

COMMITTEE:	CABINET
DATE:	13 March 2003
SUBJECT:	Seaside Road Street Improvements – Revised and final scheme following public consultation
REPORT OF:	Director of Planning Regeneration and Amenities
Ward(s):	Devonshire
Purpose:	To inform members of the outcome of the recent public consultation on the street improvement scheme. To present the amended scheme and to seek approval to go out to tender for the work.
Contact:	Jefferson Collard, Development Planning Manager, Telephone 01323 415252 or internally on extension 5252.
Recommendations:	<p>a) That members give their support to the proposed Seaside Road street improvement scheme, as revised.</p> <p>b) That members approve the use of £90,000 of Seaside Road HERS funding towards the cost of implementing the revised street improvement scheme.</p> <p>c) That members convey their thanks to ESCC for their significant financial support for this improvement scheme.</p>
1.0	<u>Background</u>

1.1	<p>Seaside Road is a very busy and congested main road (the A259). It is in the Town Centre and Seafront Conservation Area. Seaside Road has been a major focus of the Council's regeneration activity for the past few years. A significant number of eyesore buildings on Seaside Road have now been renovated, with the help of Council grant funding. However, the quality of the public space in Seaside Road remains poor, and this reflects negatively on the restored buildings. The Seaside Road Heritage Economic Regeneration Scheme (HERS) was launched in July 2001. In addition to offering grants for the renovation of historic buildings, English Heritage have agreed to part of the HERS funding being spent on environmental improvements in Seaside Road.</p>
1.2	<p>The high volume of traffic, and lack of safe pedestrian crossing points, severely restricts pedestrian movements within the area. The street is also poorly lit at night, reducing its potential for evening use. The traffic congestion and generally poor pedestrian environment make the street less attractive to visitors. In recognition of these problems, a proposal to carry out pedestrian improvements to Seaside Road is included in the current Local Transport Plan (LTP) for the period 2001-2006.</p>
1.3	<p>A draft street improvement scheme for Seaside Road was presented to Cabinet in August 2002. Members resolved that the draft proposals could be taken out to public consultation in October 2002.</p>
1.4	<p>In addition to the Seaside Road scheme, two related road improvement schemes are being planned. They are part of Terminus Road (the south end between Seaside Road and Grand Parade) and for the area of Grand Parade around the Pier entrance. The County Council will wholly fund these other two schemes through the Local Transport Plan (LTP) and therefore they are not the subject of this report.</p>
2.0	Public consultation on the street improvement scheme

2.1	<p>The public consultation on the Seaside Road scheme was run in conjunction with the other two schemes - Terminus Road and The Pier entrance. It ran from Monday 14 October until Monday 4 November 2002. All properties within the area affected by the proposed street improvement scheme were door dropped with information leaflets. Residents and traders were invited to visit the Council's offices to view the proposed plans. An evening surgery was arranged for 24 October 2002 at T.J. Hughes, Terminus Road, Eastbourne. Members of the public were invited to attend this event, providing them with an opportunity to view the plans and also to discuss the details of the scheme with Council officers.</p>
2.2	<p>The overall response to the Seaside Road scheme has been very positive. In particular, the Seaside Road Traders Association has actively engaged in the consultation process. Many of the local traders attended the public surgery at T.J.Hughes. Most traders were broadly supportive of the proposals. In addition, they gave detailed comments about small-scale changes to the scheme that would make it more workable, at a local level.</p>
2.3	<p>Following the public surgery, a group of traders from Seaside Road met to discuss the scheme and to try to agree a design between them that would deliver the best overall changes for the street. Together, they drew up a list of their proposed changes and presented this in map form to the Council. The changes requested by the traders have been taken into account, where possible, in drawing up the revised plans for the street improvements.</p>
2.4	<p>In addition to carrying out a public consultation exercise with local residents and businesses in the Seaside Road area, the Council also sought the views of a number of statutory bodies on the proposed scheme. Letters of support have been received from English Heritage, East Sussex County Council, Sussex Police and East Sussex Transport 2000. In addition, Eastbourne Buses have confirmed that they have no objection to the proposals. These bodies also gave detailed comments concerning the proposals, and their suggestions for improvement/ changes to the scheme have been incorporated in the revised scheme, where feasible.</p>

