

Outer Orbital MRN Corridors

Introduction

The Outer Orbital Major Road Network encompass roads that follow the coastline from the South Hampshire to East Sussex. It serves some of the largest conurbations in the South East area. The areas served by this part of the Major Road Network face many significant challenges in transport and socioeconomic outcomes.

The corridors included in this pack are:

- **OO4:** A21/A259/A2102 (Hastings); and
- **OO5:** A24/A29/A259/A270/A284/A293/A2032 (Chichester – Eastbourne).

The Outer Orbital corridors serve several international gateways, which are described in the Radial Corridor packs. These include:

- The Port of Newhaven and Shoreham Port, which are described in the **South Central Radial MRN Corridors** pack; and
- Portsmouth International Port, the Port of Southampton, and Southampton Airport, which are described in the **South West Radial MRN Corridors** pack.

Outer Orbital MRN Corridors 004

A21/A259/A2102 (Hastings)

Description

This corridor encompasses the Major Road Network in Hastings, which acts as a link between the Strategic Road Network that features a 'gap' between the A259 and A21. This corridor serves some of the most deprived areas in the South East area. Development is not expected to be particularly strong in this area in the near future, which suggests the economy is not expected to grow fast in this area.

The key issues affecting this corridor are:

- **Significant deprivation:** This is the most deprived Major Road Network corridor in the South East area. It also has among the lowest earnings and educational attainment levels.
- **Connectivity and congestion:** Connectivity on the highway network is poor in almost all directions. Public transport connectivity is also relatively poor here. This poor connectivity is compounded by significant congestion, notably on the A21.

The key opportunities to consider for this corridor are:

- **Boosting connectivity:** Could highway and railway schemes help improve connectivity to this area and stimulate stronger, sustainable economic growth?

Economic Context

Wealth

Median resident earnings along this corridor are £23,518, which is low for the South East area.

Priority Industrial Sectors

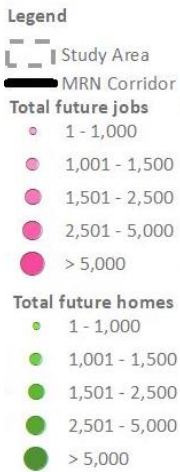
The priority industrial sectors on this corridor are:

- Advanced Manufacturing;
- Transport and Logistics; and
- Life Sciences and Healthcare.

9% of jobs on this corridor are in priority industrial sectors, which is low for the South East area.

Development

Most of the housing development planned for this area is spread out and small in scale, which is why dwelling growth is among the lowest in the South East area. Significant growth is also expected in the Bexhill area (off map, to the west of Hastings) which will influence the transport demand along the A259 and A21 corridors. Expected employment growth is also relatively low, but higher than housing growth.



	Population (2018)	92,855		29 th
	Planned homes (2018 to 2035)	2,487	↑ 6% growth	29 th
	Planned Jobs (2018 to 2035)	3,491	↑ 11% growth	15 th
	Priority Sector Jobs (2017)	2,700	9% of total	29 th
	Median earnings (2018)	£23,518		30 th

Social Context

Deprivation

Hastings is one of the most deprived towns in the South East area. More than half of the borough is classified as among 30% of the most deprived areas in England. There are deprived areas across almost every part of the Major Road Network that serves this area.

