8 Major schemes

Summary
This chapter outlines the County Council’s intention to include two potential major schemes – Bexhill/Hastings Link Road and the Newhaven Port Access Road - within the LTP2 programme for East Sussex.

The chapter also identifies future major schemes where we intend to seek funding at a later date during the LTP2 period or in subsequent LTPs.

8.1 Context
The LTP2 programme contains two potential major schemes (i.e. those costing more than £5 million):
- Bexhill/Hastings Link Road; and
- Newhaven Port Access Road
These will be the subject of special bids to government. As highlighted in previous chapters, these schemes form an essential element in delivering the corporate and LTP2 objectives as part of an integrated approach to transport in the County.

This chapter briefly describes where, when and how the major schemes will contribute to the vision and objectives for transport in East Sussex.

8.2 Bexhill/Hastings Link Road
The South Coast Corridor Multi-Modal Study (SoCoMMS) was commissioned by Government to examine transport movements and provision along the coastal strip between Southampton and Folkestone. The Study was subject to an extensive consultation process to ensure that all transport issues and problems within the corridor were fully considered.

The Secretary of State for Transport considered the Study recommendations, and subsequently in July 2003 invited the County Council to develop proposals for the construction of a Link Road between Bexhill and Hastings.

Following a wide-ranging public consultation process, a preferred route was selected and a bid prepared for submission with the 2004 Annual Progress Report seeking approval to develop the scheme towards implementation.

Given the sensitive nature of the natural environment through which the new link would pass, it was important that all options were developed to manage effectively the environmental impacts. This work was steered by a group comprising nominees from the Statutory Environmental Bodies (SEBs), Hastings Borough Council...
(HBC), Rother District Council (RDC) and the South East England Development Agency (SEEDA). The Countryside Agency, English Nature, English Heritage and the Environment Agency represented the SEB’s. Continued partnership working with the SEBs will ensure that the impact of the scheme is minimised.

A major scheme bid was submitted as part of the 2004 Annual Progress Report, which subsequently received Provisional Approval as part of the December 2004 local transport settlement.

The Link Road would be a crucial component of the £400 million regeneration plan for Hastings and Bexhill helping to deliver the County Council’s wider transport objectives. It is fundamental to meeting the aims and objectives of the County’s Structure Plan, the emerging South East Plan and relevant national targets. Any significant delay in its implementation will have serious implications for future development in the Bexhill and Hastings area.

The main purpose of the road, shown in Figure 8.1, is to provide a second link between Bexhill and Hastings (the other being the A259 coast road), from the A259 at its junction with the A269 London Road to Queensway on the western fringe of Hastings and, ultimately, the A21 trunk road. The scheme forms part of an integrated package of transport measures underpinning the Bexhill & Hastings 5 Point Plan. It will help to unlock major housing and business allocations, assist local economic regeneration and development, and contribute to resolving existing congestion and air quality issues on the busiest section of the trunk road in the County, at Glyne Gap. An Air Quality Management area (AQMA) has been declared for the Glyne Gap area, and the Link Road will form an important part of the strategy and action plan to address this issue, identified in section 3.6. A summary of the draft Air Quality Action Plan for the area is attached at Annex 6.

The Highways Agency is currently developing options for the Queensway to Baldslow link to the A21 Trunk Road. The development and implementation of this link is important to improving accessibility and reducing congestion along other key transport corridors in the town.

Public Transport enhancement continues to be a key objective for the two towns, as expressed through the Urban Bus Challenge project and the Quality Bus Partnership involving the main bus operator and the respective Councils. Public transport and cycling enhancements are integral to the scheme design but particularly at the intermediate junctions and termination points. The Link Road will provide substantial public transport opportunities, both on the new link itself, and in the additional capacity released on existing routes, and these will be developed in parallel. The scheme would enable the introduction of cycle routes between Bexhill and Hastings as part of an integrated transport package to encourage short distance journeys to be undertaken by bike rather than by private car. A cycleway will be provided adjacent to the Link Road and more cycling along the A259 will be encouraged through reduced congestion. The potential for a station at Glyne Gap, discussed later in the chapter, would also reduce the number of car borne trips to the nearby Ravenside Retail Park between Bexhill and Hastings, thereby contributing towards a reduction in congestion on the A259.

