

Committee:	Regulatory Committee Planning Committee
Date:	31 May 2017
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order – A259 Bexhill Road Bus Priority Scheme (Phase 1), St. Leonards, Hastings
Purpose of Report	To consider the objections received in response to the public advertisement of the draft Traffic Regulation Order (TRO) to introduce Bus Lanes and No Waiting At Any Time as part of the A259 Bexhill Road Bus Priority Scheme (Phase 1) in St. Leonards, Hastings.
Contact Officer:	Sarah Valentine – 01273 335724
Local Member:	Councillor Matthew Beaver

RECOMMENDATION

The Planning Committee is recommended to:

- 1. Not uphold the objections to the draft Order as set out in Appendix 4 of this report.**
 - 2. Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 On 10 December 2008 the Planning Committee recommended that planning permission for the Bexhill to Hastings Link Road (BHLR) should be granted subject to a number of conditions, including securing a legal undertaking covering certain matters, amongst which was the provision of a package of complementary highway improvements. Paragraph 3 from the resolution of the Planning Committee Report gave more details of the scope of these complementary measures as follows:

3) Proposals for an appropriate package of offsite road works and public transport improvements to be implemented within an agreed timetable. This shall be, linked to the emerging Hastings and Bexhill Local Area Transportation Strategy (HBLATS) and the Highway Agency notification of an improved Baldslow junction to the A21, to mitigate the effects of traffic impacts from the link Road and secure related improvements in bus services particularly along the A259. The package shall aim to improve the management of traffic along The Ridge, and improvements across the wider highway network comprising of, as appropriate, the signalisation of junctions

and junction improvements, traffic calming measures and enhanced arrangements for pedestrians, cyclists and public transport. All such works are to be implemented within the agreed timetable.

1.2 The required legal undertaking, which ensured delivery of complementary highway measures, was secured on 28 July 2009 and planning permission for the BHLR was then granted on 29 July 2009. A Complementary Highway Improvement Plan (CHIP) was prepared identifying the complementary measures required to be undertaken as a condition of the BHLR planning permission and which made specific reference to the development of bus priority measures along the section of the A259 Bexhill Road between Glyne Gap and Filsham Road. The CHIP was approved by the County Council's Head of Planning on 5 April 2013.

1.3 In addition to the planning obligations, the implementation of the bus priority measures was also a condition of the Department for Transport's (DfT) funding approval for the BHLR which was provisionally awarded on 29 March 2012, subject to a number of conditions. Condition (ix) referred to the delivery of a package of complementary transport measures, including the introduction of specific sections of bus lane on the A259 Bexhill Road. An extract from the letter from the Department for Transport to the County Council regarding the Link Road complementary measures is at Appendix 1.

1.4 The bus priority proposals were developed during 2013 with a public consultation being undertaken between 31 January 2014 and 28 February 2014. The results of this consultation were presented to the Lead Member for Communities, Economy and Transport on 28 April 2014.

1.5 The Lead Member for Transport and Environment resolved to approve the report recommendations, for the reasons that 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 funding contribution towards the Link Road. He noted that 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. A copy of this report together with an extract of the minutes of the Lead Member meeting are included in Appendix 2.

1.6 Detailed design for the bus priority measures is being carried out in three phases. The design of the first phase – the section between Glyne Gap Service Station and Harley Shute Road has now been completed and a plan of the route subject to the bus priority measures is included as Appendix 3. The detailed design of other stages of the route - the western section at Glyne Gap and the eastern section at West St Leonards School and the Filsham Road junction - will be completed later in 2017.

1.7 A Statutory Consultation in relation to Phase 1 was carried out between 24 February and 17 March 2017. Although not a direct response to the Traffic Regulation Order advertisement, the comments received during this consultation both for and against the proposals are summarised below and reported in full in Appendix 5 for completeness, in order that Members may consider them in determining whether the objections to the TRO should be upheld.

1.8 No objections were received from the emergency services, haulage companies, bus companies or Rother District Council. Responses in support of the scheme were received from the bus operator Stagecoach and a Rother District

Councillor. Objections to the scheme were received from three local Hastings Borough Councillors. The grounds for these objections were that the bus lanes were now unnecessary since the opening of the BHLR and the subsequent reduction in traffic flows on the A259.

1.9 On 3 March 2017 East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order (TRO) to introduce bus lanes and waiting restrictions along that part of the A259 Bexhill Road between the Hastings Borough Council boundary in the west to Harley Shute Road in the east (Phase 1 of the bus priority measures). A copy of the proposed TRO is included in Appendix 4. The draft order was advertised in the local press, statutory bodies were notified and notices were placed on lamp columns in all roads affected. A three week period was allowed for any comments to be received. This period ended on 24 March 2017.

2. Comments and Appraisal

2.1 In response to the advertisement of the TRO, objections were received from two members of the public against the introduction of the bus lanes on the section of the A259 Bexhill Road between the Hastings Borough Council boundary and Harley Shute Road. The grounds for these objections were that the proposed bus lanes are unnecessary and a waste of money. Both objectors were contacted to ask if they would withdraw their objections; this approach was unsuccessful.

2.2 The A259 Bus Priority Measures are part of a wider package of complementary highway improvement measures being taken forward alongside the Bexhill to Hastings Link Road (BHLR), which both takes advantage of the traffic reductions on the A259 and mitigates the impacts of increased traffic levels on The Ridge. Delivery of these schemes is a requirement of the Planning Permission for the BHLR and also a condition on the Department for Transport's funding contribution towards the Link Road.

2.3 The aim of the A259 bus priority measures is to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Earlier traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened and recent traffic surveys have confirmed that this has occurred with a 27% reduction in traffic flows compared to before the Link Road opened. With the reduced traffic flows the highway network operates much better and in order to maintain this it is important to try and limit traffic flows from returning to previous levels. One way to limit traffic growth is to encourage the greater use of public transport and other more sustainable ways of travelling.

2.4 It is possible to introduce sections of bus lane along the A259 Bexhill Road whilst still maintaining a single lane in each direction, as there is now, to accommodate the remaining volume of general traffic. The introduction of the bus lanes will help to reduce journey times on existing bus services and improve their reliability at existing congestion hotspots. This will help resolve long-standing problems that have deterred people using the service and that have been the focus of attention of the Hastings and Bexhill Quality Bus Partnership for some time.

2.5 As part of the scheme it is also proposed to upgrade the facilities at the bus stops along 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 travelling experience for bus passengers and make the bus a much more attractive alternative to the car. This will encourage more people to use public transport, reducing future traffic growth along this road, and thus locking in the benefits of reduced traffic that the Link Road delivered.

2.6 A copy of all the correspondence in relation to the Statutory Consultation and the TRO advertisement is available in the Member's Room. A schedule of the objections to the TRO, together with responses to the objections, is in Appendix 6.

