



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

MONDAY, 23 MARCH 2015

10.00 AM COMMITTEE ROOM - COUNTY HALL

A G E N D A

- 1 Decisions made by the Lead Cabinet Member on 23 February 2015 (*Pages 3 - 6*)
- 2 Disclosure
Disclosure by all Members present of any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct
- 3 Urgent Items
Notification of any item which the Lead Cabinet Member considers urgent and proposes to take at the appropriate part of the agenda
- 4 Capital Programme of Local Transport Improvements 2015/16 (*Pages 7 - 14*)
- 5 Allocation of the 2015/16 Community Match Funding to a number of community led local transport schemes (*Pages 15 - 18*)
- 6 Provision of an on-street advisory disabled bay at Gladstone Terrace, Hastings (*Pages 19 - 26*)
- 7 Results of a public consultation on a pedestrian crossing scheme in Victoria Drive, Eastbourne (*Pages 27 - 36*)
- 8 Any urgent non-exempt items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

13 March 2015

Contact Simon Bailey
Email: simon.bailey@eastsussex.gov.uk

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TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Cabinet Member for Transport and Environment, Councillor Carl Maynard on 23 February 2015 at County Hall, Lewes.

Councillor Galley spoke on item 4 (see minute 64)

Councillor Pursglove spoke on items 5 and 6 (see minutes 65 and 66)

Councillor Rodohan spoke on item 6 (see minute 66)

Councillor St Pierre spoke on item 5 (see minute 65)

Councillor Stogdon spoke on items 4, 5, 6 and 7 (see minutes 64, 65, 66 and 67)

Councillor Ungar spoke on item 6 (see minute 66)

62. MINUTES

62.1 Councillor Maynard approved as a correct record the minutes of the meeting held on 26 January 2015.

63. REPORTS

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

64. PETITION TO REDUCE THE SPEED LIMIT TO 40MPH ON THE A26, ROSE HILL, ISFIELD

64.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which considered the response to a petition requesting the introduction of a 40mph speed limit at Rose Hill, Isfield. The Lead Petitioner, Jerry Phillips, spoke in support of the petition.

DECISIONS

64.2 RESOLVED to advise the petitioners that the existing 50mph speed limit on the A26 at Rose Hill, Isfield is considered the most appropriate for this part of the road and that officers will review the signs and lines at the junctions of the A26 with Horsted Lane/Bradford's Lane and with Kiln Lane, in consultation with the Parish Council and Local Member.

Reason

64.3 The A26 at Rose Hill, Isfield does not give the drivers sufficient visual message to support a 40mph speed limit. As a result the existing 50mph speed limit is considered to be the most appropriate speed limit for the road.

65. PETITION CALLING ON THE COUNTY COUNCIL TO RELEASE THE SITE KNOWN AS OLD HAMSEY BRICKWORKS FROM THE SAFEGUARDED WASTE SITES PUBLISHED IN THE DRAFT EAST SUSSEX, SOUTH DOWNS AND BRIGHTON & HOVE WASTE AND MINERALS SITES PLAN

65.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which considered the response to a petition calling on the County Council to release the site known as Old Hamsey Brickworks from the safeguarded waste sites published in the draft East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan. Tony Cook, Head of Planning and Environment, set out that the authorities anticipated submitting a draft Plan during the summer to the Planning Inspectorate for Public Examination, and for adoption of the Plan to begin in 2016. The Lead Petitioner, Mr Martin Blackmore, spoke in support of the petition.

DECISIONS

65.2 RESOLVED to advise the petitioners that any decision to change the position of Old Hamsey Brickworks as a Safeguarded Waste Site would be premature in advance of the three partner Authorities for the Waste and Minerals Plan – East Sussex County Council, Brighton & Hove City Council and South Downs National Park Authority – considering, in the light of comments on the draft Waste and Minerals Sites Plan, the overall safeguarded waste management capacity for the Plan Area, or, the feasibility of increasing provision through the allocation of new locations, in order to satisfy the net self-sufficiency requirements of the Waste and Minerals Plan.

Reason

65.3 Releasing Old Hamsey Brickworks as a safeguarded waste site at this stage would be premature and would prejudice future decisions by East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority on safeguarded capacity for waste management, and, the likelihood of further provision within the Plan Area, to satisfy the requirement for net self-sufficiency.

