLEGATE

Measure	Details	Advantages/Disadvantages
To construct a bus lane on Hailsham Road on the approach to the Cophall roundabout	A bus lane of length 150m will be provided.	Advantages • Will reduce bus journey time by about 37 seconds in the AM peak and 46 seconds in the PM peak. • Will improve bus reliability
Improvements to the Pevensey Road Cycle Route	This route exists but an additional dropped kerb is proposed.	Advantages • Will allow cyclists to cross from School Lane to the existing shared footway/cycleway along Station Road/Pevensey Road.
High Street Improvements	These improvements include the provision of a new pedestrian crossing between Eastbourne Road and the railway crossing, the introduction of a 20mph speed limit, improved bus stop facilities and an increase in footway width where possible.	Advantages • Will provide a safe crossing point where none currently exists • Will encourage slower traffic speeds • Will improve the bus/rail interchange experience Disadvantages • Some parking spaces will be lost
Eastbourne Road/Wannock Road/High Street junction improvements	The proposals include the introduction of a left slip road from the High Street into Eastbourne Road, the provision of an additional lane for vehicles travelling north along Eastbourne Road, a bus lane on the northbound approach to the junction, an additional lane on the northern side of the junction and a pedestrian phase on all arms of the junction.	Advantages • Improve traffic flow through the junction and reduced queue lengths • Improved crossing facilities for pedestrians • Improved journey time for buses and improved right turn into the High Street and journey time savings for buses of about 64 seconds in the AM peak and about 83 seconds in the PM peak. Disadvantages • Loss of right turn capability for residents opposite the southbound bus stop • Loss of parking due to bus lane waiting restrictions

NOTE: The following measures have been identified under the SWETS Study but are not being progressed as part of the Hailsham to Eastbourne Movement and Access Corridor programme.

Measure	Details
Improvements to Cophall roundabout	This junction is the responsibility of Highways England.
Polegate by-pass/Eastbourne Road/Lewes Road junction	This junction is the responsibility of Highways England and proposals for this junction are currently being consulted upon.
Polegate High Street public realm improvements	The Polegate Movement and Access Strategy Report identifies further improvements to footways, etc.

WILLINGDON

Measure	Details	Advantages/Disadvantages
Eastbourne Road improvements	• To construct a southbound bus lane from just north of Thurrock Close to Huggett's Lane, a distance of 630m • To construct a northbound bus lane from Thurrock Close to Broad Road, a distance of 540m • To construct a northbound bus lane from Cooper's Hill to Huggett's Lane, a distance of 70m • To construct an off-road shared footway/cycleway on the western (and then eastern) side of Eastbourne Road from Broad Road to Huggett's Lane, a distance of 1000m • To construct an off-road shared footway/cycleway on the western side of Eastbourne Road between Huggett's Lane and Cooper's Hill, a distance of 70m. • To upgrade the existing traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing.	Advantages • Will improve southbound bus journey times by about 43 seconds in the AM peak and about 74 seconds in the PM peak. • Could improve northbound bus journey times by up to 45 seconds in the PM peak. • Will improve northbound bus journey times by about 16 seconds in the AM peak and about 13 seconds in the PM peak. • Will improve bus reliability • Will provide a safe cycle route Disadvantages • The 30mph speed limit will result in slightly longer journey times for all traffic .

Measure	Details	Advantages/Disadvantages
	• To widen the existing traffic island near Broad Road to a pedestrian/cycle refuge. • Introduction of a 30mph speed limit along Eastbourne Road (how far?)	