3 Conclusion and reasons for approval

3.1 The introduction of bus priority measures will deliver significant benefits for those people who do use, or may be encouraged to use, the bus services along the A259 corridor between Bexhill and Hastings. It is also seen as a key measure to limit future traffic growth along the A259 corridor, which is important within the context of the current and planned development in the Bexhill/Hastings area. Delivery of the bus priority measures is a condition of the DfT's funding contribution towards the BHLR. The scheme is also identified within the CHIP as required to satisfy one of the planning obligations on the planning permission for the BHLR. By reducing future traffic growth the scheme will lock in the traffic reductions delivered by the BHLR which will also deliver benefits to other road users, local residents and the wider community.

3.2 The Committee is therefore recommended, for the reasons set out in this report, not to uphold the objections to the proposed TRO to introduce waiting restrictions and bus lanes along the A259 Bexhill Road and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

Extract from the letter from the Department for Transport to the County Council
regarding the Link Road complementary measures

**BEXHILL HASTINGS LINK ROAD
COMPLEMENTARY MEASURES**

The Department for Transport (DfT) required that the County Council submit a plan for the delivery of the BHLR Complementary Highway Improvement Measures as outlined in the letter extract below.

“You are required to provide us with a fully worked up plan, subject to public consultation, including delivery timetable and agreed funding package, to show how you will deliver, in full, the complementary public transport measures (junction improvements and bus priority measures) listed in Bexhill Hastings Link Road Best and Final Funding Bid: Traffic Forecasting Report (September 2011) - sections 2.2.4; 2.2.5; and 2.4.1 and summarised in the Annex to this letter.

- *Improved roundabout junction of B2093 The Ridge/B2092 Queensway, Hastings*
- *A259 westbound bus lane on approach to Glyne Gap roundabout*
- *A259 eastbound bus lane on approach to Harley Shute Road*
- *A259 westbound bus lane between Filsham Road and Harley Shute Road*
- *An improved roundabout will be provided at the junction of Harrow Lane with The Ridge*
- *A new bus service which would use the Link Road”*

**Public Consultation on the A259 Bus Priority Measures
(Lead Member Report and Minutes)**

Agenda Item 7

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.**
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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 S105 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.

Summary of the conditions on the planning permission and Department for Transport's funding contribution for the Bexhill to Hastings Link Road

Planning Permission

On 10 December 2008, the County Council's Planning Committee resolved that planning permission for the Bexhill to Hastings Link Road be granted, subject to securing a legal undertaking covering certain matters, including the provision of a package of complementary highway improvements.

Paragraph 3 from the resolution of the Planning Committee Report gave more details of the scope of these complementary measures as follows:

3) Proposals for an appropriate package of offsite road works and public transport improvements to be implemented within an agreed timetable. This shall be, linked to the emerging Hastings and Bexhill Local Area Transportation Strategy (HBLATS) and the Highway Agency notification of an improved Baldsow junction to the A21, to mitigate the effects of traffic impacts from the link Road and secure related improvements in bus services particularly along the A259. The package shall aim to improve the management of traffic along The Ridge, and improvements across the wider highway network comprising of, as appropriate, the signalisation of junctions and junction improvements, traffic calming measures and enhanced arrangements for pedestrians, cyclists and public transport. All such works are to be implemented within the agreed timetable.

A copy of the full report is available on the County Council's website here:

<http://www.eastsussex.gov.uk/yourcouncil/about/committees/meetingpapers/planning/2008/10december.htm>

The required legal undertaking, which ensured delivery of complementary highway measures, was secured on 28 July 2009 and planning permission for the BLR was then granted on 29 July 2009. A copy of the legal undertaking is available on the East Sussex County Council website at the link below (Statutory Undertaking dated 28 July 2009). This required a Complementary Highway Improvement Plan (CHIP) to be submitted, detailing the improvements and how they were to be developed and implemented.

The CHIP made specific reference to the development of bus priority measures along a section of the A259 Bexhill Road between Glyne Gap and Fileham Road. Preliminary work that had already been undertaken identifying the potential locations of the measures was published within the CHIP. A commitment was given to undertake further design work on these outline proposals and to implement them shortly after the opening of the Link Road. A copy of the CHIP (S106 Undertaking – Complementary Highway Improvement Plan) is also available here:

[http://www.eastsussex.gov.uk/environment/planning/applications/register/Detail.aspx?appno=RR/2474/CC\(EIA\)&typ=dmw_planning](http://www.eastsussex.gov.uk/environment/planning/applications/register/Detail.aspx?appno=RR/2474/CC(EIA)&typ=dmw_planning)

The CHIP was submitted in November 2012 and approved by the Head of Planning on 5 April 2013.

Department for Transport Funding

The Department for Transport (DfT) provisionally awarded funding towards the cost of the Bexhill to Hastings Link Road on 29 March 2012, subject to a number of conditions. Condition ix referred to the delivery of a package of complementary transport measures, including the introduction of specific sections of bus lane on the A259 Bexhill Road. The provisional funding approval letter was published by DfT on their website here:

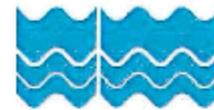
<https://www.gov.uk/government/publications/local-authority-major-transport-schemes>

East Sussex County Council's application to DfT for Final Funding Approval included details of how these conditions would be met. Annex 10 to the bid detailed the delivery of the complementary transport measures. A copy of Annex 10 was available on the County Council's website when the application was submitted in December 2012. A copy of this document can be found here:

<http://www.eastsussex.gov.uk/roadsandtransport/bexhillhastingslinkroad/fundingbids.htm>

Final funding approval was granted, subject to the conditions, on 3 April 2013. The final funding approval letter was published by DfT on their website here:

<https://www.gov.uk/government/publications/bexhill-hastings-link-road-full-approval-letter>

A259 BUS PRIORITY MEASURES**Your feedback about our proposals**

We would like to hear your feedback on our proposals to introduce bus priority measures along the A259 Bexhill Road.

An online version of this feedback form is available on our website along with plans showing the proposals: www.eastsussex.gov.uk/haveyoursay

Please return your completed feedback form by **28 February 2014** to:
East Sussex County Council, A259 Bus Priority Measures, Communities Economy and Transport Department, FREEPOST (LW13), Lewes, BN7 1BR.

If you would like a copy of this survey in a different format such as large print, Braille or in a different language, please contact us:

Email: infrastructure.delivery@eastsussex.gov.uk, or telephone: 01273 482500.

All responses received will be treated in the strictest confidence. The Council will use the collective responses from this survey for research purposes only.

Your Status

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

Q1 Are you An individual A business Other
If you ticked 'A business' or 'other' please provide details

Q2 Are you a Resident of Bexhill/Hastings Other

Q3 If you are a resident of another town or village or a commuter where did you travel from?

Q4 Please provide your postcode as this is required for analysis purposes. It will not be used to identify you.

Setting the Scene

The introduction of the bus priority measures is a requirement on the planning permission for the Link Road and a condition of the Department for Transport's funding contribution.