66. SUSTAINABLE SHUTTLE BUS SERVICE BETWEEN EASTBOURNE DISTRICT GENERAL HOSPITAL AND THE CONQUEST HOSPITAL, HASTINGS

66.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided an update on progress on working with relevant authorities and partners to develop a sustainable shuttle bus service between Eastbourne District General Hospital and the Conquest Hospital, Hastings. Neil Maguire, Team Manager – Public Transport Services, set out that a joint rail and bus ticket between the two hospitals should be launched in the summer.

DECISIONS

66.2 RESOLVED to (1) note the contents of the report including the fact that access to the new centralised primary health care provision is ultimately a matter for the East Sussex Healthcare NHS Trust;
(2) agree East Sussex County Council continue to work with all relevant partners to facilitate opportunities to develop a sustainable shuttle bus service between the Eastbourne District General Hospital and the Conquest Hospital, Hastings; and
(3) to receive a further progress report once the East Sussex Healthcare NHS Trust has provided its analysis of staff travel arrangements.

Reason

66.3 As noted by the Lead Member for Resources, access to the new centralised primary health care provision is ultimately a matter for ESHT. The County Council will work with all relevant authorities and partners to facilitate a new shuttle bus service, but such arrangements will exclude the County Council contributing funding.

67. PROPOSED PART-TIME ADVISORY 20MPH SPEED LIMIT ON PARK AVENUE AND PARK LANE IN EASTBOURNE

67.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided the results of the consultation on a part-time advisory 20mph Speed Limit in the vicinity of Ratton School on Park Avenue and Park Road, Eastbourne.

DECISIONS

67.2 RESOLVED to (1) note the results of the public consultation on the proposals for a part time advisory 20mph speed limit on Park Avenue and Park Lane in Eastbourne; and
(2) agree that the proposed part-time advisory 20mph speed limit be taken forward to detailed design and construction.

Reasons

67.3 The analysis of the results of the consultation exercise shows that a majority of those who responded supported the introduction of an advisory 20mph speed limit on a part-time basis. Whilst some respondents would prefer the introduction of a mandatory 20mph speed limit operating at all times, the introduction of an advisory part-time limit would still address the specific speeding concerns raised in the original petition.

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Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	23 March 2015
By:	Director of Communities, Economy and Transport
Title:	Capital Programme of Local Transport Improvements 2015/16
Purpose:	To seek approval for the proposed allocation of funds to a specific programme of local transport improvements

RECOMMENDATIONS: The Lead Member is recommended to agree:

- (1) The programme of local transport improvements for 2015/16 set out in Appendix 1 to this report; and**
 - (2) The allocation of County Council capital funding towards specific improvements identified in the 2015/16 programme.**
 - (3) The specific allocation of £13,000 of capital funding to undertake remedial works at two bus stops outside St George's Park, Ditchling Common, which were the subject of a petition presented at County Council on 10 February 2015.**
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1. Background

1.1 The capital programme for local transport improvements sets out a proposed programme of schemes to be developed and delivered in various locations across the county in 2015-16. The programme is funded from a number of sources including a capital allocation from the County Council, development contributions and funding secured from the Government's Local Growth Fund through the South East and Coast to Capital Local Economic Partnerships. A copy of the draft programme is included in Appendix 1.

2. Supporting Information

2.1 In May 2011 County Council approved the Local Transport Plan (LTP) 2011 – 2026 which identified the Council's strategy for transport investment. The strategic approach adopted in the LTP is to invest in infrastructure which delivers sustainable economic growth. This will be achieved by developing schemes which tackle congestion, improve safety for all road users and where practical and appropriate, promote sustainable travel on foot, by bike and by public transport.

2.2 The LTP will be complemented by a series of Implementation Plans setting out delivery proposals in line with the priorities set out in the LTP of supporting sustainable economic growth and improving safety, health and security for 5 year time periods over its lifetime. The first Local Implementation Plan was approved by the Lead Member for Economy, Transport and Environment on 30 January 2012.

2.3 The programme for 2014/15 has been reviewed to take account of the priorities set out in the Council Plan, LTP and its associated Implementation Plan, as well as ensuring the continuation of schemes commenced in the previous financial year and the availability of external contributions.

