

Committee:	Lead Cabinet Member for Transport and Environment
Date:	28 April 2014
Report By:	Director of Communities, Economy and Transport
Title of Report:	Results of the public consultation on the A259 Bexhill Road Bus Priority Measures
Purpose of Report:	To consider the results of consultation on the A259 Bexhill Road Bus Priority Measures

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the results of the public consultation on the A259 Bexhill Road Bus Priority Measures; and
- (2) Agree that the proposals should be taken forward to detailed design and construction as part of a package of complementary highway improvements linked to the opening of the Bexhill to Hastings Link Road.

1. Financial Appraisal

1.1 The estimated cost of the design and construction of the A259 Bexhill Road Bus Priority Measures scheme that is being recommended to be taken to detailed design and construction is £450,000. The County Council's Capital Programme includes an allocation of £1.8m for the delivery of a package of complementary highway improvement measures linked to the opening of the Bexhill to Hastings Link Road. The bus priority measures will be funded from this allocation.

2. Background

2.1 Delivery of the A259 Bexhill Road Bus Priority Measures is a requirement of the planning permission for the Bexhill to Hastings Link Road ("the Link Road") and a condition on the Department for Transport's (DfT) funding contributions towards the Link Road. The background to these requirements is set out in more detail in Appendix 1.

2.2 Alongside the Link Road, a package of complementary highway improvement measures is being developed that both takes advantage of the traffic reductions that are forecast to take place on the A259 and mitigates the impacts of increased traffic levels on The Ridge. During the development of the proposals for the Bexhill to Hastings Link Road, extensive traffic modelling work was carried out to assess the impact of the opening of the Link Road on the wider road network.

2.3 The results of the modelling work demonstrate that traffic levels on the A259 Bexhill Road are predicted to reduce by approximately 40% once the Link Road opens. This will allow sections of bus lane to be introduced, whilst maintaining sufficient capacity to accommodate the remaining volume of general traffic. The introduction of the bus priority measures are expected to result in reduced journey times and improved reliability on the existing bus services. The improvements are intended to resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.

2.4 It is also proposed to upgrade the facilities at the bus stops along the A259 Bexhill Road, with the introduction of bus stop clearway markings, high access kerbs to allow step free access to buses, new bus shelters and real-time passenger information displays, which indicate when the next bus is due. These improvements are expected to result in a better experience for bus passengers and make travel by bus a much more attractive alternative to the car. This should encourage more people to use public transport and further reduce traffic levels along this road.

2.5 The bus priority proposals have been developed in consultation with Stagecoach who is the

bus operator and the design has sought to minimise the loss of parking necessary to implement the scheme. Much of the route already has on-street parking restrictions in place and many residents have off-road parking space available to them.

3. Supporting Information

3.1 A consultation exercise on the bus priority proposals commenced on 31 January 2014 and ran until 28 February 2014. A staffed public exhibition was held on Friday 31 January and Saturday 1 February 2014 at the West St Leonards Community Centre and was attended by 103 people. The proposals were made available on the East Sussex County Council website between 31 January and 28 February 2014. A consultation feedback form was available at the exhibition and on the County Council website. Copies of the consultation feedback form and an overview plan of the proposals are included in Appendices 2 and 3 respectively.

3.2 It was made very clear at the exhibition and within the consultation material that the delivery of these measures is both a requirement of the planning permission for the Link Road and a condition on the DfT funding contribution towards the scheme. The main aim of the public consultation exercise was to identify aspects of the scheme that could cause issues or difficulties for those using the A259 Bexhill Road or those occupying properties along it, to enable appropriate adjustments to be made during the ongoing design process, as appropriate.

3.3 A total of 142 feedback forms were received in response to the consultation. An analysis and summary of the comments received are set out in Appendix 4. A document containing a transcript of all of the comments made on the consultation feedback forms is available in the Members' Room. The results of the analysis show that there were a wide variety of views both for and against the proposals. Many of those who completed the feedback forms voiced their opposition to the proposals, pointing to the difficulties that would be caused by loss of on street parking and stating that they felt that the scheme was unnecessary and a waste of money.

3.4 Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised will be taken into account during the detailed design of the scheme to see if any adjustments can be made.