However, your views will help us refine the proposals. Please let us know if you will be affected by the proposals and how you think we can improve the designs.

Section 1 – Westbound bus lane from Bexleigh Avenue to Glyne Gap Roundabout

The bus lane starts at the top of the hill by Bexleigh Avenue and extends to the pedestrian crossing at Glyne Gap roundabout.

The traffic signals at the Glyne Gap pedestrian crossing will be adjusted to give priority to buses over other traffic.

Two new bus stops will be provided near to Bexleigh Avenue. Small areas of localised carriageway widening will be necessary to accommodate the bus lane. These are shown on the plan.

Q5 Are there any comments that you would like to make about how the proposals may affect you?

Section 2 – Westbound bus lane from Bulverhythe Road towards Freshfields

This section of bus lane will start at Bulverhythe Road and finish just before Freshfields.

Thirteen on street parking spaces (from outside numbers 394 to 414 Bexhill Road) will be lost to accommodate the bus lane.

Q6 Are there any comments that you would like to make about how the proposals may affect you?

Section 3 – Eastbound bus lane from Bulverhythe Road to Harley Shute Road

This section of bus lane will start at Bulverhythe Road and end to just before Harley Shute Road.

Three on-street parking spaces (from outside numbers 281 to 283 Bexhill Road) will be lost to accommodate the bus lane.

Q7 Are there any comments that you would like to make about how the proposals may affect you?

Section 4 – Westbound bus lane approaching Harley Shute Road

This section of bus lane will start on the bend near the doctor's surgery and extend to

Harley Shute Road. The bus stop will be relocated 15 metres further west. Nine on-street parking spaces (from outside numbers 197 to 205 Boxhill Road) will be lost to accommodate the bus lane.

Access to the existing layby will be retained.

The traffic signals at Harley Shute Road will be set to give priority to buses over other traffic.

Q8 Are there any comments that you would like to make about how the proposals may affect you?

Section 5 – Eastbound bus lane approaching Filsham Road

The bus lane starts at the bend near the doctor's surgery and extends to Filsham Road.

The County Council owns the former West St Leonards School site and this will enable the carriageway to be widened at this point to accommodate the new bus lane.

Four on-street parking spaces (from outside number 139 and numbers 151 to 155 Bexhill Road) will be lost to accommodate the bus lane.

The traffic signals at Filsham Road will be set to give priority to buses over other traffic.

Q9 Are there any comments that you would like to make about how the proposals may affect you?

Bus Stop Improvements

We will use this opportunity to make improvements to bus stops. Clearway markings will be added to assist buses to pulling in and out of the bus stops, raised kerbs will be provided to allow step free access on and off the buses and where space is available, new bus shelters will be provided.

Real Time Passenger Information will be provided at key locations (Clyne Gap, Harley Shute Road and Filsham Road) providing information to waiting passengers about the times at which the next buses are due.

Q10 Are there any comments that you would like to make about how the proposals may affect you?

Q11 If you have an issue relating specifically to your property and wish us to contact you to discuss it further please outline the issue and provide your name, address and contact details.

About you...

Q11 Are you....?

- Female Male Prefer not to say

Q12 Which of these age groups do you belong to?

- Under 18 18-24 25-34 35-44 45-54
 55-59 60-64 65-74 75+ Prefer not to say

Q13 To which of these ethnic groups do you feel you belong? (Source:2011 census) Please select one answer:

- White British Mixed White & Asian Black or Black British Caribbean
 White Gypsy/Roma Asian or Asian British Black or Black British African
 White other* Asian or Asian British Pakistani Black other*
 Mixed White & Black Caribbean Asian Other* Arab
 Mixed White & Black African Chinese Prefer not to say
 Other ethnic group*

*If your ethnic group was not specified in the list please describe your ethnic group.

Q14 Do you consider yourself to be disabled as set out in the Equality Act 2010?

- Yes No Prefer not to say

The Equality Act 2010 describes a person disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q15 If you answered yes to Q14, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these apply to you please select other and write in the type of impairment you have.

- Physical Impairment Mental Health Condition
 Sensory Impairment (hearing or sight) Learning disability
 Long standing illness or health condition Prefer not to say

