

Committee: **Lead Cabinet Member for Transport and Environment**  
Date: **14 March 2016**  
Report By: **Director of Communities, Economy and Transport**  
Title of Report: **Proposed Improvements at the Sackville Road Roundabout, Bexhill**  
Purpose of Report: **To consider the outcomes of the review of the detailed design work and agree which roundabout design option should be taken forward for construction as part of the 2016/17 Capital Programme for Local Transport Improvements.**

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Note the outcomes of the review of the detailed design work associated with the proposed improvements at the Sackville Road Roundabout, Bexhill;**
  - (2) Agree that the alternative design (Figure 2 in Appendix 1) should be taken forward to detailed design and construction as part of the 2016/17 Capital Programme for Local Transport Improvements; and**
  - (3) Agree that the draft Traffic Regulation Order to enable changes to be made to the on-street parking arrangements on Marina to facilitate access to the west end stage door of the De La Warr Pavilion be made.**
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## **1. Background Information**

1.1 East Sussex County Council (ESCC) is working with Rother District Council (RDC) through the Bexhill Town Centre Steering Group to develop a package of transport improvements in the town centre area. The aim of these measures is to enhance the economic vitality of the town centre area by improving conditions for pedestrians and bus users as well as improvements to the current traffic management arrangements.

1.2 In November 2013 a public consultation exercise was undertaken to seek views about a number of proposed pedestrian improvements in Marina (between Sackville Road and Devonshire Road) aimed at improving connectivity between the town centre and seafront for pedestrians. A report setting out the results of the consultation together with recommendations about which of the measures should be taken forward was considered at the Lead Member for Transport and Environment decision making meeting in April 2014. At that meeting, the Lead Member for Resources considered the item on proposed pedestrian improvements given a potential conflict of interest as the Lead Member for Transport and Environment is also the Leader of Rother District Council. The Lead Member for Resources noted the results of the public consultation and approved the following measures to be taken forward to detailed design and construction as part of the 2014/15 Capital Programme for Local Transport Improvements;

- (a) the changes of layout to Sackville Road roundabout;
- (b) the widening of the footways and introduction of a 20 mph speed limit on Marina from Sackville Road roundabout to its junction with Devonshire Road;
- (c) the introduction of the bus stop build-out on Marina; and
- (d) the improvements to the existing zebra crossing on Marina in the vicinity of the Devonshire Road junction.

1.3 Measures (b), (c) and (d) were constructed in 2015.

## **2. Supporting Information**

2.1 The proposed improvements at the Sackville Road roundabout presented at the public consultation in 2013 included reducing the size of the central island to create a more compact roundabout, introducing an overrun area around the central island and removing the pedestrian island at Egerton Road. These measures were proposed to enable areas of footway to be widened to improve pedestrian crossing facilities and to reduce vehicle approach speeds. The cost of carrying out these improvements was estimated at £250,000. A plan showing the proposed layout of the roundabout is shown in Figure 1 in Appendix 1.

2.2 Significant additional construction costs were identified during the development of the detailed design for the new roundabout. These included an estimated cost for moving the utility companies' apparatus of £110,000. Further intrusive ground investigations have also revealed that the proposed overrun area around the central island would require substantial carriageway reconstruction to ensure that the road is strong enough to carry the expected traffic load. The total estimated cost of this additional work would be £163,000.

2.3 These additional elements of work mean that the total estimated construction cost for the proposed improvements at the Sackville Road roundabout increased to £510,000. The indicative construction programme showed up to 12 weeks for the utility diversion works and 16 weeks for the main construction works. The majority of the utility and construction works would be carried out under temporary traffic management arrangements controlled by 4-way traffic signals and would potentially be very disruptive to traffic flows in the area for an extended period of time.

2.4 Given the significant increase in the total estimated construction cost and the extended construction programme for the original roundabout design, a review of the scope of the scheme has been undertaken. As a result, an alternative design has been identified that will provide improved pedestrian crossing facilities and reduce vehicle speeds at the Sackville Road roundabout but for a reduced cost and shorter construction period. The proposed layout of this alternative option is shown in Figure 2 in Appendix 1.

2.5 The alternative design includes retaining the existing central island on the roundabout and upgrading all four of the existing pedestrian islands. In addition, the footway at the pinch point on the southern footway adjacent to the entrance to Jubilee Gardens would be widened. The alternative design would not require any major utility diversions or substantial carriageway reconstruction work. The preliminary design total estimated construction cost for this alternative design is £175,000 and the indicative construction programme is 8 weeks. The alternative design would be funded from an allocation of County Council funding through the Capital Programme for Local Transport Improvements.

2.6 In February 2016 the outcomes of the review of the detailed design work associated with the proposed improvements at the Sackville Road roundabout together with details of the alternative design were reported to the Bexhill Town Centre Steering Group. The steering group noted the outcomes of the review and agreed that the alternative design shown in Figure 2 in Appendix 1 should be taken forward to detailed design and construction.

2.7 The existing layout of Sackville Road roundabout together with the current on-street parking arrangements in Marina in front of Di Paolo Café impedes access to the west end stage door of the De La Warr Pavilion (DLWP) for large articulated lorries and tour buses. The current access arrangements involve a difficult turning manoeuvre and necessitate the DLWP applying to Sussex Police to suspend up to 10 metres length (2 car space equivalent) of 2 hours time limited parking space in front of Di Paolo Café. The alternative design at the Sackville Road roundabout will increase the size of the pedestrian island in the vicinity of the access to the west end stage door and this will potentially make the turning manoeuvre more difficult. Therefore, to help facilitate access for large articulated lorries and tour buses it will be necessary to replace 5 metres length (1 car space equivalent) of 2 hours time limited parking space in front of Di Paolo Café with 5 metres length of double yellow line parking restriction. The proposed draft Traffic Regulation Order (TRO) associated with making this change to the on-street parking arrangements will be advertised in June 2016, any objections will be considered by Planning Committee in August 2016 and, subject to the outcomes of this meeting, implementation in October 2016.

### **3. Conclusion and Reason for Recommendation**

3.1 The detailed design stage total estimated construction cost for the improvements originally proposed at the Sackville Road roundabout is £510,000 with a 28 week indicative construction programme. As part of the ongoing value engineering exercise, an alternative design has been developed which significantly reduces the overall cost and impact during construction whilst retaining the main aims and benefits of the original scheme, to improve pedestrian crossing facilities and reduce vehicle speeds. The preliminary design stage total estimated construction cost for the alternative design is £175,000 with an 8 week indicative construction programme. The Lead Member is therefore recommended to agree that the alternative design shown in Figure 2 in Appendix 1 should be taken forward to detailed design and construction as part of the 2016/17 Capital Programme for Local Transport Improvements, subject to

any minor modifications which are identified during the detailed design stage. The Lead Member is also recommended to agree that the proposed draft Traffic Regulation Order to make the changes to the on-street parking arrangements on Marina in front of Di Paolo Café to facilitate access to the west end stage door of the De La Warr Pavilion be advertised and, subject to responses received, be made.

**RUPERT CLUBB**

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#### LOCAL MEMBERS

Councillor Ensor and Councillor Phillips

#### BACKGROUND DOCUMENTS

Lead Member for Transport and Environment, 28 April 2014 – Report on the consultation on proposals to introduce pedestrian improvements on Marina, Bexhill.