The County Council is committed to realising these opportunities and has programmed a scheme to extend the Global Positioning System-based bus management system from Eastbourne to Hastings along the A259. The Link Road will facilitate, and make more effective, the County’s proposals to introduce a quality bus corridor along the A259 from Bexhill to eastern Hastings.
Figure 8.1 – Bexhill/Hastings Link Road
The Link Road is also an opportunity to establish a new parkway station at Wilting Farm, which would benefit people in Bexhill and many parts of Hastings, wishing to travel to London. The new station would also relieve pressure on parking at Battle station, where growth in demand is beginning to exceed the capacity of its parking facilities resulting in Battle residents expressing considerable concern.

The scheme is being progressed through its statutory processes, including any public inquiry, with the intention to submit a planning application during 2006. Construction is currently anticipated to commence in 2007, and to be open to traffic in 2008/09, subject to funding and obtaining planning consent.

The total anticipated cost of implementation is expected to be in the region of £48 million. Major developments, enabled by the scheme, are expected to make a contribution to its total cost, but the amounts will be subject to negotiation. The County Council is seeking to recover a proportion of the preparatory costs for the scheme from Government. The table below gives a broad overview of the likely spend profile for each year.

The full Major Scheme bid as submitted last year is available as a separate document.

Table 8.1 – Bexhill to Hastings Link Road: Anticipated spend profile (£m)

<table>
<thead>
<tr>
<th>Cost element</th>
<th>To 31/03/05 £m</th>
<th>2005/06 £m</th>
<th>2006/07 £m</th>
<th>2007/08 £m</th>
<th>2008/09 £m</th>
<th>Total £m</th>
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<tr>
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<td></td>
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<tr>
<td>Expected Outturn Construction Costs</td>
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<td>15.64</td>
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<td></td>
</tr>
<tr>
<td>2004 Cost Estimate</td>
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<td>Expected Outturn Land Costs</td>
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<td>1.62</td>
<td>0.00</td>
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<td></td>
</tr>
<tr>
<td>Studies/Design</td>
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<td>Orders/Public Inquiry</td>
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<td><strong>Sub Total (excluding risk mitigation)</strong></td>
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<td>3.77</td>
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<td>Expected Outturn Other Costs</td>
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<td>7.26</td>
<td>10.13</td>
<td>20.73</td>
</tr>
<tr>
<td><strong>Total Outturn Scheme Costs</strong></td>
<td>0.75</td>
<td>1.71</td>
<td>1.14</td>
<td>19.14</td>
<td>25.77</td>
<td>48.51</td>
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</tbody>
</table>
8.3 Newhaven Port Access Road

The town of Newhaven has, for many years experienced a steady economic decline. In response, the County Council places a high priority on continuing to work with the Newhaven Strategic Network towards economic regeneration of the town and its port. The port potentially offers a strategic role for the town but it lacks a deep-water quay necessary to enable it to accommodate larger vessels. Other opportunities for economic regeneration relate to substantial land available adjacent to the port for business development.

Newhaven’s corresponding ferry port of Dieppe, in France, has benefited from a new outer harbour ferry terminal building. Investment in modern port infrastructure is essential to take advantage of the important strategic location of Newhaven and to respond to opportunities to introduce new, faster, services such as the larger high-speed catamaran.

The County and District Council’s recognise that the expansion and enhancement of the Port is a vital component to help revitalise the economy of the local area. Therefore, land is allocated to provide a sufficient area to accommodate fully satisfactory operating conditions for an operator of cross-channel ferries. Although Newhaven is a relatively small port, it still provides important maritime links to mainland Europe and beyond.

An improved road link, the Port Access Road (PAR) holds the key to facilitate access to and unlock the development of land adjacent to the port. The PAR will also be important in reviving Newhaven as an important gateway to Europe, so raising the profile of the town in the County, the South East Region and befitting its status within the Trans-European Transport Network. Figure 8.2 depicts the proposed alignment of both phases of the PAR.

Construction of the PAR would be divided into two phases. Phase 1, would provide the link to the Pargut Roundabout from the existing A26/A259 and enable the establishment of the Eastside Business Park. The County Council has purchased the necessary land to enable construction to be carried out and, in June 2002, initiated major environmental and drainage works to facilitate phase one of the road. Safe and convenient pedestrian routes and cycleways alongside the access road, around the perimeter of the business park linking into the wider countryside area to the east and to Newhaven town centre would complement the PAR.

Phase 2 would provide the link from the roundabout to an area of development land suitable for the creation of a potential new outer harbour and deep water facilities to accommodate larger vessels.