Such as cancer, HIV, heart disease,
Diabetes or epilepsy

Other*

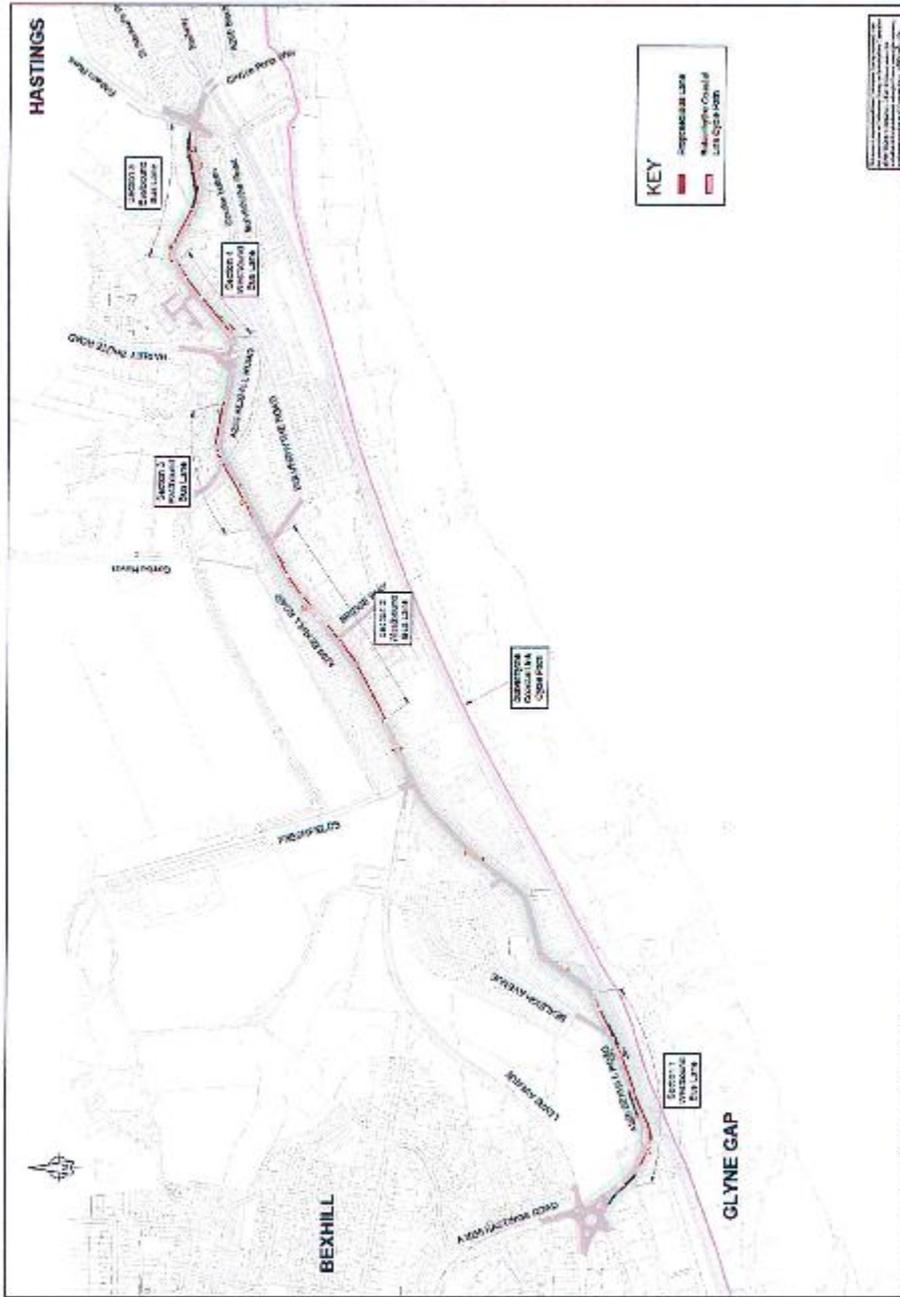
*If you ticked other please specify

Q16 How did you hear about this consultation? Please select all that apply.

- | | |
|---|---|
| <input type="checkbox"/> In a newspaper | <input type="checkbox"/> On the radio |
| <input type="checkbox"/> Via Social Media | <input type="checkbox"/> A poster |
| <input type="checkbox"/> A leaflet through your door | <input type="checkbox"/> An invitation or personal letter |
| <input type="checkbox"/> The County Council website | <input type="checkbox"/> The Borough Council website |
| <input type="checkbox"/> Other website | <input type="checkbox"/> Back of bus advert |
| <input type="checkbox"/> Bus stop advertising | <input type="checkbox"/> Another person |
| <input type="checkbox"/> Other (please specify below) | |

Thank you for taking part, your views are important to us.

OVERVIEW PLAN OF PROPOSALS



Appendix 4

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	8	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
Falrlight	1
Hook	1
Brighton	1
Illassocks	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
Positives & Neutrals:	
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
Negatives:	
Complete opposition to Proposal	3
A dedicated bus lane is not necessary	18
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
Positives & Neutrals:	

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	7
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
Positives & Neutrals:	
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
Negatives:	
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
Positives & Neutrals:	

Theme/Issue	No. of respondents raising this issue
Proposal supported	8
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
Negatives:	
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
Positives & Neutrals:	
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 arc required that run later and are cheaper	19
Concern over safety of footway gradient due to raised kerbs	2
Total	62
Negatives:	
Reduced parking (particularly disabled) not acceptable	2
Money would be better spent repairing roads	3
Total	5

A259 Bexhill Road Bus Priority Measures



Extract from Minutes of Lead Member meeting 28 April 2014

BUS PRIORITY MEASURES

75.1 Councillor Maynard considered a report by the Director of Communities, Economy and Transport which detailed the results of the public consultation on the A259 Bexhill Road Bus Priority Measures. A late petition was handed in by Councillor Forward in relation to this item.

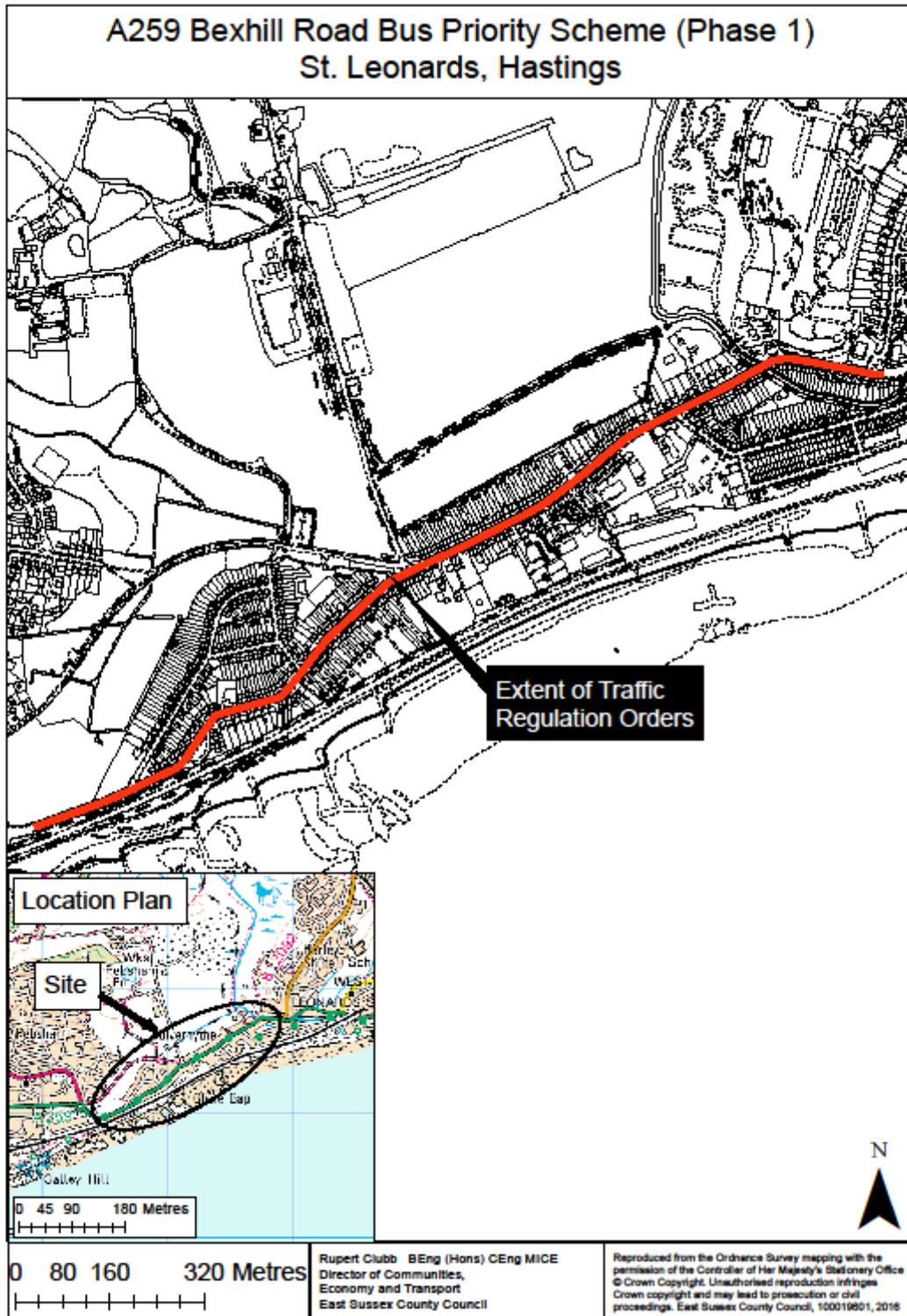
75.2 RESOLVED – To (1) note the results of the public consultation on the A259 Bexhill Road Bus Priority Measures; and

(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.