2.5	The table in Appendix 1 lists the changes requested as a result of the public consultation on the scheme. The table also outlines whether the changes are technically feasible and also the likely additional cost of the works requested. Most of these changes requested have now been incorporated into the revised scheme. The revised scheme is shown in Appendix 2
3.0	<u>The impact of the proposed street improvement scheme for Seaside Road</u>
3.1	The Seaside Road Street Improvement Scheme fulfils a high number of the criteria for Local Transport Plan funding, specifically for economic regeneration, improvements for pedestrians, helping to reduce the number of vehicle and pedestrian accidents, and environmental improvements. (The accident statistics for Seaside Road for 2000-2002 show that there have been 5 slight accidents and one serious accident).
3.2	An extensive traffic survey has been carried out to determine the existing traffic flows on Seaside Road, and on the associated adjacent and connecting roads. The survey is being utilised to evaluate the Eastbourne town centre schemes comprising the Seaside Road and Terminus Road schemes, the proposed junction arrangements adjacent to The Pier, and the ring road relocation proposals.
3.3	Based on the survey results, the displaced westbound traffic from Seaside Road will be directed through Pevensey Road or the sea-front via Cavendish Place. The displaced southbound traffic from Terminus Road will be directed at the Memorial roundabout via Devonshire Place and Grand Parade. Eventually, the new junction arrangements at The Pier (Cavendish Place/Grand Parade) will ensure that traffic flows do not become congested in Cavendish Place. However in the intervening period, prior to completion of The Pier and ring road works, the initial evaluation of the traffic proposals indicates that there will not be a major congestion problem in the town centre area.

3.4	The LTP has also identified that the section of the town centre ring-road incorporating Ashford Road and Susan's Road should be relocated to The Avenue and Cavendish Place. ESCC has allocated £10,000 of LTP funding for 2003-2004 for the feasibility study, traffic impact evaluation and preliminary design, with a further £40,000 of reserve funding identified for 2003-2004 for implementation dependent on progress of other LTP schemes across East Sussex.
3.5	It is anticipated that relocating the ring road will have a beneficial effect on the Seaside Road scheme by reducing the through traffic that currently travels eastwards in Seaside Road between the junctions of Susan's Road and Cavendish Place. The major effect will be on the traffic signal controlled junction of Seaside Road and Cavendish Place, with an increase in the north-south traffic flows in Cavendish Place. However, there will be no westbound traffic into Seaside Road at this junction due to the introduction of the new one-way system.
3.6	The Seaside Road scheme incorporates the introduction of a pedestrian phase on each of the four arms of the junction. The timings on the signal phasing at the traffic signals will be designed to optimise the traffic flows and to incorporate a pedestrian phase on all four arms.
3.7	Essentially, all of the LTP schemes identified for the Eastbourne town centre area are to be designed to work in conjunction with each other. However, due to the LTP funding mechanisms, the extent of the works, and the associated contractor availability, it is anticipated that the full range of schemes will not be completed until the 2005-2006 financial year at the latest.
3.8	The revised parking arrangements and the reduced carriageway width in Seaside Road will, initially, require a higher degree of parking enforcement than that currently undertaken. This is to ensure that the available parking spaces and loading bays are maintained for their appropriate use. The potential result of a lack of adequate enforcement is the possible obstruction of the highway and the subsequent risk of congestion.

3.9	<p>It was initially anticipated that the introduction of Decriminalised Parking Enforcement (DPE) would take place shortly after the completion of the Seaside Road scheme. However, due to some slippage in the implementation programme, the current programmed date is mid 2005. This may have some detrimental effect on the Seaside Road scheme, in the short term, in that the enforcement of waiting restrictions will remain under the jurisdiction of Sussex Police until the introduction of DPE. Therefore, the Borough Council will have no control with respect to the degree of enforcement. Consequently, the Highway Authority will request that the traffic wardens undertake adequate enforcement, but this will be subject to Police priorities.</p>
4.0	<p><u>Time scale for implementing the street improvement scheme</u></p>
4.1	<p>Once Cabinet approval has been given for the use of the HERS contribution towards the cost of the street improvements scheme, the tender documents can be drawn up. The scheme will then go out to various approved highway contractors who will be asked to tender for the works. The contract for the works will then be awarded to the contractor with the best tender price. It is proposed that the improvement works contract will start on Seaside Road in November 2003. The work will be undertaken in two phases, with the new street lighting columns to the south side of Seaside Road being installed in November 2003 (ready for the Christmas light display). The main construction works will be completed in early months of 2004. The proposed break in the works during December 2003 should enable the Seaside Road traders to take full advantage of the Christmas trade. The full Seaside Road scheme should be completed by April 2004, enabling the street to fully re-open for the summer tourist season. It is being proposed that the street improvement works for Terminus Road and the Pier entrance will commence as those for Seaside Road are being completed.</p>
5.0	<p><u>Funding the street improvement scheme</u></p>