2.4 A number of priority investment areas are identified in both the LTP and the Implementation Plan. These are Bexhill, Hastings, Eastbourne, Hailsham and south Wealden, Newhaven and Uckfield. The schemes included in the draft programme show a significant investment of ESCC funding in local transport improvements in these priority investment areas.

2.5 As part of the LTP Implementation Plans, and with a single budget for Local Transport and Road Safety schemes, a more robust, evidence based prioritisation process has been developed to assess requests received for all types of schemes. This new prioritisation framework was agreed by

the Lead Member for Economy, Transport and Environment in September 2011. One of the key elements of this process involves assessing the extent to which scheme requests would meet the objectives of the LTP.

2.6 The amount of County Council funding in the current approved capital programme for Integrated Transport in 2015-16 amounts to £2.1m. This allocation was approved by County Council on 10 February 2015.

2.7 Additional external funding, such as development contributions increase the overall level of funding available to implement local transport improvements in the agreed programme by £2.336m in 2014/15. There are constraints on how this external funding may be used, as it can only be used to fund specific improvements in specific geographical areas. In addition, the terms of some funding streams only enable the construction cost of a scheme to be funded, with the design costs having to be funded from County Council resources.

2.8 A number of the schemes in the programme are to be funded from the Government's Local Growth Fund. A total of £66.1m of funding has been made available from Round 1 of the Growth Fund for transport schemes in East Sussex to fund transport projects in East Sussex up to 2020/21. This money has been made available following the submission of the Growth Deals by the South East and the Coast to Capital Local Economic Partnerships. Some of this funding is for delivering major transport infrastructure required to unlock housing and/or employment sites such as the Queensway Gateway Road in Hastings, the North East Bexhill Access Road, the A22/A27 junction improvements and the Newhaven Port Access Road. Funding has also been awarded for the delivery of the following packages of local transport improvements which will support the housing and employment growth in the growth corridors around Eastbourne/South Wealden and Bexhill/Hastings:

- Hailsham, Polegate and Eastbourne Sustainable Transport Corridor
- Eastbourne and South Wealden walking and cycling package
- Eastbourne Town Centre access and improvement package
- Hastings and Bexhill junction improvement package
- Hastings and Bexhill walking and cycling package

2.9 These packages of local transport improvements will be delivered through the capital programme for local transport improvements in a phased approach with an initial Local Growth Fund allocation of £600,000 that is available in 2015/16. A capital allocation of £643,000 has been made from ESCC capital reserves to assist with the scheme development costs associated with these LGF funded schemes which will be topped up using development contributions.

2.10 Historically, the capital programme included a separate allocation for road safety measures to fund the implementation of engineering schemes at specific sites identified as having a high crash record. There is a general consensus that the most dangerous sites have been addressed through road safety engineering works. However, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. This road safety engineering work will be focused on a corridor approach which aims to introduce a package of measures (e.g. improvements to signing and lining) along high risk sections of routes on our A and B roads where crashes have occurred. Provision for three road safety route studies has been made in the capital programme for 2015/16. The precise locations of the sites are still in the process of being identified and will include a review of most recent crash data.

2.11 The draft programme was circulated to all Councillors in February 2015 for comments. The comments received from Councillors were considered at a Cross Party Member Panel, consisting of Councillors Maynard, Stogdon, St. Pierre, Hodges and Pursglove held on 18 February 2014. The purpose of the Member Panel was to review the draft programme included in Appendix 1 to this report and advise on its content prior to the Lead Member Meeting on 23 March 2015.

2.12 At the meeting of the County Council on 10 February 2014, Councillor Sheppard presented a petition calling on the County Council to provide kerbs of adequate height and specification at the bus

stops outside the entrance to St George's Park, Ditchling Common to enable wheel chair users to board and to alight from buses without the use of a ramp, and to include the necessary work within the 2015/16 Capital Programme for Local Transport Improvements. Since October 2014, there has been an ongoing dialogue involving the Lead Petitioner, the local County and District Councillors and St Georges Park about this issue and a specific funding allocation of £13,000 has been made in the draft capital programme included in Appendix 1 to undertake the necessary works.