Reasons

75.3 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 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.

ROUTE OF THE A259 BEXHILL ROAD
BUS PRIORITY MEASURES



EAST SUSSEX COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &
TRAFFIC MANAGEMENT ACT 2004

The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) (Bus Lane) Order 2013 Amendment Order 201* No. *

NOTICE is hereby given that East Sussex County Council propose to make an Order under the relevant sections of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers, which would introduce new or revise existing restrictions along A259 Bexhill Road as described below:-

Prohibition of Waiting

A259 Bexhill Road

- north side - from a point 30 metres south west of its junction with Bexleigh Avenue, south-westwards for a distance of 113 metres.
- north side - from the boundary of Nos. 414/416, north-eastwards for a distance of 71 metres.
- north side - from the prolongation of the boundary of Nos. 247/249, eastwards to a point 3 metres east of the prolongation of the boundary of Nos 239/241.
- south side - 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.

Bus Lanes

A259 Bexhill Road

- north side - from a point 66 metres west of its junction with Harley Shute Road, westwards for a distance of 251 metres.
- south side - 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.
- south side - from a point 29 metres north east of its junction with Bridge Way, south-westwards for a distance of 208 metres.
- south side - from its junction with Bulverhythe Road, south-westwards for a distance of 143 metres.

A copy of the draft Order, plans showing the lengths of road and a statement of the Council's reasons for proposing the Order along with copies of those parts of old Orders that are being revoked or consolidated into this Order, may be examined in Reception, East Sussex County Council, St Anne's Crescent, County Hall, Lewes on Monday to Friday between 9am and 4pm, and at The Parking Shop, 32e Kings Road, St Leonards on Sea, TN37 6DX on Monday to Friday between 8am and 5pm and Saturday between 9am and 1pm.

Any person wishing to make an objection or other representation concerning this proposal must do so in writing, together with the grounds on which it is made, to East Sussex County Council, Communities Economy & Transport, Parking, B Floor, County Hall, St. Anne's Crescent, Lewes, East Sussex BN7 1UE or email TROs@eastsussex.gov.uk quoting Ref TRO/380 by 24 March 2017.

If you require further information, telephone Infrastructure Enhancement, East Sussex Highways on 0345 60 80 193.

Philip Baker, Assistant Chief Executive,
Community Services Department, County Hall, Lewes, East Sussex BN7 1UE

1 March 2017

Proposed bus lanes and waiting restrictions

Summary of Statutory Consultation Process Feedback

Full details of the feedback received in relation to the Statutory Consultation process are included in the Members Room. An extract of the feedback received is included in the tables below.

Item	Date Received	From	Details/Comments	Response
1	1/3/17	Cllr Ian Hollidge (Rother District Council)	<p><u>Statutory Consultation Comment 1:</u> These bus priority measures are most welcome as they will help to make the bus a vehicle of choice rather than one of last resort.</p> <p>Travelling West along Bexhill Road from Bexleigh Avenue downhill to R/H bend into Hastings Road there has been for many years too many vehicles advertising a business taking space that should be used for movement of people or goods. It has also had an impact on visitors to our area that have to go elsewhere as they can't use that kerb space, our Glyn Gap cafe on the beach has lost revenue because of this abuse.</p> <p>The Highway has also been used as a car sales showroom, despite laws prohibiting this. Many, me included will be very pleased to see the highway taken back for those with a need to travel.</p> <p>The question is will there be sufficient enforcement of the "Bus Lanes, No Stopping at anytime and No Waiting at anytime"? Who will be responsible Police or CPE contractor NSL?</p>	<p>Parking enforcement of the bus lanes will be undertaken by the Police, similar to the present enforcement of parking in the area of central double white lines, between Bexleigh Avenue and Abbey Drive.</p> <p>The bus lane restrictions are proposed for 'anytime'. I believe this was the initial request from Stagecoach, however it was accepted that allowing vehicles to park overnight could present operational and enforcement difficulties, if for example vehicles aren't removed by 7am or 8am each morning.</p> <p>In regard to permitted users of the bus lanes, both taxis and cyclists would be permitted to use the bus lanes and that any signage will reflect that.</p> <p>RTPI will be provided at the main stops along the route</p>

			<p>I see that the restrictions are for "anytime" however I assume the buses will not be running all night, is it not possible to allow vehicles to park in bus lanes or on no waiting lines when they are not being used or needed for bus use thus managing to maximise our highway space?</p> <p>In other areas a bus lane can be used by cyclists and Taxis which are hackney cabs but not private hire. Am I right that that in the proposed lanes cyclists are allowed but not taxis?</p> <p>I believe that Real Time Passenger Information, RTPI will also be provided at main stops, i.e. near Glyne Gap and Harley Shute, if so this will help to increase passenger take up.</p> <p>At the recent Future for Buses conference at LGA many areas are improving the quality of buses with Wi-Fi, charging points and different seating configuration to make journeys more enjoyable.</p> <p>These bus lanes will help operators, Stagecoach & others by building new infrastructure specifically to help create more reliable journey times and that Councils are serious about supporting public transport.</p> <p>Look forward to delivery of these Bus Lanes, increasing passenger numbers and the resulting decrease in cars.</p> <p>1 bus with 50 people is better than 50 cars with only 1 person.</p>	
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2	6/3/17	Cllr Ian Hollidge (Rother District Council)	<p>Will Community Buses be allowed to use lane? There are two types of CB one that charges for a regular service and one that is for day care centres, dial-a-ride or similar. As you're aware it is important to get signage and who can/can't use right at the start.</p> <p>There is still some opposition to the bus lane, trust it is a given that it will still go ahead?</p>	<p>We are still seeking clarification on what types of buses would be able to use the bus lanes, but it does seem likely that Community buses would be permitted to use the bus lanes.</p>
3	1/3/17	Sussex Police	<p><u>Statutory Consultation Comment 2:</u> No real issues although a bit of concern about the loss of parking at the west end at Glyne Gap on the south side of the road. It was not so much losing the parking per se but where it might displace to. I did wonder whether if it was allowed to displace to the other side of the A259 was the total width wide enough to take a line of parked vehicles, two running lanes and a bus lane but clearly it is cramming too much in, albeit it might be effective traffic calming!!</p> <p>That said I see no real reason to make any formal objection or comment on it in respect of the scheme.</p>	
4	6/3/17	Cllr Matthew Beaver (Hastings Borough Council)	<p><u>Statutory Consultation Comment 3:</u> I might like to remind you that the vast majority of the responses to the proposed bus lanes were against them but it seems that these views have completely been ignored as it looks like they are going ahead any way which makes me wonder why a consultation was ever done in the first place as it looks like the decision had already been made and the residents views ignored.</p> <p>This is a shame as I am sure that a way through this could have been found that would not only have</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is to</p>