EASTBOURNE

Measure	Details	Advantages/Disadvantages
Willingdon Road Cycle Route	• The provision of an on-road cycle route along Cooper's Hill and Wish Hill. This will involve signing only. • Construction of an off-road shared footway/cycleway on the western side of Willingdon Road for a distance of 420m. • Upgrade the existing signalised junction at Park Avenue to provide a Toucan crossing allowing cyclists to cross from the shared footway/cycleway to Park Avenue.	Advantages • Will provide a safe route for cyclists alongside Willingdon Road
Park Avenue cycle route	This route will be on-road and will be a signed route for cyclists between Willingdon Road and Kings Drive. It will also involve the introduction of a 20mph speed limit along both Park Avenue and Park Lane.	Advantages • Will provide a safer route for cyclists • Will improve the safety of children, parents and teachers in the vicinity of Ratton School Disadvantages • Will increase journey time for all traffic using Park Avenue and Park Lane
Victoria Drive	The introduction of a bus lane on the approach to Willingdon Road, a distance of 280m. There are two options for consideration. Option 1 – Introduction of a 20mph	Advantages • Will improve northbound bus journey time by about 47 seconds in the AM peak and about 116 seconds in the PM peak. • Will improve bus reliability • Option 1 – Will improve safety of cyclists travelling along Victoria Drive and

Measure	Details	Advantages/Disadvantages
	speed limit between Farlain Road and the junction with Willingdon Road and the introduction of a limited number of parking bays on the south side of Victoria Drive. Option 2 – Introduction of parking restrictions along the south side of Victoria Drive between Farlaine Road and the junction with Willingdon Road but retain the existing 30mph speed limit.	will retain some parking facilities along the south side of Victoria Drive • Option 2 – Will improve safety of cyclists travelling along Victoria Drive Disadvantages • Option 1 – Slow general traffic speeds • Option 2 – Loss of parking along the south side of Victoria Drive
Green Street Improvements	Bus stop improvements will be undertaken at bus stops at Albert Parade, Northiam Road, Broomfield Street, Motcombe Road and Greenfield Road. These improvements relate to bus clearways.	Advantages • Improve bus journey time as the proposals will make it easier for bus drivers to align with the kerb and move into traffic. • Some additional parking spaces will be achieved at Broomfield Street and Motcombe Road. Disadvantages • A small number of parking spaces will be lost at Albert Parade, Northiam Road and Greenfield Road.
Kings Drive (north)	• The construction of a southbound bus lane from Park Avenue to Rodmill roundabout, a distance of 700m. • Construction of an off-road shared footway/cycleway on the eastern side of Kings Drive from Park Avenue to Rodmill roundabout, a distance of 700m. • Upgrade of the existing pedestrian crossing near Park Avenue to a Toucan crossing. • Construct a new Puffin crossing near Selmeston Road	Advantages • Will improve southbound bus journey times by about 65 secobnds in the AM peak and about 104 seconds in the PM peak.. • Will improve bus reliability. • Will provide a safe route for cyclists with good access to Sussex Downs College and District General Hospital • Will provide a safer crossing near Selmeston Road Disadvantages • Will require land from both Sussex Downs College and the District General Hospital. Both agree in principle to the proposlas and the land loss (S38). • Some mature trees will need to be removed (replanting will be undertaken) • The removal of right turn ghost islands may delay following traffic

Measure	Details	Advantages/Disadvantages
	• To remove existing traffic islands • Relocate the southbound bus stop/shelter outside the hospital	
Rodmill Junction	The construction of an enlarged roundabout with full signalisation.	Details not available yet as still being designed and assessed.
Kings Drive (south)	The construction of a northbound bus lane, a distance of 450m	Advantages • Will improve bus journey times by about 47 seconds in the AM peak and about 97 seconds in the PM peak. • Will improve bus reliability Disadvantages • Will require land from a number of householders • Some mature trees will be lost (replanting will be undertaken)
Prideaux Road	Upgrade the existing zebra crossing near Tutts Barn Road to a Puffin crossing.	Advantages • Will improve safety for children/adults crossing the road • Will reduce traffic congestion as traffic flow will improve

In addition to the specific proposals for Hailsham, Polegate, Willingdon and Eastbourne detailed above, the following improvements are also proposed:

- Improve those bus stops identified as having sub-standard facilities. This includes bus stop poles/flags, shelters and RTBI signs where these have been agreed with Stagecoach and where space exists.
- The opportunity will be taken to carry out the required footway improvements identified within the Infrastructure Audit. These improvements will be undertaken as and when other major improvements detailed above are being undertaken.
- At key junctions, Advanced Stop Lines for cyclists will be provided.
- Depending on discussions with Stagecoach, the provision of Advanced Vehicle Detection (AVD) will be considered at key signalised junctions.