4. Conclusion and Reason for Recommendation

4.1 The delivery of the A259 Bus Priority Measures is a requirement of the planning permission for the Bexhill to Hastings Link Road and a condition of the Department for Transport's (DfT) funding contribution towards the Link Road. The public consultation exercise has identified areas where people felt improvements to the design could be made and these will be considered during the detailed design phase. It is therefore recommended that the scheme should be taken forward to detailed design and construction as part of a package of complementary highway improvements linked to the opening of the Bexhill to Hastings Link Road.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Sarah Lade Tel. 01273 335724

Local Members: Councillors Forward and Clark

BACKGROUND DOCUMENTS:

- Bexhill Hastings Link Road Planning Report - 10 December 2008
- Bexhill Hastings Link Road S106 Agreement – 28 July 2009
- Bexhill Hastings Link Road Complementary Highway Improvement Plan
- Department for Transport Funding Approval Letter – 29 March 2012
- Bexhill Hastings Link Road Final Funding Bid – Annex 10
- Transcript of all of the comments received during the consultation.



Results of the public consultation on the proposed bus priority measures on the A259 Bexhill Road

1. Details of the Public Consultation Exercise

On 31 January 2014 a public consultation exercise commenced to inform the public about proposals for bus priority measures on the A259 Bexhill Road. A staffed exhibition was held in the West St Leonard's Community Centre on Friday 31 January and Saturday 1 February 2014, where plans were exhibited showing the proposals. Copies of the proposals were also made available on the County Council's website. The consultation closed on Friday 28th February 2014.

2. Publicity

In order to advertise the consultation flyers were delivered to addresses within the vicinity of the proposed scheme, with posters advertising the consultation being placed in bus shelters and on a 48 sheet billboard along the route.

A press release was issued and a full page advertisement was placed in the local newspaper. These promoted the date and time of the exhibitions and the online consultation.

Details of the consultation were sent to local Members of East Sussex County Council and Hastings Borough Council. A number of key stakeholders were sent details about the consultation exercise these included Hastings Borough Council, Hastings Alliance and Local Bus Operators. Details of the consultation were available on the County Council website.

3. Public Feedback on A259 Bus Priority Proposals

The public were asked to complete a feedback form either at the exhibition or on-line. There was a reasonable response from the public with an estimated 103 people attending the exhibition and many more visiting the website. A total of 142 feedback forms have been completed. The analysis of the feedback has been undertaken and the results are presented below.

Question 1 Are you an individual, business or other?

There were 142 responses to this question as shown in the table below

Response	Number	Percentage of responses
Individual	132	93%
Business	6	4%
Other	4	3%

As shown in the table above a majority of respondents were individuals.

Question 1a - Which Business or other group are you responding on behalf of?

On Behalf of a Business
Sole trader using the A259 through from Guestling to the A27 daily.
Brewstirs Coffee Shop
Taxi driver
I own a shop in the old town and commute to Bexhill on a daily basis for work
Bexhill gearboxes
I am a window cleaner

On Behalf of another group
Campaign for Better Transport East Sussex
Railfuture, Sussex & Coastway Division
Hastings Urban Bikes, a community group, we promote cycling for everyone in Hastings and St Leonards.

Question 2 - Are you a...Resident of Bexhill/Hastings or a Resident of another town or village?

Residential status	Number
A resident of Bexhill/Hastings	125
A resident of another town or village	17
Total	142

Question 3 - If you are a resident of another town or village, or a commuter where did you travel from?

Town/Village	No. of respondents
Not Stated	2
Guestling	1
St Leonards on Sea	1
Eastbourne	4
Bexhill	1
Battle	1
Fairlight	1
Hook	1
Brighton	1
Hassocks	1
Newhaven	1
Rye	1
Crowhurst	1
Total	17

Question 4 - Postcode question for analysis purposes

Question 5 - Section 1 – Westbound bus lane from Bexleigh Avenue to Glyne Gap Roundabout Are there any comments that you would like to make about how the proposals may affect you