		<p>satisfied the conditions of the planning conditions but also the residents of Bexhill Road who are now to lose parking spaces, the residents of surrounding roads who will now have an influx of cars who can't park on Bexhill Road and the residents and visitors of Hastings and St Leonards who now will have to face a slowing down of the traffic as the important junctions are now made one lane wide rather than two.</p> <p>I am also sure that with continued dialogue a way could still be found to satisfy all parties in this matter.</p> <p>I will of course continue to support residents in their fight to stop these bus lanes being introduced.</p>	<p>encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road opened.</p> <p>This has not only improved the environment for residents living along the A259 but also means that less road space is required to accommodate the remaining traffic. This will allow us to introduce sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. There will be no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were reported to the Lead Member for Transport and Environment in April 2014, where it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues</p>
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				<p>raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.</p> <p>The design of the scheme will not result in lane reductions on the approach to the roundabout. The east bound bus lane stops are some way short of the Harley Shute traffic signals, so both lanes approaching those traffic lights will be retained at that junction.</p> <p>The majority of parking loss will be in the Glyne Gap area between the Service Station and Bexleigh Avenue. There are no properties in that area so the loss of parking should not directly and unduly affect local residents.</p> <p>The only other section of proposed new parking restriction is on the north side of Bexhill Road between properties 396-414.</p> <p>Much of the route already has on-street parking restrictions in place and many residents have off-road parking space available to them for 2 to 3 vehicles. There is also a free public car park on the opposite side of the road in this location.</p> <p>The bus priority measures along the A259 between Glyne Gap and Filsham Road has been split for construction purposes into three phases. The first phase is the central section between the Glyne Gap Service Station and Harley Shute Road. The second and third phases are at Glyne Gap and between</p>
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				<p>Harley Shute Road and Filsham Road respectively.</p> <p>As part of the Complementary Highway Improvement Plan associated with the BHLR planning permission and DfT funding agreement, there was a requirement for the complementary measures to be implemented as soon as possible after the link road was completed.</p> <p>The central section of the route is being implemented first as compared to the other two phases, there is minimal engineering works and doesn't involve third parties or land.</p> <p>We are continuing to progress the design of western and eastern ends of the route for implementation in 2017/18</p>
5	7/3/17	<p>Cllr Matthew Beaver (Hastings Borough Council)</p>	<p>I am fully aware that there are no properties on the Glyne gap section of Bexhill Road but this area is used many days of the year when there are boot sales or the circus on Glyne gap field as this is still free parking.</p> <p>If this area is taken away then people will park in Bexleigh Avenue, Hythe Avenue and Abbey Drive and will impact upon the residents of these roads who want to park outside their houses.</p> <p>I am also concerned with the wording you used in so far as this is just a phase of the project which indicates that other sections of the road including the far end of Bexhill Road and the section between Harley Shute Road and Filsham Road are yet to come.</p> <p>Why is this phase going ahead first rather than starting at either end of Bexhill Road which would seem the better way of doing things.</p>	

			<p>It would seem that this phase seems to be the easy pickings of the project but I can assure you that the vast majority of residents are against this project.</p> <p>Surely there is some way around this that will make everybody happy.</p>	
6	7/3/17	Cllr Andy Patmore (Hastings Borough Council)	<p><u>Statutory Consultation Comment 4:</u></p> <p>I would also like to convey the dismay of my residents at the proposal for a bus lane on the Bexhill Road.</p> <p>The original consultation took place at a time well before the opening of Combe Valley Way.</p> <p>The new road has had a significant impact on the traffic on the Bexhill Road which now runs much more freely than anyone could have hoped for.</p> <p>It would seem sensible that the impact of Combe Valley Way be taken in to account and remeasured before introducing such a controversial scheme.</p> <p>Councillors of wards affected by the proposal will do all they can to fight for residents affected by the unnecessary introduction of the bus lane.</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened; hence, the planning requirement for the Bus Priority Measures was made within the context that traffic levels along the A259 would reduce once the BHLR was opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road opened.</p> <p>This has not only improved the environment for residents living along the A259 but also means that less road space is required to accommodate the remaining traffic. This will allow us to introduce</p>

				<p>sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. There will be no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were reported to the Lead Member for Transport and Environment in April 2014, where it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.</p>
7	7/3/17	Cllr Rob Lee (Hastings Borough Council)	<p><u>Statutory Consultation Comment 5:</u> What is clear is that there is not a case for the loss of road amenity on the Bexhill Road. These bus lanes must not come to pass and the local residents that it will affect are strenuously against them. After being liberated from much of the heavy traffic</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway</p>

			<p>during peak times it is grossly unfair to then constrain the use of the road in any way for local road users.</p> <p>Can I suggest that the scheme is reconsidered?</p>	<p>improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road opened.</p> <p>This has not only improved the environment for residents living along the A259 but will also means that less road space is required to accommodate the remaining traffic. This will allow us to introduce sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. It should be noted that there is no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were</p>
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				reported to the Lead Member for Transport and Environment in April 2014, were it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.
8	12/3/17	SECAMS	<u>Statutory Consultation Comment 6</u> I have looked at the proposals and have no concerns to raise.	
9	14/3/17	Stagecoach	<u>Statutory Consultation Comment 7:</u> Many thanks for sending through the plans for bus priority enhancements along the A259. This section of route has long been a source of unpredictable journey times for Stagecoach buses and we expect that the proposed measures will allow us to provide a far more predictable timetable along this important corridor. I confirm, therefore, that Stagecoach actively supports this proposal which will undoubtedly assist with our long-held ambition to increase the level of service between Hastings and Bexhill; better punctuality and a higher frequency will also lead to patronage growth which in turn should lead to the by-product of a positive impact on congestion by reducing the number of parallel car journeys. Our local team and Roadside Infrastructure Manager will work closely with you as this moves to the delivery	

			phase.	
10	16/3/17	Cllr Mike Howard (Hastings Borough Council)	<p>Statutory Consultation Comment 8:</p> <p>As Ward Cllr for West St Leonards which these proposals are concerned, I have looked at them in detail and compared them with the original plans which were given to me by Sarah Lade (ESCC Project Manager) and the Amey manager in a consultation meeting attended by myself and our late ESCC Highways Spokesperson Cllr John Hodges at our Town Hall back in December 2013.</p> <p>I understood that the main objective of these Section 106 funded proposals were intended to be Dept. of Transport agreed complimentary measures to enable Stagecoach buses and other public service vehicles to be able to travel smoothly the length of Bexhill Road and therefore to be able to develop a more comprehensive and reliable bus timetable than the somewhat limited one that has existed until now.</p> <p>At the time, I made some observations that included my wait and see open mind as to the effect of the then proposed Link Road on traffic density on Bexhill Road and feeders such as Harley Shute, Bulverhythe and Filsham Roads.</p> <p>I also, at that meeting and subsequent public consultation events held at West St Leonards Community Centre by ESCC expressed concern at the effect on particularly those Bexhill Road residents who did not already have off-street parking and dropped kerbs in the affected parts of the road and asked that if the scheme were to go ahead that ESCC should appropriately fund changes to those residents access.</p> <p>The new Combe Valley Way has now been open for</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road opened.</p> <p>This has not only improved the environment for residents living along the A259 but also means that less road space is required to accommodate the remaining traffic. This will allow us to introduce sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. It should be noted that there is no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing</p>