5.1	The August 2002 Cabinet report on the street improvement scheme gave a broad estimate of the anticipated cost of the scheme at £350,000. Since then further work has been undertaken in refining the cost estimates. Also, the scheme has been modified to take on board the changes requested through the public consultation process, many of which have resulted in cost increases for the scheme.
5.2	The current cost estimate for the part of the scheme between Terminus Road and Cavendish Place (Part 1), as shown on the map in Appendix 2 to this document, is £480,000. This is higher than the original cost estimate. However, since the August 2002 Cabinet report, the County Council have made a provisional budget commitment, through the LTP, of £1 million towards the cost of the three street improvement schemes at Seaside Road, Terminus Road and the Pier. This means that the LTP can meet the full cost of Part 1 works with the Council contributing £90,000 towards the final tendered cost of the scheme. This represents a significant financial commitment from the County Council.
5.3	It is desirable but not essential to re-pave the south side of Seaside Road within the contract for the street improvement works. However, the extra cost of this is quite significant at £35,000. It is therefore proposed to include this as a “provisional item” in the tender documents. If the tender prices come in below the budget estimate, priority will be given to carrying out this work, as an addition to the scheme.
5.4	The cost of the small scale works to the part of Seaside Road between Cavendish Place and Seaside is also going to be included as “provisional items”. Their cost has been estimated at about £20,000. This “Part 2” of the Seaside Road scheme can only go ahead if additional monies can be identified, at a later stage. However a keen price from the tender procedure may allow these works to go ahead with the rest of the proposals
6.0	<u>Consultations</u>
6.1	The draft street improvement scheme for Seaside Road was put out to public consultation in October/November 2002. The main consultation responses are outlined in Section 2 above.

6.2	<p>Further detailed consultations will be arranged with local traders and residents, in Autumn 2003, prior to the scheme being implemented. It is envisaged that the Seaside Road Regeneration Group will provide detailed information to local residents and traders about the programming of the works to keep the local public informed of progress.</p>
7.0	<p><u>Human Resource Implications</u></p>
7.1	<p>The East Sussex County Council's Highway consultants, Owen Williams, will now manage the implementation of the street improvement scheme. The position of Assistant Historic Buildings Advisor would oversee the detail of the scheme to ensure that the £90,000 HERS investment was spent appropriately. However this supervision was only envisaged on an original scheme cost when the HERS bid was made, of approximately £150,000. The scheme is now over three times this size involving more time and effort to manage. Also the post holder has recently left the Council and the position is currently filled on a temporary basis to keep the HERS grant process in operation. The effect will be that the task will fall to the only other officer in the section equipped to undertake the work - the Development Planning Manager. He will work with the Highway Manager to oversee the project. This will result in re-prioritising other work. The Seaside Road Regeneration Group will provide additional support on public information and consultation aspects.</p>
8.1	<p><u>Environmental Implications</u></p>
8.1	<p>The proposed street improvement and traffic management scheme should significantly improve the quality of the street environment of Seaside Road and provide an appropriate setting for the renovated historic buildings in the area.</p>
9.0	<p><u>Financial Implications</u></p>

9.1	As indicated in section 5 of this report, the estimated cost of Phase 1 of the Seaside Road street improvement scheme is £480,000. A further £55,000 worth of street works is included in the “provisional works” - Phase 2 of the scheme. The total cost of implementing the full scheme is therefore in the region of £535,000.
9.2	<p>The estimated cost of the scheme will be funded as follows:-</p> <p>2003 – 2004</p> <p>HERS £90,000 (within existing budgets)</p> <p>ESCC (LTP) £200,000 (allocated in the budget)</p> <p>2004 – 2005</p> <p>ESCC (LTP) <u>£190,000</u> (expected)</p> <p>Total £480,000</p> <p>Extras (LTP) £55,000 (to be spent if tender sums allow)</p>
9.3	At present there would appear to be a budget shortfall of about £200,000. However, due to the fact that the scheme construction will continue into the 2004-2005 financial year, it is expected that the LTP funding mechanism will provide additional funding to cover any shortfall from the tender returns, and possibly incorporate all of the works identified as provisional items. Securing funds from the LTP for 2004/5 will be known after tender returns and before the contract is let for the works to commence. It is not anticipated that the Borough Council will be required to provide any additional funding over and above the existing commitment.