Theme/Issue	No. of respondents raising this issue
<i>Positives & Neutrals:</i>	
Proposal supported	6
Provision of bus lane will shorten bus journeys	8
Motorcyclists and bicycles should also be allowed to use the bus lane	8
Total	14
<i>Negatives:</i>	
Complete opposition to Proposal	3
A dedicated bus lane is not necessary	16
Opposed - waste of money. Use money for other road repairs/improvements	18
Proposal will create accidents at Glyne Gap	7
Proposal will create congestion at Glyne Gap	41
Loss of Parking on westbound carriageway	9
Buses don't run regularly enough to warrant a dedicated lane	8
Glyne Gap nature area will be lost due to carriageway widening.	2
Total	104

Question 6 - Section 2 – Westbound bus lane from Bulverhythe Road towards Freshfields - Are there any comments that you would like to make about how the proposals may affect you?

Theme/Issue	No. of respondents raising this issue
<i>Positives & Neutrals:</i>	

Theme/Issue	No. of respondents raising this issue
Proposal supported	13
Provision of bus lane will shorten bus journeys	1
Motorcyclists and bicycles should also be allowed to use the bus lane	6
Dedicated bus lane not necessary during off peak hours	2
Total	22
Negatives:	
Complete opposition to Proposal	4
A dedicated bus lane is not necessary	8
Opposed - waste of money	4
Proposal will result in loss of resident's parking	46
Proposal will compromise access to private driveways	2
Proposal will create additional congestion	17
Proposal will compromise access to Freshfields Road	2
Proposal will increase accidents	6
Proposals will narrow traffic lanes too much	2
Total	91

Question 7 Section 3 – Eastbound bus lane from Bulverhythe Road to Harley Shute Road - Are there any comments that you would like to make about how the proposals may affect you?

Theme/Issue	No. of respondents raising this issue
Positives & Neutrals:	
Proposal supported	9
Provision of bus lane will shorten bus journeys	2
Motorcyclists and bicycles should also be allowed to use the bus lane	5
Total	16
Negatives:	
Complete opposition to Proposal	4
A dedicated bus lane is not necessary	10
Proposal will result in loss of resident's parking	27
Proposal will create additional congestion	28
Opposed - waste of money	2
Proposal will increase accidents	3
Cycle lanes should be provided instead of bus lane	1
Total	75

Question 8 - Section 4 – Westbound bus lane approaching Harley Shute Road - Are there any comments that you would like to make about how the proposals may affect you?

Theme/Issue	No. of respondents raising this issue
<i>Positives & Neutrals:</i>	
Proposal supported	10
Motorcyclists and bicycles should also be allowed to use the bus lane	6
All on-street parking should be removed	1
Total	17
<i>Negatives:</i>	
Complete opposition to Proposal	2
A dedicated bus lane is not necessary due to the number of buses currently using the route	7
Opposed - waste of money. Use money for other road repairs/improvements	5
Proposal will result in loss of resident's parking	26
Proposal will create additional congestion	37
Proposal will increase accidents	5
The road is too narrow for proposals	5
Cycle lanes should be provided instead of bus lane	1
Concern over access to Doctor's Surgery and Community Hall	2
Concern over losing right turn lane into Harley Shute Road	7
Total	97