Education

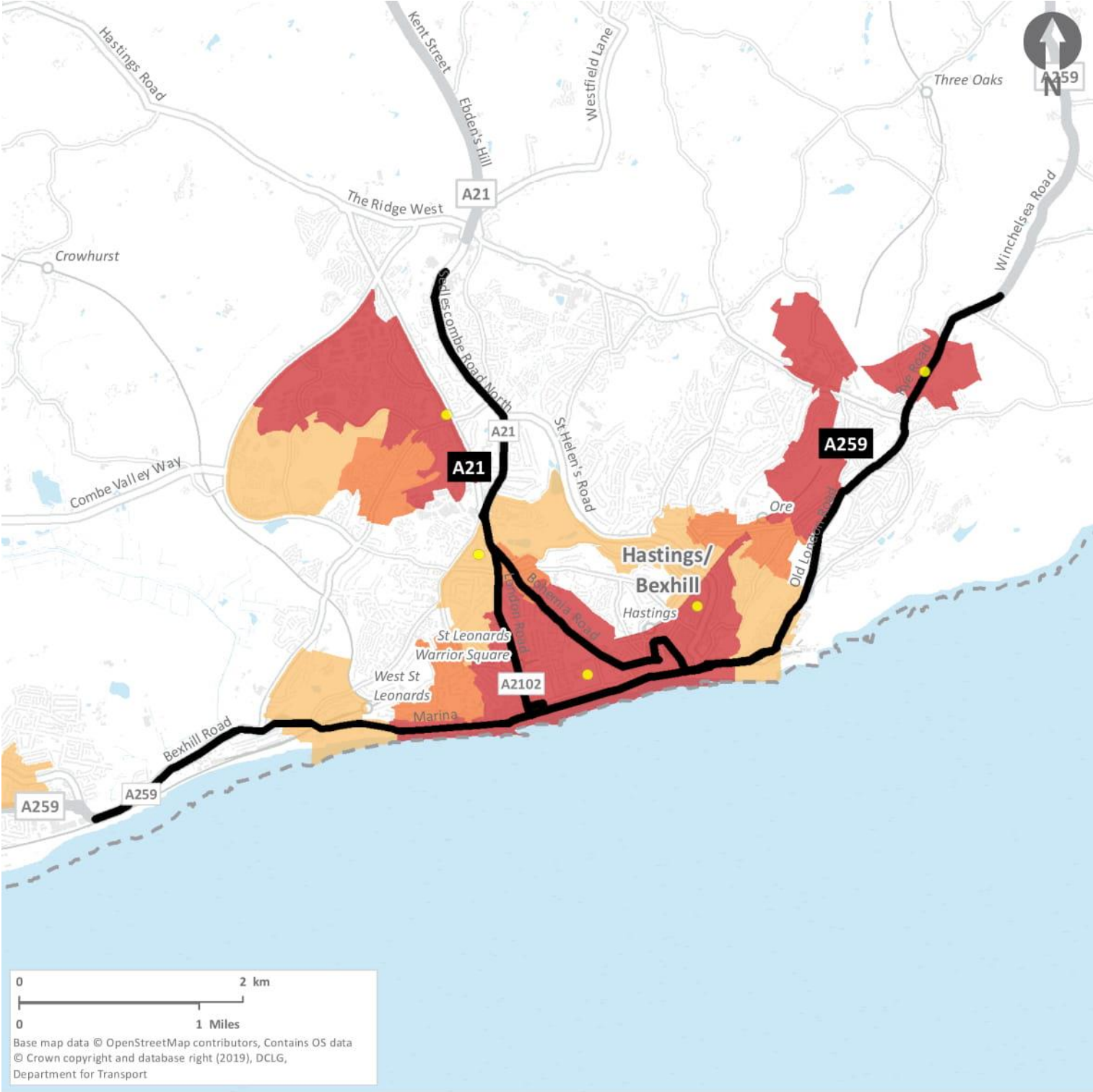
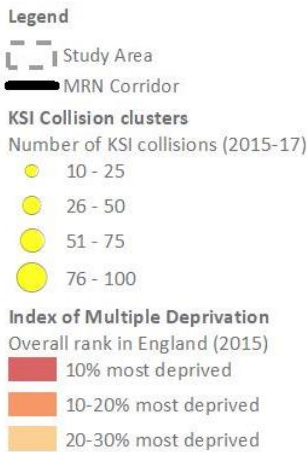
31% of the population is educated to National Vocational Qualification at level 4 or above, which is significantly below the average for the South East.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. One of these clusters is located on a section of the Major Road Network in north east Hastings.

Housing Affordability

Although house prices are among the lowest in the South East, so are average earnings. Housing affordability is therefore moderate in this area.