9.4	The street improvements to Seaside Road will need to be maintained in future years. The responsibility for highway maintenance lies with East Sussex County Council. Consideration has been given, when designing the scheme, to keep future maintenance costs to a reasonable level. Planters and hanging baskets will require also maintenance. This will result in an annual cost of £3,000 for which long term sponsorship will be sought from local businesses. If this support is not forthcoming all soft landscaping will be removed from the scheme to avoid future maintenance costs. This will also make a £30,000 saving on the estimated £480,000 cost of the Part 1 works.
10.0	<u>Community Safety Implications</u>
10.1	The scheme will deliver an overall improvement to the safety of the community in this area. The proposed new street lighting will provide an improved level of illumination and a more even spread of lighting across the street. This will reduce the fear of crime for people using the street at night.
10.2	The Cavendish Place/Seaside Road junction will have a pedestrian phase on each of its four arms improving road safety. Also the street will have four illuminated and raised platforms, acting as pedestrian crossing points, which will slow traffic, further improving pedestrian safety.
10.3	Security improvements are proposed for the pedestrian alley between Seaside Road and Elms Avenue. This work, which will involve the re-construction of a wall to the rear of Seaside Road, has been brought forward in the programme and is now scheduled to take place in Spring 2003. This should further reduce the opportunities for crime in the area by preventing through access to the rear of the properties.
11.0	<u>Other Implications</u>
11.1	There are no youth, anti poverty or human rights implications as a result of this report.
12.0	<u>Summary</u>

12.1	The proposals to carry out a street improvement scheme for Seaside Road have been broadly welcomed by the local community. The plans have now been revised to take on most of the changes requested during the public consultation on the scheme. Significant funding has already been identified in next financial year (2003/4) to pay for the works, and it is expected that additional funding towards the scheme will be forthcoming from the County Council for the financial year (2004/5).
Jefferson Collard	
Development Planning Manager	
<p>Background Papers:</p> <p>The Background Papers used in compiling this report were as follows:</p> <ul style="list-style-type: none"> a) Seaside Road Heritage Economic Regeneration Scheme (HERS) Implementation Programme, dated April 2001. b) Eastbourne Local Transport Plan 2001-2006. c) Seaside Road Regeneration Strategy. Approved by Cabinet in July 2000. d) Minutes of Cabinet 1 August 2002 – Seaside Road Heritage Economic Regeneration Scheme (HERS) – Public Consultation on the Proposed Street Improvement and Traffic Management Scheme for Seaside Road. <p>To inspect or obtain copies of background papers please refer to the contact officer listed above.</p>	
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APPENDIX 1

SEASIDE ROAD STREET IMPROVEMENTS

PROPOSED CHANGES TO THE SCHEME February 2003

The changes proposed below came out of the public consultation on the draft proposals in October/November 2002.

No	Proposed change	Who requested	Comments	Cost difference to the scheme	Included in Revised Scheme?
1.	Bring out build-out on north side, adjacent to T.J.Hughes, to match the one opposite, so that both sides of the street match at the entrance to the scheme.	Roger Maskew, ESCC	Agree. Possible further costs to solve any drainage problems caused by new build-out.	£6,000	Yes
2.	Delete the disabled parking space to the north side of the street, outside T.J.Hughes, as this is considered fussy in urban design terms. This area to become a build-out.	Roger Maskew, ESCC	Agree. Possible further costs to solve any drainage problems caused by new build-out.	£7,000	Yes.
2a.	Baggeridge paving for existing footway between 8-26 Seaside Road.	Jeff Collard EBC	Provides conformity with proposed build-outs. (Does not include private forecourt o/s TJ Hughes).	£15,000	Yes

