

## Appendix 1 – HBMAP Remaining Schemes

1.	<b>A259/Albert Road</b>	<b>Hastings</b>	<b>Approx. £850,000</b>
<p>This junction improvement scheme aims to improve pedestrian connectivity between Hastings town centre and seafront while improving road safety. It includes a new staggered crossing on the western arm of Albert Road and a larger pedestrian crossing on Denmark Place.</p> <p>The detailed design is complete, the scheme is highly deliverable, and lighting and signal equipment has been purchased.</p> <p>This scheme has been assessed as high VfM due to due to the improvements in safety for a high volume of pedestrians.</p>			
2.	<b>Bexhill Cycle Route A</b>	<b>Bexhill</b>	<b>Approx. £1,820,000</b>
<p>This is one of two cycle routes proposed in Bexhill and is a dependency for the wider Bexhill Cycle Network. This route connects Collington to Worsham, linking the new north Bexhill development and Enterprise Park to the seafront, Collington rail station, and leisure centre.</p> <p>There is a risk to delivery as detailed design is still required to be completed, and the scheme requires a cycle track order and traffic regulations order before it can be progressed. Further land ownership negotiations and engagement with National Highways is also needed.</p> <p>Due to the high construction delivery costs, it has been assessed as part of this review as representing comparatively low benefits. The inclusion of this cycle route would ensure the overall package fulfils the objectives of the original business case.</p>			
3.	<b>Station Approach</b>	<b>Hastings</b>	<b>Approx. £1,430,000</b>
<p>This scheme focuses on improvements to the public realm and pedestrian connectivity from Hastings train station to the town centre. The scheme includes widening of pavements around the Station Approach/Havelock Road/Devonshire Road area and straightening the existing staggered pedestrian crossing to improve usage and road safety.</p> <p>Final stages of detailed design are needed to review the signals and pedestrian guard rail. This scheme will also compliment the wider Hastings Town Centre Public Realm and Green Connections scheme which is being developed separately which is focussed on the Havelock Road/Harold Place corridor through the town centre to the seafront.</p> <p>This scheme is highly deliverable given the stage of design. Due to the volume of pedestrians and improvements to safety, this scheme has been assessed as providing high value for money.</p>			
4.	<b>Bexhill Cycle Route B</b>	<b>Bexhill</b>	<b>Approx. £1,460,000</b>
<p>This is the second of the Bexhill cycle routes, connecting the seafront and Bexhill rail station to Bexhill College and the Ravenside retail and leisure park.</p> <p>There is risk to delivery as public consultation and detailed design are still required. The scheme also requires a cycle track order and traffic regulations order which may be subject to objections and further land ownership negotiations. Due to the high construction delivery costs, it has been assessed as part of this review as representing comparatively low benefits. The inclusion of this cycle route would ensure the overall package fulfils the objectives of the original business case.</p>			

<b>5.</b>	<b>Hastings Western Cycle Route</b>	<b>Hastings</b>	<b>Approx. £2,680,000</b>
<p>The cycle route runs from the western edge of Hastings, and the Coombe Valley Greenway provided alongside the Bexhill Hastings Link Road, to Silverhill. It will provide active travel connectivity between western residential areas of Hastings, two primary schools, a library, community centre and major retail outlet, and Ponswood Industrial Estate. The route has a complete detailed design and will be subject to successfully securing a cycle track order to progress to construction.</p> <p>Due to the high construction delivery costs, it has been assessed as part of this review as representing low affordability, and low benefits comparative to cost. The inclusion of this cycle route would ensure the overall package fulfils the objectives of the original business case.</p>			

<b>6.</b>	<b>London Road Corridor Phase 2</b>	<b>Bexhill</b>	<b>Approx. £3,080,000</b>
<p>Following on from Phase 1 which comprised the conversion of the London Road/Beeching Road and Sackville Road/Buckhurst Place/Terminus Road junctions to roundabouts, Phase 2 includes public realm and junction improvements on the Buckhurst Place section of the London Road corridor. This involves the removal of the existing gyratory and improvements to the pedestrian area outside Bexhill Town Hall.</p> <p>It aligns with, although is not dependant on, Rother District Council's wider placemaking strategy and plan to upgrade the Town Hall and has been assessed as providing medium value for money. There is risk to delivery due to requiring detailed design and the scheme is unaffordable within this funding package.</p>			