3. Conclusion and Reason for Recommendation

3.1 The draft programme set out in Appendix 1 represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's Local Transport Plan but also contribute to achieving broader corporate objectives. It is therefore recommended that the funding approved by County Council to support the programme of local transport improvements for 2014/15 be allocated to the schemes as outlined in Appendix 1 to this report.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Mark Valleley
Tel: 01273 482237
Email: Mark.valleley@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Appendix 1 - Draft Capital Programme for Local Transport improvements 2015-16

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Location	Title
Externally Funded Schemes (Development Contributions)	
County Wide	Cycle Parking at ten stations - ESCC Match funding for Southern Rail's Proposed Improvements
Bexhill	Little Common Junction Improvement
Eastbourne & South Wealden	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor
Eastbourne	Horsey Way Cycling and Walking Route - Phase 1 - Railway Station to Ringwood Road
Eastbourne	Horsey Way Cycle Route Phase 2 - drainage remedials
Eastbourne	Horsey Way Cycling and Walking Route - Phase 3 - Lottbridge Drove to Sovereign Harbour
Eastbourne	Development of additional cycle routes - Langney to Sovereign Harbour, Willingdon Road, and Town centre to hospital route
Eastbourne	Lottbridge Drove (Seaside to Royal Parade) Road Safety Improvement
Eastbourne	Whitley Road/Seaside Provision of Pedestrian Facilities at Traffic Signal Junction
Eastbourne	Ratton School - School Safety Zone
Eastbourne	Victoria Drive Pedestrian Crossing
Hastings	Hastings Alexandra Park Cycle Route
Hastings	The Ridge Hastings Movement and Access Improvements (Traffic Management, Bus Stop Improvements, Facilities for Pedestrians)
Lewes District	Malling Hill Pedestrian Crossing
Rother District	Rye Harbour Road Cycle - Phase 4
Wealden District	Crowborough - Movement and Access Study
Wealden District	Maresfield High Street 20mph scheme
Wealden District	Heathfield Community College School Safety Zone
Wealden District	Hailsham Town Centre - High Street Traffic Management and Pedestrian Improvements
Wealden District	Wadhurst High Street Pedestrian Improvements.

Principal Scheme Type	Development Contributions
CY	WD/07/2353 - Land N. of Dittons Rd, Polegate - £10,230
TM	s106 contribution: RR/2007/0264 (47/51 Cooden Sea Rd - Tesco Express)- £20,244(w)
TM/BI/CY/WA	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
LS	s106 contribution: EB/2004/0274 (former coach & lorry park, Wartling Rd) - £2,500(p)
RC	s106 contribution: EB/86/0431 (Sovereign Harbour)
LS	Rest Harrow, 14 The Combe development £10,654 (EB/2011/0104)
RC	EB/02/0177 82a Green Street - £8,567
CY/WA	s106 contribution available for construction: HS/09/0284 (Asda, Silverhill) - £49,749(w)
BI/TM	Contributions from developments on The Ridge £83,561
WA	s106 contribution: LW/06/0091 (Clayhill Nurseries) - £39,905(w)
CY/WA	Winchelsea Road, Rye
TM/BI/CY/WA	
TM	s106 contribution available for construction: WD/07/0526 (Land @ Park Farm) - £109,918(w) (held by WDC)
LS	WD/09/1992 - Albion Hall, Heathfield - £13,842
BI/WA/RD	
RC/RD	s106 contributions: WD/09/2490 (1 Townslands Rd) - £10,424(w); WD/09/1070 (land @ Courthorpe Ave) - £17,425(w) (both held by WDC)

Proposed Programme 2015 - 2016						
Funding Sources		Stages Complete end 2015/16				
ESCC Funding	External Funding	L	P	D	C	PC
£ 10,000	£ 10,230				X	
8,000	£ 12,000			X	X	
	£ 250,000		X			
	£ 290,000				X	X
	£ 5,000					X
	£ 10,000			X		
	£ 250,000	X	X			
	£ 60,000				X	
	£ 50,000			X	X	
	£ 10,000				X	
41,433	£ 8,567			X	X	
50,000	£ 49,800			X	X	
16,349	£ 83,651			X	X	
50,000	£ 39,000				X	
275,800	£ 24,200				X	X
	£ 30,000	X				
	£ 110,000				X	
	£ 13,842			X	X	
	£ 750,000			X	X	
42,000	£ 27,849				X	