	Deprived areas (2018, England)	53%	1 st
	Highly educated population (2018, % NVQ Level 4 or above)	31%	25 th
	Average house price (2018, average of corridor's districts)	£215,000	29 th
	Housing affordability ratio (House price / earnings)	9.1	10 th

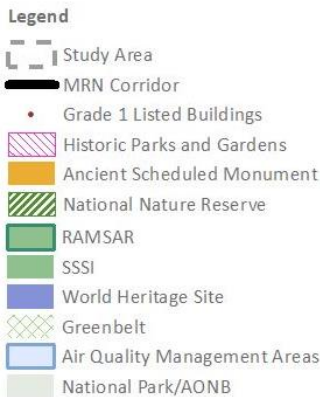
Environmental Context

Protected Areas

This route doesn't directly touch or intersect any protected areas, but it does run relatively close to Hastings Cliffs and Marline Valley woods.

Air Quality

There are no Air Quality Management Areas on this corridor.



Highways

Demand

It is estimated that this corridor carries 2,369 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

There are significant issues with congestion on this corridor. As there is no alternative route around Hastings and Bexhill, most east – west traffic is forced to pass through the centre of Hastings. This interacts with local traffic, giving rise to congestion. Most of the corridor experiences traffic speeds at below 80% of free flow speeds during the AM peak.

Enhancements

There have been multiple studies to address the quality of the A27 and A259 in this corridor in recent years. This has led to the delivery of some smaller schemes, including the Combe Valley Way between Hastings and Bexhill. Further schemes have or are being delivered through the Local Enterprise Partnership including the North Bexhill Access Road, off Combe Valley Way, and Queensway Gateway Road between Queensway and the A21 in north Hastings.



Outer Orbital MRN Corridors 5

A24/A29/A259/A270/
A284/A293/A2032
(Chichester –
Eastbourne)

Description

This corridor runs broadly in parallel to the A27 Strategic Road from Chichester in the west to Eastbourne in the east. It passes through or close to many of the region's largest economic hubs, including Chichester, Brighton and Hove, and Eastbourne. It also serves ports at Shoreham and Newhaven.

This is the longest Major Road Network included in this study and it serves the largest population of all the strategic corridors. It runs along the southern edge of the South Downs National Park through several conurbations along the coast in South Hampshire (including Southampton and Portsmouth), West Sussex, and Brighton and Hove.

The key issues affecting this corridor are:

- **Highway congestion and poor connectivity:** There are several bottlenecks on the Strategic and Major Road Networks in this area, notably at Chichester, Arundel, and Worthing, bring heavy traffic into conflict with vulnerable users. Some congestion 'spills over' from the Strategic Road Network onto the Major Road Network that runs in parallel to this route..

The key opportunities to consider for this corridor are:

- **A27 improvements:** Can a strategic package of improvements to the A27 help to relieve pressure on the Major Road Network on this corridor.
- **Modal shift:** Can investments in urban transit systems along this corridor help shift demand from highways to more sustainable transport modes?
- **Water freight:** Could more freight move along this corridor by sea, thus relieving pressure on the A27 highway?

Economic Context

Wealth

Median resident earnings along this corridor are £29,371, which is low for the South East area.

Priority Industrial Sectors






The priority industrial sectors on this corridor are:

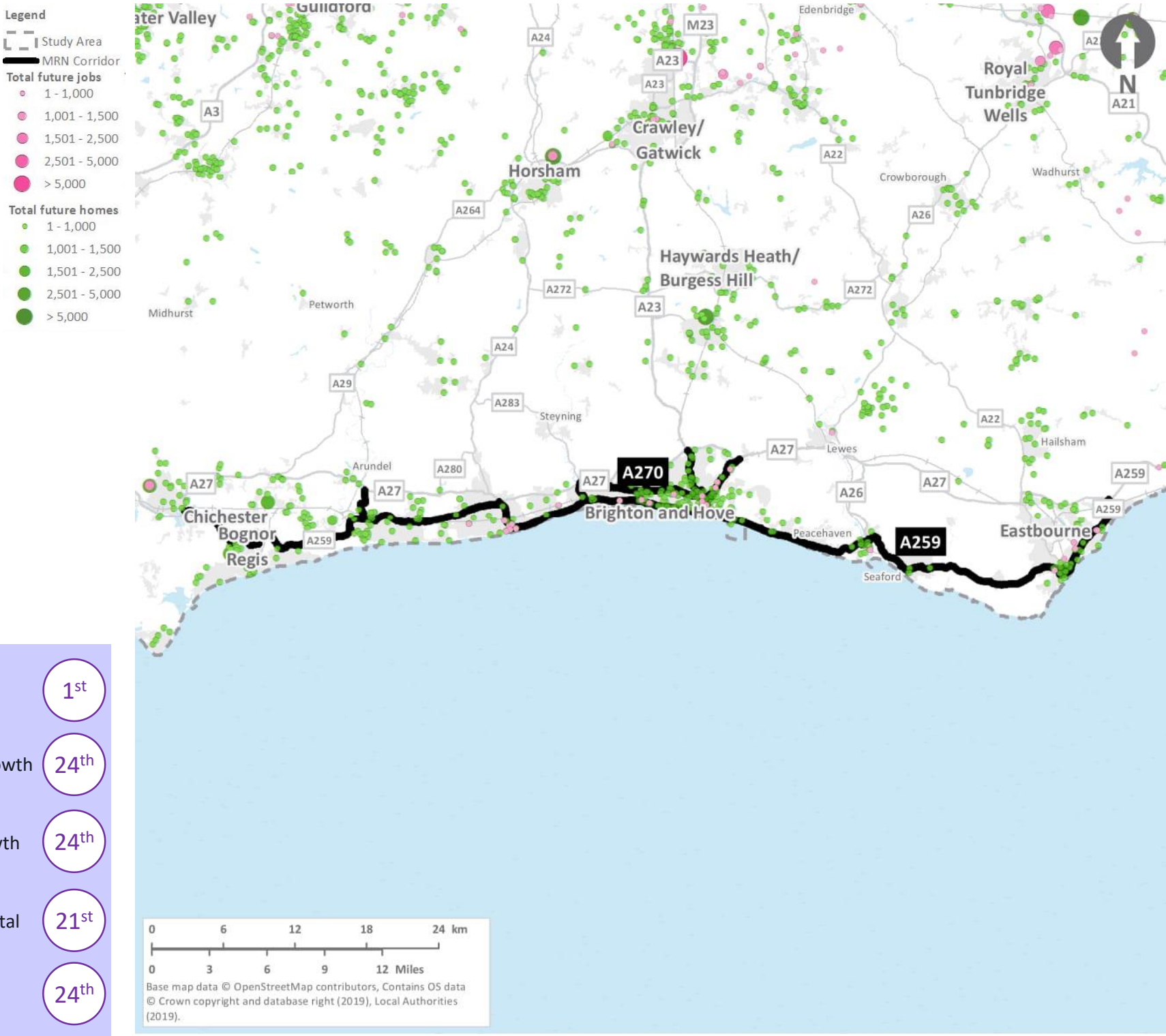
- Advanced manufacturing;
- Air transport;
- Automotive manufacturing;
- Computer and consumer electronic manufacturing;
- Computer software programming and publishing;
- Creative, cultural and media and the visitor economy (and support services);
- Data processing and hosting;
- Electric power generation and transmission;
- Environmental technology and energy;
- Horticulture and food manufacturing;
- Insurance and financial services;
- Life sciences and healthcare;
- Medical technology;
- Pharmaceuticals;
- Telecommunications; and
- Transport and logistics.

9% of jobs on this corridor are in priority industrial sectors, which is low for the South East area. There is significant variation in this indicator across this corridor, from 3% in Lewes to 14% in Brighton & Hove.