The PAR would enable the introduction of the modern-day shipping/maritime requirements necessary to expand the Port. The Lewes District Local Plan identifies that the expansion would take place on land east of East Quay and the East Pier. The expansion of the port would enable the development of the Eastside Business Park which is identified as a priority of the County’s Structure Plan, Local Plans and emerging Local Development Frameworks.

It is anticipated that a major scheme bid for both phases would be submitted during the LTP2 period.
Figure 8.2 – Newhaven Port Access Road
The business park and port regeneration are strategic allocations of recognised importance to the economies of the county and the district. This would also have significant impact on the regeneration of the Sussex Coast and has been identified as a high priority by the South East England Regional Assembly (SEERA) and the South East England Development Agency (SEEDA). The development of the area would focus on international trade and port-related activities. Such activities could include port and maritime support services. The Business Park has significant employment potential, estimated at around 1,500 jobs.

The PAR would remove port-related traffic from residential areas adjacent to the port. In addition, the road would provide a strategic role as a European gateway, which can also facilitate greater use and development of the existing rail connection to the port for transfer of freight to rail with the provision of rail freight facilities at the quayside.

Through the rail development and freight strategies, the County Council will work with rail providers in investigating the physical and numerical capacity of freight paths onto the national rail freight network. It will also work with the port operators to provide opportunities for rail transport, including freight handling at this important transport interchange.

The PAR also would be complemented by a range of other schemes that contribute towards the rejuvenation, and accessibility, of the port. The Rail Development Strategy identifies Newhaven as one of its priorities, including schemes for:

- improvements to rail/bus interchange at Newhaven Town;
- inclusion of the Town and Harbour stations in Quality Bus Corridor arrangements;
- improved interchange between train, ferry, bus, taxi and cycle at Newhaven;
- investigation of the best way of providing improved passenger facilities at Newhaven; and
- provision of enough rail-related car parking in Newhaven to meet users’ needs.

8.4 Future Major Schemes

The following schemes form a second ‘tier’ of Majors within LTP2. These schemes are not sufficiently developed to justify bidding through the LTP2, particularly in its earlier years. However, these schemes may form future bids for funding later on in this, or subsequent, Local Transport Plan.

Table 8.2 – Newhaven Port Access Road: Anticipated spend profile (£m)

<table>
<thead>
<tr>
<th>Cost element</th>
<th>2006/07 £m</th>
<th>2007/08 £m</th>
<th>2008/09 £m</th>
<th>2009/10 £m</th>
<th>2010/11 £m</th>
<th>Total £m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expected Outturn Construction Costs</td>
<td>0.00</td>
<td>3.300</td>
<td>3.000</td>
<td>2.700</td>
<td>0</td>
<td>9.000</td>
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<tr>
<td><strong>Other Costs</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Studies/Design</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Orders/Public Inquiry</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Detailed Design and Supervision</td>
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<td>0.200</td>
<td>0</td>
<td>0.850</td>
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<tr>
<td><strong>Sub Total (excluding risk mitigation)</strong></td>
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<td>0.150</td>
<td>0.200</td>
<td>0.200</td>
<td>0</td>
<td>0.850</td>
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<tr>
<td>Risk Mitigation Costs (x0.28)</td>
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<td>0.042</td>
<td>0.056</td>
<td>0.056</td>
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<td>0.238</td>
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<tr>
<td><strong>Sub Total (including risk mitigation)</strong></td>
<td>0.384</td>
<td>0.192</td>
<td>0.256</td>
<td>0.256</td>
<td>0</td>
<td>1.088</td>
</tr>
<tr>
<td><strong>Total Outturn Scheme Costs</strong></td>
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<td>3.492</td>
<td>3.256</td>
<td>2.956</td>
<td>0</td>
<td>10.088</td>
</tr>
</tbody>
</table>
periods. However, they would be required in order to resolve existing transport issues whilst meeting future demands arising from longer-term development pressures, including those emerging through the South East Plan.

Other Major Schemes (roads) “under investigation”

There are a number of potential major ‘road based’ schemes which could come forward during the LTP2 period or subsequent LTPs. These potential schemes are currently under investigation. These include:

**Eastbourne Park Link road schemes**

The Eastbourne Borough Plan, adopted in September 2003 and covering the period up to 2011, identifies within its proposals potential development opportunities for housing and business uses in the Eastbourne Park area. To facilitate access to these developments, the Borough Plan identified the following potential routes in Eastbourne Park.

