

Appendix 6 Consideration of alternative routes

East Sussex County Council design team considered a range of alternative routes for the cycle scheme, both inside and outside the park.

The County Council provided the following information regarding alternative route proposals and why those were rejected.

1 St Helens Road - converting the existing footway running alongside the northern boundary to the park.

- Insufficient corridor width, particularly between Dordrecht Way and St Helens Park Road.
- Narrow pavement with spiked railing on Alexandra Park side. The railings are a protected heritage feature of the park.
- Widening the pavement into the carriage way would reduce the capacity of a main arterial road into and out of the town and impact users of the bus stops along this route.

Significant widening would be required over this whole length, which would be extremely costly, on-street parking and trees would have to be removed and the proximity of the spiked railings meant this was not a viable option.

2 Upper and Lower Park Roads – converting and widening existing footway or on-road provision or converting Upper and Lower Park Roads to one-way only traffic.

- Protected heritage spiked railings run the length of the footway.
- Widening the footway and reducing the carriageway width would remove on-street parking along the length of the widened section.
- Converting the road to a one-way system was considered which would require diverting traffic onto neighbouring roads which already carry high levels of traffic.
- A one-way carriageway would require speed reducing measures.

Widening the footway or converting the roads to a one-way system were not considered viable, cost effective, or options likely to be supported by residents.

3 Clarence Road / Upper Clarence Road– upgrading and providing on-road provision.

- Both Clarence and Upper Clarence Roads are unadopted Highway. Bringing these up to adoption standards would require significant work, including carriageway construction and drainage works.
- A steep section exists between the two sections of road over which it is unlikely that a fully DDA compliant route could be provided.
- The cost of upgrading these roads to form a part of the cycle route is likely to be prohibitive.

Due to its unadopted status and steep middle section and extent and cost of works required to bring them to adoptable standards this route was not considered a viable route option.

4 Beaufort Road / Eversley Road – converting existing footway or on-road provision.

- On-street parking is provided along both sides of the road.
- Widening a footway to provide the minimum level of provision - shared use - would require the loss of parking along the whole of one side.
- Stagecoach depot on road and need adequate widths for buses.

The introduction of a cycle facility along these roads would require a greater corridor width than is currently available without the removal of on-street parking and was not considered a viable option.

5 Vale Road - converting existing footway or on-road provision.

- On-street parking is provided along both sides of the road.
- Widening a footway to provide shared use would require the loss of parking along the whole of one side.

The introduction of a cycle facility along Vale Road requires a greater corridor width than is currently available without the removal of on-street parking and was not considered a viable option.