3.	Where possible, along the length of the street, try to get the shapes and sizes of the build-outs opposite each other to match. Also, nibs to the edge of parking bays should have reverse radii.	Roger Maskew ESCC	Agree but dependent on turning movements and drainage requirements.	Not significant	Yes where possible
4.	The paving on both sides of the street should have a continuous surface to avoid parts of the paving looking “added on”. This means that the paving to the south side of the street should also be changed to Baggeridge brick, thus achieving a uniformity of paved surfaces.	Roger Maskew ESCC	Re-pave south side if tender sums allow (included in tender as a provisional item)	£35,000	Possibly – if tender prices allow
5.	Change the parking area outside 12-26 Seaside Road to a build-out instead, with the exception of outside 12/14 Seaside Road, which should be a loading bay and outside 16 Seaside Road, which should be a general parking space.	Seaside Road Traders	See 5a below	See 5a below	No

5a.	Delete build-outs o/s 11 and 12. Relocate loading bay o/s 16 west to o/s 12-14. New 'thin' build-out from 16-26 (to enable loading bay o/s 25-33).	Jane Stephen/ Jefferson Collard/ Dale Foden	To partially meet requests of Seaside Road traders (see 5 above). Possibly further costs to solve any drainage problems caused by new build-out.	£7,500	Yes
6.	Provide a loading bay for 25 to 33 Seaside Road, either on street to the front of the properties, or around the corner in Elms Road. Retain the rest of the space here as parking.	Seaside Road Traders	See 5. Loading bay added o/s 25-33 and build out opposite made narrower to maintain road width. Loading bay not feasible in Elms Road.	No overall cost difference.	Yes
7.	On the large build-out, only have the post and rail at the corners and leave the rest as bollards only, enabling pedestrians to cross over a wider area of the street.	Roger Maskew ESCC	Good idea	No overall cost difference.	Yes

8.	Keep the area of imprint paving on the crossing from the main build-out, as shown. Then install a double row of granite setts across the carriageway, at either end of where the pedestrians will have free movement on and off the build-out, as a warning to drivers to slow down. See also point 15.	Jane Stephen EBC	Agree because it provides more definition to crossing point.	£3,000	Yes
9.	Provide vehicle crossovers (in and out) to a loading area on Busbridge's forecourt. The forecourt area itself to be paved in Baggeridge brick paviors to match the main footpath.	Busbridges	Good idea. Subject to safety audit. Materials to withstand loading up to 7.5 tonne Gross Vehicle Weight.	£4,000 (excl. forecourt)	Yes
10.	Provide a build out in front of the properties at 62 to 68 Seaside Road.	Seaside Road Traders	Agree. Possible further costs to solve any drainage problems caused by new build-out.	£3,000	Yes

11.	Move the loading bay, shown to front of 'C' Bar as far west as possible, without losing too much of the build out opposite. The size of the loading bay should be increased (doubled, if possible).	Seaside Road Traders	Agree - loading bay is shown at maximum size to maintain safe road width.	No additional costs for loading bay.	Yes
12.	Provide a new area of build-out where the loading bay used to be (ie. in front of "C" Bar).	Seaside Road Traders	Agree. Possible further costs to solve any drainage problems caused by new build-out.	£1,500	Yes
13.	Provide an additional loading/coach dropping off bay on Cavendish Place.	Seaside Road Traders	Agree but Traffic Regulation Order (TRO) subject to possible objections.	No additional costs.	Yes
14.	Modify the kerb line on the corner of Pevensey Road with North Street to allow T.J.Hughes lorries to make deliveries without having to reverse down North Street.	T.J.Hughes.	Agree. Consideration for overhanging cowling in North Street.	£3,000	Yes
15.	Provide a double row of granite sets on the carriageway, to either side of the areas of imprint paving, to delineate the pedestrian crossing points.	Jane Stephen EBC	Agree. Four areas to be provided excluding proposal in 8 above. (to provide more definition to crossing point)	£12,000	Yes

16.	Introduce a temporary parking restriction outside the Royal Hippodrome Theatre for the evenings only. This would allow coaches to drop off theatre-goers for evening performances, whilst allowing potential shop customers and traders to use the spaces during the daytime.	Seaside Road traders	Agree. Suggest parking restriction to be applicable all day including disabled. TRO subject to possible objections.	No additional costs as covered in the scheme TRO's.	
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