- Tutts Barn Link connecting A2021 Bedfordwell Road (via a new connection at Bedfordwell Road) to a possible roundabout north-west of Tutts Barn Lane (junction with Upperton Farm and Southbourne Links);
- Upperton Farm Link connecting a roundabout (un-named) on A2280 Cross Levels Way to a possible roundabout north-west of Tutts Barn Lane (junction with Tutts Barn and Southbourne Links);
- Southbourne Link connecting a possible roundabout north-west of Tutts Barn Lane (junction with Tutts Barn and Upperton Farm links) to a roundabout on A2290 Lottbridge Drove with a viaduct bridging the railway;
- St Anthony’s Link connecting a roundabout on A2290 Lottbridge Drove to A259 St Anthony’s Avenue at Langney Roundabout; and
- an improved connection onto Bedfordwell Road.

Various new route options for the Eastbourne Park area have been identified which seek to maximise the development potential whilst recognising the environmental constraints in the area. These options are being tested within the Eastbourne Transport Model currently being developed by the County Council.

It is expected that some, if not all, of these road proposals will be implemented pre 2016 and will be subject to major scheme bid towards the end of the LTP2 period.

**Uckfield Town Gyratory**

The Bell Lane roundabout in Uckfield town centre is close to capacity during peak periods and in the town centre, the number of traffic accidents involving personal injury is rising with a particularly high incidence at the Bell Lane/High Street junction.

Potential future development and redevelopment in Uckfield town centre, as well as residential development within the town itself, is likely to exacerbate this situation unless new traffic management measures are implemented.

A potential solution is the introduction of a one-way gyratory road system, utilising the Lower High Street, the former railway station land and the area between the River Uck and the Bell Lane roundabout. The construction of such a system would improve traffic management in the town however, it would be very costly, involving a new bridge over the River Uck and the demolition of property. Careful consideration would also need to be given to avoid prejudicing the potential future re-instatement of the Uckfield-Lewes railway.

The introduction of the gyratory system would be complemented by continuing the implementation of measures outlined in the Uckfield Local Area Transport Strategy, which identifies improved access for pedestrians, people with reduced mobility,
cyclists and public transport users in the town as key priorities.

A town centre study, led by Wealden District Council, will address a number of key factors resultant from any future development and redevelopment in the town centre. This will include the feasibility of introducing the gyratory in the town centre. Subject to the outcomes of the study and the determination of development timescales, it is expected that the town centre gyratory scheme would be implemented pre 2016 and would be subject to a major scheme bid towards the end of the LTP2 period.

**Longer-term major network capacity issues/problems**

There are also a number of longer-term major network capacity issues and problems identified on the county’s strategic road network. The road network will need to be capable of accommodating the housing allocations outlined in the emerging South East Plan and, specifically, the Sussex Coastal Towns Sub-regional Strategy and where there is existing transport pressures.

Schemes identified as being required to meet longer term new development pressures are:

**A271 Hellingly/Lower Horsebridge Bypass**

This scheme would be needed to meet housing allocations identified in the emerging South East Plan with implementation post 2016;

**Bexhill Country Avenue Western Extension**

This scheme would be needed to meet housing allocations identified in the emerging South East Plan with implementation post 2016;

**Eastern Hastings Access/The Ridge**

This scheme would address transport pressures around northern/eastern Hastings linking the A259, A28 and A21 with implementation post 2016;

**A272 West of Maresfield Corridor**

This would address transport pressures along the A22 corridor with implementation post 2016;

**A22 Hailsham-East Grinstead**

This would address the transport implications of development to the Sussex Coast (Eastbourne) with implementation post 2016; and

**A26 Maresfield - Boars Head Route Management Study**

This scheme would address the transport implications of planned development on the south coast with implementation post 2016.
Rail Schemes

New Rail Stations

The potential for a station at Glyne Gap, near the Ravenside Retail Park between Bexhill and Hastings, is currently “under investigation” and would be implemented pre – 2016. However, more work and a commitment from SEEDA, is required before it could be submitted as a bid in LTP2 or subsequent LTPs.

A new station at Stone Cross/Polegate is “proposed for investigation” and would be implemented pre – 2016. However, no specific site has been allocated and progress would depend on the commitment and part funding support by the rail industry. Currently, these issues remain to be resolved and any bid through LTP2 would be premature.

A station at Wilting Farm on the outskirts of Hastings is currently “proposed for investigation” and would be constructed post – 2016. However, feasibility work is needed ahead of any bid through the LTP2 process.