Development

Housing developments are spread out across this corridor. The largest developments are focussed in the Brighton and Hove built-up area. Employment development is also generally focussed in Brighton and Hove. Due to protected landscapes (including the South Downs National Park) on this corridor, there is significant more development in the Newhaven and Eastbourne districts than in the Lewes District.

	Population (2018)	1,110,945		1 st
	Planned homes (2018 to 2035)	55,631	↑ 11% growth	24 th
	Planned Jobs (2018 to 2035)	21,459	↑ 5% growth	24 th
	Priority Sector Jobs (2017)	40,445	9% of total	21 st
	Median earnings (2018)	£29,371		24 th



Social Context

Deprivation

There are significant areas of deprivation in all the built-up areas across the Sussex coastline, with notable concentrations in Brighton and Hove, Littlehampton, Eastbourne and Newhaven.

Education

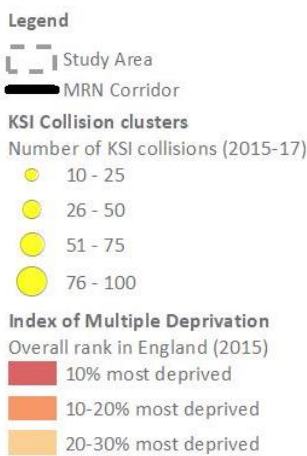
42% of the population is educated to National Vocational Qualification at level 4 or above, which is around average for the South East area. However there is disparity between districts with only 29% of the population in the Adur district achieving this level compared to 51% of residents in Brighton and Hove.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. Most of these clusters are in Brighton, which has a high population density on this corridor. There are also clusters in Bognor Regis, Chichester, Eastbourne, Newhaven and Worthing.

Housing Affordability

Housing is not particularly affordable on this corridor due to low average earnings (compared against average house prices).



	Deprived areas (2018, England)	18%	12 th
	Highly educated population (2018, % NVQ Level 4 or above)	42%	16 th
	Average house price (2018, average of corridor's districts)	£312,915	19 th
	Housing affordability ratio (House price / earnings)	10.7	22 nd

