

TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Cabinet Member for Transport and Environment, Councillor M Lock, on 4 April 2005 at County Hall, Lewes.

45. MINUTES

45.1 Councillor Lock approved as a correct record the minutes of the meeting held on 7 March 2005.

46. REPORTS

46.1 Copies of the reports referred to in the minutes below are contained in the minute book.

47. SOUTH FORELAND TO SELSEY BILL SHORELINE MANAGEMENT PLANS

47.1 Councillor Lock considered a report by the Director of Transport and Environment.

47.2 The Director of Transport and Environment pointed out that the proposals had direct implications for property owners and landowners, as well as local authorities and other bodies who had a duty to protect the integrity of the landscape and key infrastructure. He was concerned to ensure that the County Council's response to the consultation should highlight the implications of the proposals and the need for a scheme of compensation to be put in place for landowners and others who might be affected by decisions to pursue a policy of Managed Realignment or No Active Intervention.

DECISION

47.3 To (1) agree the response to the consultation on the South Foreland to Beachy Head and Beachy Head to Selsey Bill Shoreline Management Plans (Appendix B to the report);

(2) request the Director of Transport and Environment, in the response, to urge DEFRA to consider a scheme of compensation for those landowners, local authorities and others whose property would be affected by the decisions to pursue a policy of Managed Realignment or No Active Intervention; and

(3) authorise the Director of Transport and Environment to commission such studies as are necessary to look at the implications of future coastal management policy options.

Reason

47.4 There are no objections to the policies in the draft Shoreline Management Plans which propose **Hold the Line** or **No Active Intervention** for sections of unpopulated coastline. However, there are a number of proposals where it is suggested that natural coastal processes are allowed to take place where property, infrastructure or areas of significant environmental or heritage importance would be affected during the plan period. The Director of Transport and Environment considers that there is currently insufficient information to recommend adoption of these proposals at the present time and that further studies should take place. Some of the monitoring process will be undertaken by the Coastal Groups and their consultants. In other cases, such as at Cuckmere Haven, the Environment Agency is undertaking studies. It may also be necessary for the County Council to commission specific studies to address certain issues raised by the proposals in the Shoreline Management Plans. The direct implications of a Managed Realignment or No Active Intervention policy for landowners mean that there is a need for the introduction of a Scheme of Compensation.

48. HIGHWAYS AGENCY A27 SOUTHERHAM TO BEDDINGHAM IMPROVEMENTS: PUBLICATION OF DRAFT ORDERS AND ENVIRONMENTAL STATEMENT

48.1 Councillor Lock considered a report by the Director of Transport and Environment.

48.2 The Director of Transport and Environment explained the background to the A27 Southerham to Beddingham improvements proposed by the Highways Agency. The strategic east/west A27 link had been inadequate for many years, but previous proposals for improvement had not been taken forward because of targeted opposition to the schemes. A number of possible schemes, including a proposal for a dual carriageway from Lewes to Polegate, had been considered by the Government and the South Coast Multi-Modal Study (SoCoMMS) had been asked to review proposals for improvements to the whole of the road network from Southampton to Thanet.

48.3 In 2002 the SoCoMMS recommended that the A27 Southerham to Beddingham improvements be built as soon as possible to reduce delays to road traffic caused by the Beddingham level crossing and to improve safety. A dual carriageway was proposed to cope with the large volumes of traffic (in excess of 30,000 vehicles each day) on this stretch of road. However, the Secretary of State had decided that a wide single carriageway would be the most appropriate option at this time because it could be delivered comparatively rapidly and would achieve a resolution of the safety concerns relating to the Beddingham level crossing.

48.4 Councillor Lock noted that traffic modelling work was being carried out by the Highways Agency into the effects of the proposed scheme on the wider road network and the results would be available to the County Council in the near future.

DECISIONS

48.5 To (1) welcome publication of the draft Orders and draft Compulsory Purchase Orders for the A27 Southerham - Beddingham Improvements and the opportunity to respond to them; and

(2) submit representations on the draft Orders and draft Compulsory Purchase Orders as set out in Appendix A to the report.

Reason

48.6 The A27 Southerham-Beddingham Improvements as proposed fall far short of a long term solution to the existing congestion and safety problems on the route and pay only limited regard to its crucial role in the East Sussex and regional strategic road network. However, they should be welcomed as potentially leading to an improvement on existing conditions and are the only Government-approved option on offer. The Secretary of State and the Highways Agency should be made aware of the County Council's reservations on the scheme, which need to be placed on record.

49. PEDESTRIAN CROSSING FACILITIES: PRIORITY ASSESSMENT OF REQUESTS

49.1 Councillor Lock considered a report by the Director of Transport and Environment. He noted that Appendix A should also include a request for a pedestrian crossing at The Bourne near Rock-a-Nore Road in Hastings.

49.2 Councillor Lock expressed his appreciation and gratitude to Councillor Tidy, the Lead Member for Community Planning, Community Safety and E-Government, and his officers for the contribution of £165,000 in 2004/2005 which had facilitated the completion of ten minor projects and one major project. He also thanked Hastings Borough Council for their contribution of £100,000 which had enabled five projects to be completed.

DECISIONS

49.3 To (1) approve the priority listing at Appendix B to the report as the basis for future investigations; and

(2) authorise the Director of Transport and Environment to initiate preliminary investigations and detailed designs where appropriate, working through the schemes in Appendix B in priority order, to the extent of the funding made available for pedestrian crossing facilities through the Integrated Transport element of the Capital Programme.

Reason

49.4 The approved assessment procedure has proven robust and the revised priority listing will ensure that the available budget is properly allocated to ensure that priority is given to those sites where the greatest benefit can be achieved.

50. TRAFFIC CALMING: PRIORITY ASSESSMENT OF REQUESTS

50.1 Councillor Lock considered a report by the Director of Transport and Environment.

50.2 Councillor Lock expressed his appreciation and gratitude to Councillor Tidy, Lead Member for Community Planning, Community Safety and E-Government and his officers for the contribution of £190,000 in 2004/2005 which had enabled traffic calming schemes to be brought forward.

DECISIONS

50.3 To (1) note the results of the priority assessment procedure and the current position on schemes being developed; and

(2) authorise the Director of Transport and Environment to initiate new preliminary investigations, in priority order, as set out in Appendix A to the report, according to the funds available.

Reason

50.4 The assessment procedure has been approved as the method of selecting and prioritising traffic calming schemes. Investigating sites in the assessed priority order gives the greatest opportunity to develop worthwhile schemes that are appropriate and cost-effective and where the greatest benefit can be achieved.