			<p>some time and you will probably be aware that the effect on Bexhill and feeder roads, in particular Harley Shute and Bulverhythe has been very significant.</p> <p>So much so, that in the light of this effect I do not consider the bus lanes now to be necessary to ensure a better bus timetable.</p> <p>I would therefore propose that the Section 106 finance would be better spent on subsidising a more frequent bus service on what is after all the main south coast road at this point and the link between Hastings and Bexhill and onward. Either way and also towards solving the knock-on effect of the new road on traffic congestion on The Ridge/Ridge West, particularly near Baldslow and the A21.</p> <p>If, despite my and any others reservations, the attached proposals are to be pursued, then I would like my affected residents' concerns as highlighted above to be addressed.</p>	<p>bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were reported to the Lead Member for Transport and Environment in April 2014, were it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.</p> <p>The majority of parking loss will be in the Glyne Gap area between the Service Station and Bexleigh Avenue. There are no properties in that area so the loss of parking should not directly and unduly affect local residents.</p> <p>The only other section of proposed new parking restriction is on the north side of Bexhill Road between properties 396-414.</p> <p>Much of the route already has on-street parking restrictions in place and many residents have off-road parking space available to them for 2 to 3 vehicles. There is also a free public car park on the opposite side of the road in this location.</p>
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				<p>The bus priority measures along the A259 and junction improvements on The Ridge at Harrow Lane and Queensway form the complementary package of highways which were a requirement of the planning permission and the DfT funding approval for the Bexhill Hastings Link Road. The funding for these measures is capital and therefore cannot be used to subsidise bus services on the A259. The introduction of the bus lanes will help improve the punctuality of bus services between Bexhill and Hastings and encourage the local bus operator to achieve their long term ambition of increasing the frequency of bus services between the two towns.</p> <p>The Queensway Gateway Road, which is currently being constructed, will help to address the traffic congestion issues on The Ridge/Ridge West near Baldslow and the A21.</p>
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Proposed bus lanes and waiting restrictions

Summary of Objections Received

Full details of the feedback received in relation to the TRO advertisement are included in the Members Room. An extract of the feedback received is included in the tables below.

Item	Date Received	From	Details/Comments	Response	Recommendation
1	7/3/17	Mr B	<p><u>TRO Objection 1</u></p> <p>I wish to object strongly as a resident of Abbey Drive regarding the proposed bus lanes. The bypass allows free flowing traffic, so at a time when my council tax bill is going up above inflation, I think it is the most hair brained waste of money going.</p> <p>It will increase the parking congestion in the Bexhleigh Avenue area which is already dire with Bexhill Road residents dumping cars and make my life worse.</p> <p>A stupid idea and a waste of my council tax money I earnt as a hard working citizen.</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road</p>	To not uphold the objection and implement the Order as advertised.

				<p>opened.</p> <p>This has not only improved the environment for residents living along the A259 but will also mean that less road space is required to accommodate the remaining traffic. This will allow us to introduce sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. It should be noted that there is no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were reported to the Lead Member for Transport and Environment in April 2014, where it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the</p>	
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				<p>effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.</p> <p>The majority of parking loss will be in the Glyne Gap area between the Service Station and Bexleigh Avenue. There are no properties in that area so the loss of parking should not directly and unduly affect local residents.</p> <p>The only other section of proposed new parking restriction is on the north side of Bexhill Road between properties 396-414. Much of the route already has on-street parking restrictions in place and many residents have off-road parking space available to them for 2 to 3 vehicles. There is also a free public car park on the opposite side of the road in this location.</p> <p>The funding for these measures is capital, and not revenue which is used to fund the delivery of County Council services. We do expect significant benefits will be generated for those people who do use, or may be encouraged to use, the bus services along the A259 corridor between Bexhill and Hastings as a result of the implementation of the bus priority measures. These benefits include increased passenger numbers, increase frequency of service and higher specification buses being run on services along the A259.</p>	
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2	9/3/17	Mr B	<p>Parking is bad and cars do land up parking between Gyne Gap and Bexleigh Avenue as can be judged by the fact cars are parked on the A259.</p> <p>Also, I stand by my objection that it is a waste of money with free flowing traffic for buses and cars without change. It is a waste of money when our council tax is going up above our wages. If the council are cutting back this waste should be top of the list and to be honest just because of being part of a planning for the bypass, if the council can't afford it is should not happen. Why should I struggle with bills when my increase in tax is paying for something that is not needed? Maybe as like any other business you could advise how much return the council will see financially on the investment, as if it is none there is no point in doing it.</p> <p>I object please register this!</p>		
3	20/3/17	Mr J	<p><u>TRO Objection 2:</u> I write to register my objections to the above bus lanes.</p> <p>Four buses each way every hour at peak times does not merit the expenditure of £500,000 on bus lanes.</p> <p>Bus lanes will not improve the service, delays, problems etc. mostly occur before the buses reach Bexhill Road. The plans for these lanes were put in place before the Link Road was built, obviously before the impact of the Link Road was known, Bexhill Road is to my surprise</p>	<p>Delivery of the A259 Bus Priority Measures is a requirement of the Planning Permission for the BHLR and also a condition on the DfT's Funding contribution for the BHLR. The A259 bus priority scheme forms part of a package of complementary highway improvement measures being taken forward 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.</p> <p>The aim of the A259 Bus Priority scheme is</p>	<p>To not uphold the objection and implement the Order as advertised.</p>