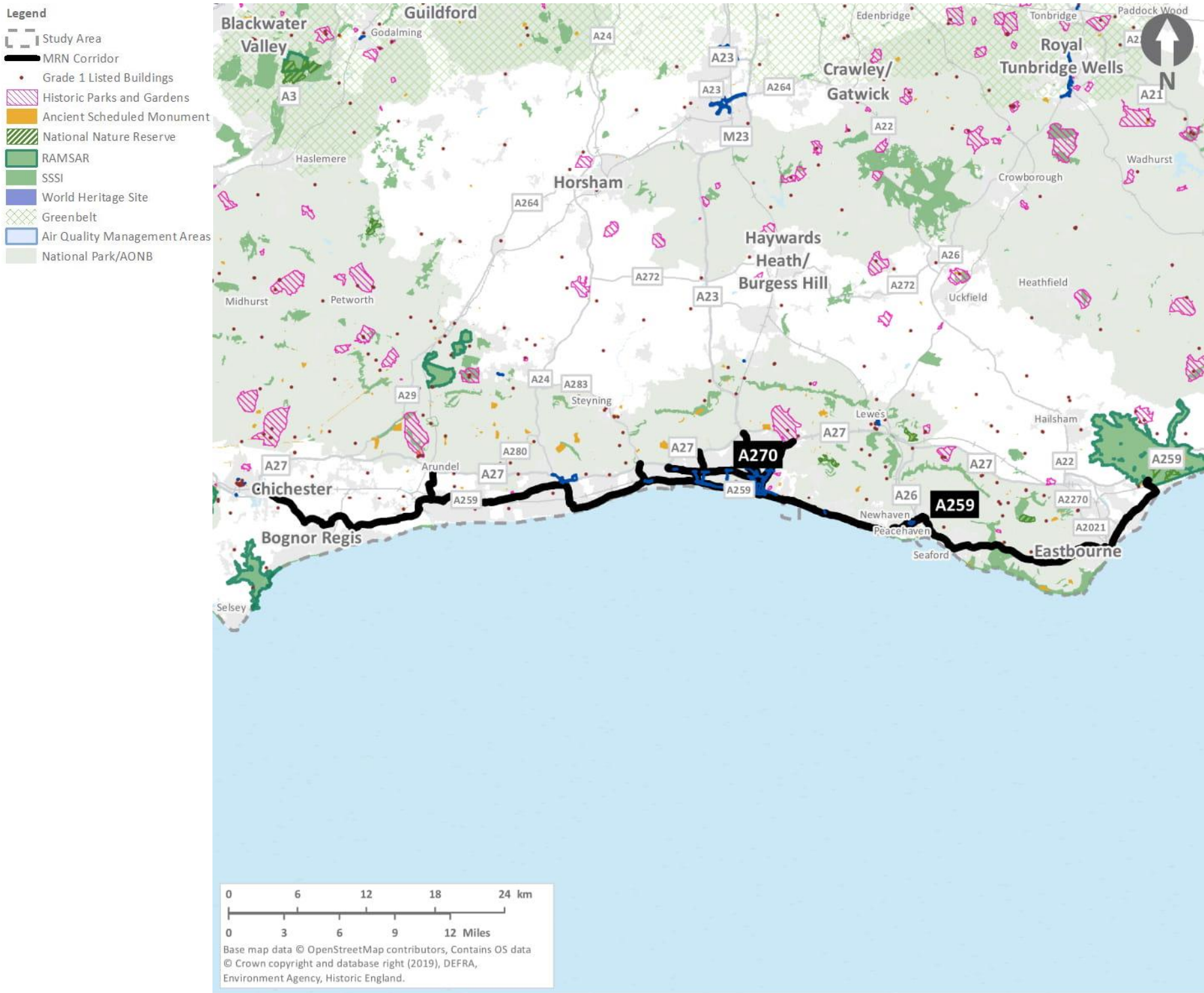
Environmental Context

Protected Areas

This corridor runs to the south of (and in some parts through) the South Downs National Park. It also cuts across a large Site of Special Scientific Interest near Seaford in Cuckmere Haven. Additionally, parts of the A259 coastal road in East Sussex run along the top of chalk cliffs. Whilst most sections are defended from the sea, there are still some short sections of cliff which require further protection from the ongoing coastal erosion. This is a potential further risk to the A259 if not mitigated.

Air Quality

There are several Quality Management Areas on this corridor, notably in Brighton and Hove (covering many parts of the Major Road Network in this area), Newhaven, and Worthing.



A24/A29/A259/A270/ A284/A293/A2032 (Chichester – Eastbourne)

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Highways

Demand

It is estimated that this corridor carries 2,163 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

There are several parts of this corridor that suffer from significant congestion, notably those parts that pass through urban areas. The route between Worthing and Brighton performs particularly poorly, with many parts see traffic speeds less than 60% of free flow speed.

Enhancements

Two A27 schemes are being developed by Highways England that should relieve some pressure on the Major Road Network. These are the:

- **A27 Arundel Bypass;** and
- **A27 Worthing and Lancing Improvement.**

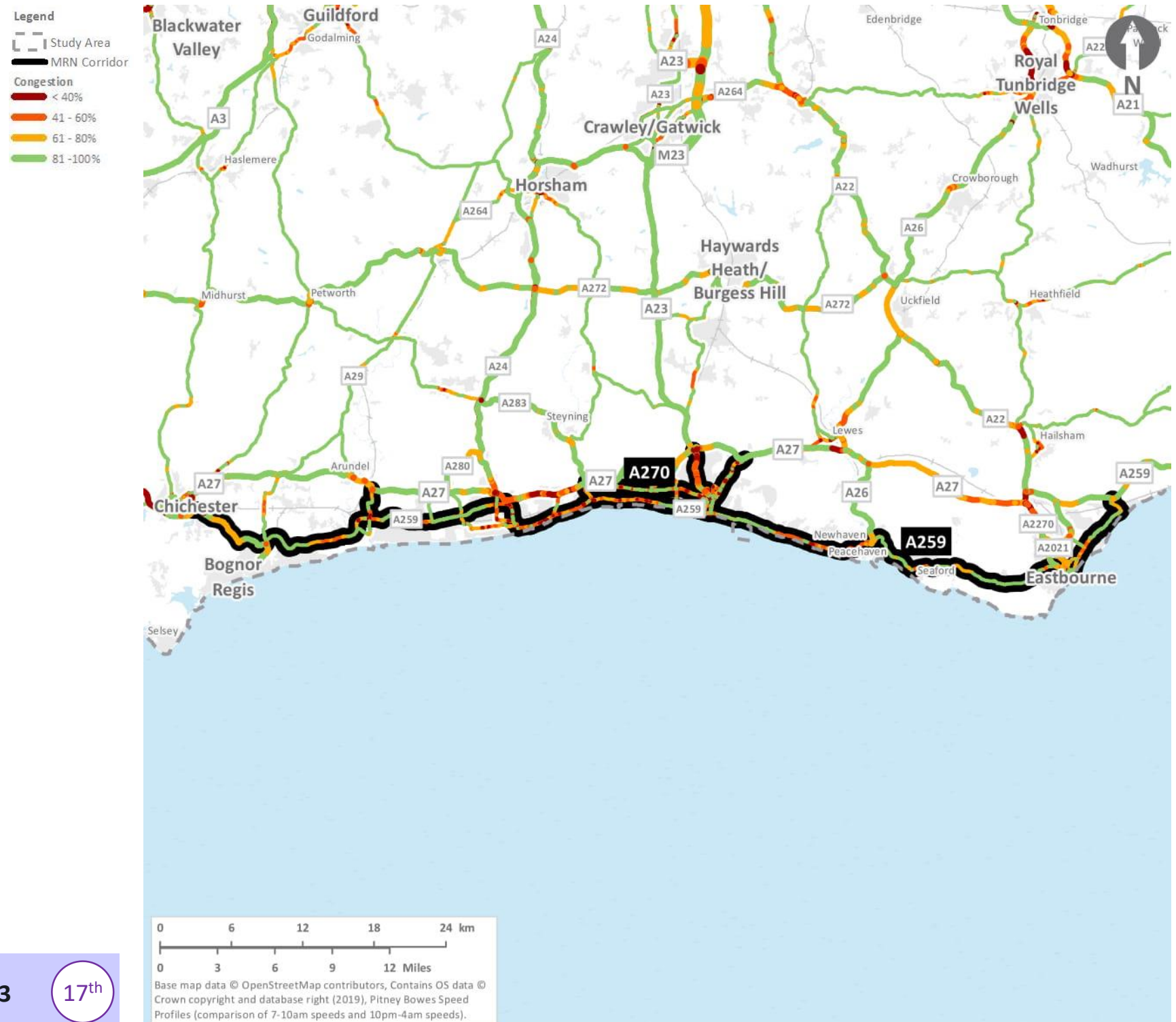
Highways England is also developing a package of proposals for the **A27 east of Lewes**, which should also relieve some pressure on the A259 between Eastbourne and Newhaven.

Major Road Network and Large Local Major schemes are also being developed by local highways authorities on this corridor for:

- **A259 King's Road Arches** (Brighton and Hove);
- **A259 South Coast Road Corridor** (East Sussex);
- **A284 Lyminster Bypass** (West Sussex); and
- **A259 Bognor Regis Littlehampton** (West Sussex).

In the longer term, Transport for the South East would like to see the following further improvements on this corridor:

- **A27 Chichester;** and
- **A27 between B2123 – A293 Junctions.**



Peak hour highway demand
(Vehicles/hour on busiest section)

2,163

17th

Steer

28-32 Upper Ground

London SE1 9PD

+44 20 7910 5000

www.steergroup.com

marketing@steergroup.com

steer