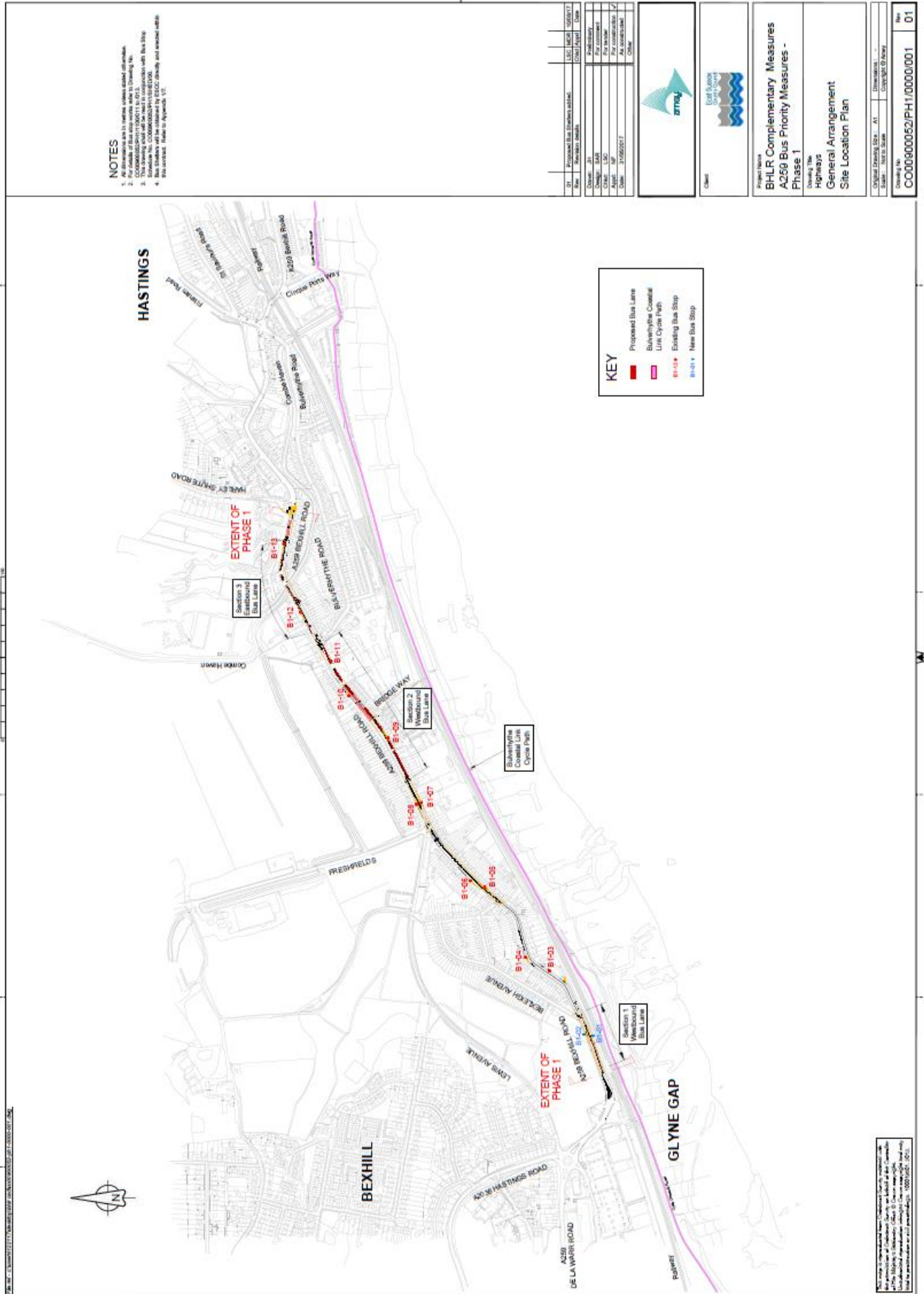
Question 9 - Section 5 – Eastbound bus lane approaching Filsham Road - Are there any comments that you would like to make about how the proposals may affect you?

Theme/Issue	No. of respondents raising this issue
<i>Positives & Neutrals:</i>	

Theme/Issue	No. of respondents raising this issue
Proposal supported	6
Provision of bus lane will shorten bus journeys	4
Motorcyclists and bicycles should also be allowed to use the bus lane	6
Proposal will result in buses crossing 2 lanes of traffic at Filsham Road	1
A filter lane is needed into Filsham Road	1
Emergency vehicles use this road a lot	1
Total	18
<i>Negatives:</i>	
Complete opposition to Proposal	2
A dedicated bus lane is not necessary due to the number of buses currently using the route	11
Opposed - waste of Money	4
Proposal will result in loss of resident's parking	25
Proposal will create additional congestion	24
Proposal will increase accidents	3
The new bus stop location blocks an existing disabled space	2
Total	71

Question 10 - Bus Stop Improvements - Are there any comments that you would like to make about how the proposals may affect you?