Externally Funded Schemes - Sub Total

£ 493,582 £ 2,084,139

Location	Title	Principal Scheme Type	Development Contributions	Funding Sources		Stages Complete end 2015/16				
				ESCC Funding	External Funding	L	P	D	C	PC
<u>Local Growth Fund Schemes</u>										
Hastings	Development of Movement and Access Corridor measures on A259, A21, Seddlescombe Road, B2159 Battle Road, A2101 St Helens Road, B2092 Harley Shute Road, Blackman Ave, Churchwood Drive.	RD/TM/WA/CY/BI /RC		£ 250,000		X				
Hastings	Walking and Cycle Route Development - (Hastings Walking and Cycling Strategy Implementation Plan)	CY		£ 100,000		X	X			
Bexhill	Development of Movement and Access Corridor measures on A259, A269 London Road/B2182 Holliers Hill, B2182 Cooden Sea Road/Cooden Drive	RD/TM/WA/CY/BI /RC		£ 200,000		X	X			
Bexhill	Town Centre Walking Cycling and Traffic Management Improvements	TM/WA/CY		£ 76,000		X	X			
Bexhill	Cycle route development Seafront to Bexhill High School/Sidely Route Seafront to NE Bexhill Cycle Route, West Bexhill Routes	CY		£ 100,000		X	X			
	Sub Total - Hastings and Bexhill			£ 726,000	£ -					
Eastbourne	Seafront Cycle Route Wish Tower to Fisherman's Green	CY			£ 400,000			X	X	
Eastbourne	Meads Area Pedestrains and Safety Improvements	LS /TM			£ 200,000			X	X	
Sub total Eastbourne & South Wealden				£ -	£ 600,000					
LGF Funded Schemes - Sub Total				£ 726,000	£ 600,000					

Location	Title
ESCC Funded Schemes	
County Wide	Real Time Passenger Information
County Wide	Accident Remedial Schemes
County Wide	Community Match Initiative
County Wide	Cycle Network Remedials - Connect 2
County Wide	Vehicle Activated Signs Remedials
Bexhill	St Richards Catholic College School Safety Zone
Bexhill	Marina Pedestrian Improvements - Marina/Sackville Rd Roundabout
Bexhill	West Bexhill Route 99 Bus stop improvements
Hastings	Hastings Old Town Traffic Improvements (Contribution from Hastings Parking surplus)
Hastings	Havelock Road, Hastings Pedestrian Crossing (contribution from Hastings parking surplus)
Hastings	Christchurch C of E - School Safety Zone
Hastings	A259/Rock a Nore Junction Signal Improvement
Hastings	Elphinstone Road Pedestrian Crossing
Hastings	Station Plaza to Priory Square Pedestrian Improvement Scheme (ESCC contribution to HBC scheme)
Lewes District	Seaford to Exceat cycle route
Lewes District	St Anne's Crescent, Lewes 20mph Limit
Lewes District	Lewes to Kingston Cycle Track - Cockshut Lane Improvements
Lewes District	Missing signing on Lewes Riverside Cycle Route
Lewes District	Lewes High Street and Prison Cross Roads Bus Stop Improvements (RTPI)
Lewes District	Newhaven Ring Road Signal Improvements
Lewes District	Ditchling - St Georges Bus Stop Improvements
Lewes District	Newhaven Library Cycle Stands
Wealden District	Rotherfield HGV Signing
Wealden District	Chailey - Warrs Hill Footway and Crossing

Principal Scheme Type	Development Contributions
BI	LSTF; s106 contributions: various countywide
LS	
VARIOUS	£116k ESCC match funding available for new schems in 2015/16 (£16k unallocated from 2014/15). Construction of Hide Hollow (£25k)and Marks Cross (£10k) slipped into 2015-16
CY	
LS	
LS/WA/CY	
WA	
BI	
WA/TM	
RC	
LS/WA/CY	
RC	
WA	
WA	
CY	
TM	
CY	
CY	
BI	
TM	
BI	
CY	
TM	
RC/WA	s106 contribution available for construction: LW/06/0700 (Chailey New Heritage) - £140,062(w)

Funding Sources		Stages Complete end 2015/16				
ESCC Funding	External Funding	L	P	D	C	PC
£ 150,000				X	X	
£ 50,000				X	X	
£ 151,000	£ 195,000			X	X	
£ 50,000						X
£ 20,000					X	
£ 20,000		X	X	X		
£ 380,000						
£ 20,000		X	X	X	X	
£ 275,000				X	X	
£ 90,000					X	
£ 20,000		X	X	X		
£ 40,000				X	X	
£ 30,000				X	X	X
£ 15,000					X	
£ 2,500				X		
£ 7,500				X	X	
£ 15,000					X	
£ 2,500					X	
£ 2,500				X		
£ 19,000			X			
£ 13,000				X	X	
£ 2,500					X	
£ 10,000				X		
£ 2,500				X		