		<p>nowhere near as busy as it used to be.</p> <p>These bus lanes should not even be thought about until the following matters are either concluded or settled:</p> <ol style="list-style-type: none"> 1. The Hastings Gateway is up and running 2. The much talked about Bulverhythe sports complex and housing needs to be completed to see what the impact will be. 3. The already passed Pebsham waste transfer station is either thrown out or installed, this would have an adverse effect on the locality. 4. And lastly nothing can be finalised at the Filsham Road end until at least a decision regarding the sale of the West St. Leonards Community site is made. <p>Parking is already at a premium on Bexhill Road with vehicles already spilling into side roads like Bulverhythe Road, Bridge Way, Abbey Drive, etc. without removing further parking spaces.</p> <p>The plans are flawed in a variety of areas:</p> <p>Why do we need yellow lines on the south side of Bexhill Road between “The Boat” and Ravenside, yes it will stop the sale of cars and remove the advertising boards, but what about the summer visitors to the beach via the little tunnel. Surely parking meters would be a much better option.</p> <p>Why is a bus stop planned for the north side of Bexhill Road, a few metres west of the Bexleigh</p>	<p>to encourage more people to use the buses by improving the quality of the service along the A259 Bexhill Road. Traffic modelling work predicted that traffic levels on the A259 Bexhill Road would reduce significantly once the Link Road opened. Recent traffic surveys have confirmed that this reduction has occurred with vehicle numbers reducing by over 27% compared to before the Link Road opened.</p> <p>This has not only improved the environment for residents living along the A259 but will also mean that less road space is required to accommodate the remaining traffic. This will allow us to introduce sections of bus lane, whilst still maintaining sufficient roadspace to accommodate the remaining volume of general traffic. It should be noted that there is no reduction proposed in the number of lanes available to general traffic, it will remain as it is now, with a single lane in each direction.</p> <p>By introducing the bus lanes, journey times on existing bus services will be reduced and reliability at existing congestion hotspots improved. This will help resolve long-standing problems that have been the focus of attention of the Hastings Quality Bus Partnership for some time.</p> <p>A public consultation on the proposals took place in February 2014. The results of the consultation were reported to the Lead Member for Transport and Environment in</p>	
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		<p>Avenue junction, barely 100 metres east of the existing one by the petrol station near Ravenside. Surely passengers will use the one at the petrol station rather than enjoy a walk along the road, the Countryside Park which could have an entrance here is rapidly vanishing into the mist. The fair and circus are only around for a few days and why would anyone from Bexleigh Avenue walk that way rather than walking through the alley to the stop close to the Bull Inn.</p> <p>The original plans proposed raised kerbs, better shelters and real time information signs, there is no indication on the current plans regarding these!!!!</p> <p>Why are only the middle sections of the plans being dealt with first? Surely the machinery needed would be better used all in one go rather than bringing it to Bexhill Road, only to take it away and return it again later, (if the lanes get the go ahead)</p> <p>I feel the publicity afforded this new set of plans has not reached the general public, no editorial in the local newspaper only a "Public Notice" which very few people bother to read, apart from the fact that the relevant section is the last part of a very long notice. The notices on the lamp columns are so small, difficult to read and so long that once again people do not read them.</p> <p>I have brought up the subject of "bus lanes" on several occasions recently and with only one</p>	<p>April 2014, were it was resolved that the scheme be progressed to detailed design and construction. Particular concerns that were expressed in the consultation responses about the potential loss of on-street parking spaces and the other issues raised have been taken into account during the detailed design of the scheme. Adjustments have been made to the design to mitigate the effects on residents, including deleting an entire section of the bus lane near to Harley Shute Road where no alternative parking provision was available.</p> <p>The majority of parking loss will be in the Glyne Gap area between the Service Station and Bexleigh Avenue. There are no properties in that area so the loss of parking should not directly and unduly affect local residents.</p> <p>The only other section of proposed new parking restriction is on the north side of Bexhill Road between properties 396-414. Much of the route already has on-street parking restrictions in place and many residents have off-road parking space available to them for 2 to 3 vehicles. There is also a free public car park on the opposite side of the road in this location.</p> <p>The parking restrictions are required to prevent parking within the bus lanes and to provide bus clearways to enable buses to move fully up to the kerb.</p>	
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				<p>This report and the recommendations can be found on the County Council's website. The detailed design of this scheme is being undertaken and only minor changes have been made to the proposals shown at the public consultation. In view of this no further public consultation is necessary. The reasons for taking the scheme forward to construction have already been identified above.</p>	
	4/4/17	Mr J	<p>Many thanks for your long and detailed letter of 24th March 2017, my apologies for causing you so much work, however</p> <p>You ask in your final paragraph if I will withdraw my objections, the short answer is no, I cannot. Despite all of your points and arguments etc., basically, I still believe these lanes are going to be a complete waste of £500,000, even with an increase in passenger usage the buses will still run with plenty of free seats and the route certainly does not merit more buses.</p> <p>In the main the "General position" you detailed is as I understand from various writings that I have seen over the last few years, but highlights to me even more so that the "CHIP" was agreed before the impact of the link road was known, I find this disturbing.</p> <p>A slight diversion from the bus lanes, referring to details of the "CHIP" I believe the "improvements</p>	<p>During the development work for the Bexhill to Hastings Link Road (BHLR), extensive traffic modelling was undertaken to understand what the impacts of the new road on traffic movements would be. This modelling work predicted that traffic flows along The Ridge would increase, whilst those on the A258 Bexhill Road were predicted to reduce significantly. Therefore, the CHIP was developed alongside the BHLR proposals and a package of schemes was identified to both mitigate the effects of increased traffic on The Ridge, and take advantage of the traffic reductions on the A259.</p> <p>Regarding The Ridge, improvements were made to both the roundabouts at its junction with Queensway and Harrow Lane before the BHLR opened. At the time the CHIP was developed, Highways England already had proposals for the Queensway Gateway Road, which was then known as the Baldslow Link, and hence it was not included as part of the CHIP requirements. Unfortunately due to Government funding cuts the Baldslow Link</p>	

		<p>at the Junction of B2093 & B2092 were implemented. This has done little to relieve the traffic flow since the problem is not at this point but half a mile eastwards along the Ridge at the A21 intersection. If the roundabout improvements at Harrow Lane/The Ridge have been made it has not been noticeable and remains another bottleneck and potentially dangerous junction.</p> <p>I am aware of the current "Hastings Gateway" construction and am now even more surprised that this or other measures were not included in the original "CHIP" to sort out what was always going to be a bottleneck, in fact it proved to be a MAJOR bottleneck. Returning southwards to Hastings on the A21 the other day I joined the back of a queue of traffic at Carpenters Barn Farm Shop, which is approximately 1 and half miles short of the A21/Ridge intersection, speaks for its self....</p> <p>Back to the main event, people will not make greater use of public transport as unless you are a pensioner or of school age the cost of travelling is very high, for instance, two people using a taxi is no dearer than using the buses and you go door to door!!!</p> <p>The relatively small and seemingly haphazard bus lanes will not significantly improve bus times or improve traffic flow. As I have already stated</p>	<p>scheme was cancelled, however the County Council continued to try and find ways of delivering the scheme. This has resulted in the Queensway Gateway Road being delivered by a developer Sea Change Sussex, via Local Growth Fund money from the South East LEP.</p> <p>Our previous response set out the rationale for the scheme and the expected benefits it will deliver. He also explained the reason for introducing the scheme in stages. Whilst I appreciate that you are not in favour of this scheme, as we have explained, we do expect that significant benefits will be generated as a result of the implementation of these bus priority measures, hence the County Council remains committed to delivering the scheme.</p>	
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			<p>I will gladly meet you and/or anybody else to “walk” the road and try to point out the concerns I have, no doubt it will have no effect but then nobody can say I didn’t try.</p> <p>I enclose a photocopy of a letter in this week’s Hastings Observer, at least somebody living in Bexhill Road has woken up! I promise it’s not me using a pseudonym even though his points are almost the same as mine.</p>		
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