Theme/Issue	No. of respondents raising this issue
<i>Positives & Neutrals:</i>	
Proposals supported	33
Making visual improvements is a good thing	1
Real Time Passenger Information should be provided at more of the bus stops	5
Bus lanes don't need to be 24 hours	1
Laybys at stops instead of a bus lane	1
More bus are required that run later and are cheaper	19
Concern over safety of footway gradient due to raised kerbs	2
Total	62
<i>Negatives:</i>	
Reduced parking (particularly disabled) not acceptable	2
Money would be better spent repairing roads	3
Total	5



EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &
TRAFFIC MANAGEMENT ACT 2004THE EAST SUSSEX (BOROUGH OF HASTINGS) (TRAFFIC REGULATION)
(CONSOLIDATION) ORDER 2013 (BUS LANE) AMENDMENT ORDER 2018 No. 2

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act"), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. When this Order comes into effect

- (a) The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, shall have effect except as hereinafter contained.

(i) Schedule One, Prohibition of Waiting, At Any Time, that this Schedule be amended as follows:

- 1 Delete items 40 (a) 2, 40 (a) 4, 40 (a) 5, 40 (a) 6 and Insert 40 (a) 2, 40 (a) 4, 40 (a) 6 and 40 (b) 9 as follows;

40	Bexhill Road	(a)	North Side	2	From a point 5 metres northeast of the boundary of Nos 440/442, north-eastwards for a distance of 196 metres
40	Bexhill Road	(a)	North Side	4	From the western boundary of No 312 eastwards to the junction with West Hill Road.
40	Bexhill Road	(a)	North Side	6	From a point 10 metres northeast of its junction with Bexleigh Avenue, south-westwards for a distance of 173 metres
40	Bexhill Road	(b)	South Side	9	From a point 3 metres northeast of the prolongation of the south eastern kerbline of its junction with Bexleigh Avenue, south-westwards for a distance of 166 metres

(ii) Schedule Fifty, Bus Lane On All Days, that this Schedule be amended as follows:

- 2 Insert items 3 (a) 1, 3 (b) 1, 3 (b) 2, 3 (b) 3 as follows;

3	Bexhill Road	(a)	North Side	1	from a point 66 metres west of its junction with Harley Shute Road, westwards for a distance of 251 metres.
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3	Bexhill Road	(b)	South Side	1	from a point 14 metres north east of the prolongation of the north western kerbline of Bexleigh Avenue, south-westwards for a distance of 157 metres.
3	Bexhill Road	(b)	South Side	2	from a point 29 metres north east of its junction with Bridge Way, south-westwards for a distance of 208 metres.
3	Bexhill Road	(b)	South Side	3	from its junction with Bulverhythe Road, south-westwards for a distance of 143 metres.

2. This Order may be cited as "The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 (Bus Lane) Amendment Order 2018 No. 2" and shall come into effect on 12th November 2018.

THE COMMON SEAL of)
EAST SUSSEX COUNTY COUNCIL)
was affixed hereto)
on the 2nd day of November)
Two Thousand and Eighteen)
in the presence of:-)



AUTHORISED SIGNATORY

H & T Ctte. 2.4.74 - para 4.2 joint report of Director of
Legal & Community Services & County Engineer -
Para 4

Report to:	Lead Member for Transport and Environment
Date of meeting:	22 January 2018
By:	Director of Communities, Transport and Environment
Title:	A259 Bus Priority Measures Experimental Traffic Regulation Order
Purpose:	To seek authority from the Lead Member to progress with a trial to allow powered two wheelers to use the bus lanes along the A259 Bexhill Road.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree to the implementation of a 12 month trial allowing powered two wheelers to use the bus lanes along the A259 Bexhill Road; and**
- (2) Authorise the making of an Experimental Traffic Regulation Order permitting the use of the bus lanes on the A259 Bexhill Road by powered two wheelers.**

1. Background Information

1.1. The Government Motorcycling Strategy, published in February 2005, sought to facilitate motorcycling as a part of its overall transport strategy. The Strategy sets out policy issues to consider and recommends care should be taken to mitigate foreseeable and avoidable risks of powered two wheelers (PTWs) using bus lanes. The Department for Transport published a resultant Traffic Advisory Leaflet (TAL 2/07) regarding the use of bus lanes by PTWs.

1.2. Allowing PTWs to use bus lanes provides a means of reducing emissions and journey times as more people may choose to use PTWs over cars. However, arguments against allowing PTWs into bus lanes centre on the principle of private motorised vehicles being allowed access to bus lanes, additional vehicles in bus lanes having a negative impact on other users (notably on buses and cyclists), and a potential increase in road safety conflicts between PTWs and pedal cyclists.