Location	Title	Principal Scheme Type	Development Contributions	Funding Sources		Stages Complete end 2015/16				
				ESCC Funding	External Funding	F	P	D	C	PC
Wealden District	Alfriston Traffic management	TM		£ 20,000			X			
Wealden District	Ghyll Road Traffic Calming	TM		£ 2,500				X		

ESCC Funded Schemes Sub Total

£ 1,410,500	£ 195,000
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Preliminaries	
	Salary Recharges
	ESCC Capital
	Developer funded schemes
	Kier Preliminary Costs

£ 909,355	
	£ 57,000
£ 50,000	

Preliminaries Sub Total

£ 959,355	£ 57,000
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KEY
Scheme Type
BI - Bus Infrastructure
CY - Cycling
IN - Public Transport Interchange
LS - Local Safety Improvements
RC - Road Crossing
RD - Local Road Scheme
WA - Walking
TM - Traffic management and Traffic Calming
SM - Speed Management
Stages Complete
F - Feasibility
P - Preliminary
D - Detailed Design
C - Construction
PC - Post Construction

Planned Programme	ESCC	External	Total
Cumulative Total Capital Expenditure	£ 3,589,437	£ 2,936,139	£ 6,525,576
Total Capital Expenditure	£ 3,589,437	£ 2,936,139	£ 6,525,576

Funded from	ESCC
ESCC Capital Allocation	£ 2,100,000
Transfer from Revenue	£ 375,000
Slippage on 2014-15	£ 471,000
ESCC allocation for LGF Schemes Preliminary Costs	£ 643,000

Total available	£ 3,589,000
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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 23 March 2015

By: Director of Communities, Economy and Transport

Title: Allocation of the 2015/16 Community Match Funding to a number of community led local transport schemes

Purpose: To seek approval for the proposed allocation of match funding to a number of community led local transport improvement schemes

RECOMMENDATIONS: The Lead Member is recommended to agree that:

- (1) £5,000 of match funding should be allocated towards three specific community led transport improvement schemes for construction in 2015/16;
 - (2) Development work on three other schemes should be initiated for possible match funding later in 2015/16;
 - (3) Development work on three other previously approved schemes should be completed for possible match funding later in 2015/16; and
 - (4) The remaining unallocated £108,607 from the match funding available in 2015/16 should be held for potential allocation to schemes in the next round of funding in September 2015.
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1 Background

1.1 A sum of £100,000 has been allocated in the County Council's 2015/16 capital programme for local transport improvements to match fund community led improvement schemes that require highway design and construction work. Additionally £13,607 of funding that was unallocated in 2014/15 has been rolled forward to 2015/16 which means that the total amount of East Sussex County Council capital funding that is available in 2015-16 to allocate to new schemes is £113,607. For schemes that are selected to be taken forward through the Community Match initiative, the County Council will contribute up to 50% of the design and construction costs, with the remainder being met by the local community. If an amount totalling £5,000 is allocated towards specific schemes then the balance of £108,607 could be held for potential allocation to Community Match Schemes in the next funding round in September 2015.

2 Supporting Information

2.1 Twelve applications for consideration within the first round of funding for 2015-16 were received by the deadline of 31 December 2014. Ten of the twelve applications qualify to be considered through the Community Match initiative in terms of their scope and the local community's commitment in principle to part fund the proposals. Of the other two schemes, one is 100% funded by the County Council Education Department and therefore will be taken forward outside of the Community Match initiative. The remaining scheme would involve a road closure to vehicular traffic which is not considered acceptable on highway grounds. The applications were assessed using the scheme prioritisation criteria approved by the Lead Member at his decision making meeting on 21 July 2014. The results of the assessment are shown in Appendix 1.

2.2 The applications and the results of the scheme prioritisation assessment were considered by a Cross Party Member Panel, consisting of Councillors Maynard, Stogdon, St Pierre, Hodges, O'Keeffe and Pursglove, on 18 February 2015.