1.3. Many UK towns and cities have run and monitored experimental schemes which have subsequently been made permanent. The County Council has already successfully undertaken such a trial on the bus lane along the A259 South Coast Road between Telscombe Cliffs and Saltdean.

1.4. The costs associated with the proposed trial along the A259 Bexhill Road would include legal notices and the installation of appropriate signing and lining, as well as before and after monitoring surveys. These costs will be covered from the capital programme allocation for the Bexhill Hastings Link Road Complementary Measures.

2. Supporting Information

2.1 Delivery of the A259 Bexhill Road bus lane between Glyne Gap and Filsham Road is part of the Bexhill to Hastings Link Road complementary highway improvement plan. The Traffic Regulation Orders (TROs) necessary to create the bus lanes were advertised in early 2017 and approved by the Planning Committee in May 2017. Construction is programmed to commence in March 2018. A plan showing the extent of the scheme is included at Appendix 1.

2.2 Each scheme for allowing PTWs into a bus lane should be treated on its own merits as the circumstances will vary between schemes. For this reason, it is proposed that a trial be undertaken into allowing PTWs into the A259 Bexhill Road bus lanes and for monitoring to be carried out for the duration of the trial.

2.3 East Sussex Highways consulted with key stakeholders about the possibility of undertaking a trial on the bus lanes on the A259 Bexhill Road. The cycle group Hastings Urban Bikes are opposed to a trial on safety grounds. The bus company Stagecoach has raised no objections nor have Sussex Police or SECAMB. Two local councillors have given their support for the proposals. Copies of the comments received from the stakeholder consultation are available in the Members' Room.

2.4 East Sussex County Council and East Sussex Highways have undertaken a safety assessment of the A259 Bexhill Road between Harley Shute Road and Glyne Gap and the design for the bus lanes. This has not identified any major concerns with allowing their use by PTWs.

2.5 In other locations it is usual for taxis to also be permitted to use bus lanes and this is also the intention here. The design and consultation for the permanent TROs included this possibility. However, again it is considered prudent to allow use by taxis on a trial basis.

2.6 An Experimental Traffic Regulation Order (TRO) would be required to enable PTWs and taxis to use the bus lane on a trial basis. Experimental TROs can operate for a period of up to 18 months, during which a decision would need to be made as to whether the Order should be made permanent, modified or revoked. Objections to the Order can be made within the first six months from the date that it is made. Any objections to the Experimental TRO must be considered before any order giving permanent effect to its provisions can be made. It is therefore proposed that a 12 month trial be undertaken and would be accompanied by a publicity campaign led by East Sussex Highways.

2.7 Before and after surveys would be undertaken to assess the impact of the trial. East Sussex Highways will arrange for the installation of the necessary cameras and data recording equipment, and provide for the regular monitoring of the information available. Sussex Police will be approached on a proactive basis in relation to accident data over the duration of the trial. The trial will be ended immediately in the event that any significant safety issues become apparent. Any objections would need to be considered by Planning Committee. A further report will be presented to the Lead Member outlining the results of the trial and recommending whether the Order should be made permanent or not.

3. Conclusion and Reasons for Recommendations

3.1 The A259 Bexhill Road bus lane between Glyne Gap and Filsham Road in Hastings is part of the Link Road complementary measures and will be implemented in 2018/19. At present, the TROs allow buses and cyclists to use the bus lane. Allowing PTWs to use the bus lane would potentially reduce the exposure of riders to general traffic, improve safety and reduce journey times as well as reduce pollution levels.

3.2 A safety assessment has not identified any issues with PTWs using the A259 Bexhill Road bus lane that should prevent a trial going ahead. Therefore, it is recommended that the Lead Member agrees that an Experimental Traffic Order is advertised that would permit PTWs to use the proposed bus lanes along the A259 Bexhill Road for 12 months on a trial basis.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Sarah Valentine
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LOCAL MEMBERS

Councillor Matthew Beaver

BACKGROUND DOCUMENTS:

1. Traffic Advisory Leaflet 2/07 – The Use of Bus Lanes by Motorcyclists