2.3 Eight of the new applications are for schemes which require initial design work to enable them to be constructed later in 2015-16. Under the Community Match Initiative, the first phase of design work is paid for wholly by the local community. Members of the panel agreed that a recommendation should be made to the Lead Member for Transport and Environment that development work on three schemes should be initiated, however a decision would have to be taken at a future meeting of the member panel in September 2015 about whether the match funding required to enable them to be constructed should be allocated to each of them.

2.4 The application for a rush barrier and area of footway at St Philips school in Uckfield is to be fully funded by the school governors and double yellow lines in Forest Row are to be fully funded by the Parish Council. Members of the panel agreed that a recommendation should be made to the Lead Member for Transport and Environment that both these schemes should be taken forward to design and construction.

2.5 There are also four schemes that were approved for design work within the first funding round (September 2014). Work has since progressed on these four schemes and the Wych Cross speed limit reduction scheme is ready to be considered for the match funding to enable it to be constructed. Members of the panel agreed that a recommendation should be made to the Lead Member for Transport and Environment that the Wych Cross scheme should receive match funding and be taken forward to construction.

2.6 Members of the panel further agreed that a recommendation should be made to the Lead Member for Transport and Environment that development work on the other three schemes should be completed, however a decision would have to be taken at a future meeting of the member panel in September 2015 about whether the match funding required to enable them to be constructed should be allocated to each of them in 2015-16.

2.7 Five schemes were not recommended to be taken forward at this time; however they will be kept on record and reconsidered within the next funding round in September 2015.

2.8 Members of the panel also agreed to recommend to the Lead Member that the balance of £108,607 should be held for allocation to Community Match Schemes in the next funding round in September 2015.

3 Conclusion and Reason for Recommendation

3.1 In line with the recommendations of the Cross Party Member Panel, it is recommended that the Lead Member agrees to the allocation of £5,000 of match funding to the following three community led local transport improvements:

- 50mph speed limit on the A22 south of Wych Cross (£5,000 match funding)
- St. Philips School, Uckfield – barrier/footway (£0 match funding - fully funded by school governors)
- Forest Row - Double Yellow Lines (£0 match funding - fully funded by Parish Council)

3.2 It is also recommended that the Lead Cabinet Member for Transport and Environment should agree that development work on the following three schemes should be initiated, but that a decision about whether match funding should be allocated to allow them to be implemented in 2015/16 should be taken at a future cross party member panel meeting.

- Kingston and Cranedown - pedestrian island and footway
- C7 Northease-Rodmell footway
- Withyham, Blackham-Ashurst footway along A264

3.3 It is also recommended that the Lead Cabinet Member for Transport and Environment should agree that development work on the following three schemes that were approved in September 2014 should be completed, but that a decision about whether match funding should be allocated to allow them to be implemented in 2015-16 should be taken at a future cross party member panel meeting.

- Footway and gateway features Sedlescombe village
- New footway along Cottage Lane Westfield
- Pedestrian crossing and traffic calming outside Wadhurst Church of England School in Wadhurst

3.4 It is further recommended that the £108,607 which would remain unallocated from the £113,607 of match funding available in 2015/16 should be held for potential allocation to Community Match Schemes in the next funding round in September 2015.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Sarah Valentine

Tel. No: 01273 335724

Email: sarah.valentine@eastsussex.gov.uk

LOCAL MEMBERS:

Councillor Bennett	Councillor Claire Dowling	Councillor Glazier	Councillor Standley
Councillor Butler	Councillor Davies	Councillor O'Keeffe	Councillor Sheppard
Councillor Charlton	Councillor Galley	Councillor Maynard	Councillor Whetstone

BACKGROUND DOCUMENTS:

None

Round 2 - Q1 2014/15

** Experience has shown that most applications require a period of design before they can progress to construction*
It is therefore unlikely that any new applications in Q3 2015/16 will require any match funding until 2016/17

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Report to:	Lead Cabinet Member for Transport and Environment.
Date of meeting:	23 March 2015
By:	Director of Communities, Economy and Transport.
Title:	Provision of an on street advisory disabled parking bay, Gladstone Terrace Hastings
Purpose:	To consider objections received to the introduction of an on street advisory disabled parking bay

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the concerns raised by the objectors; and**
 - (2) Approve the introduction of an advisory disabled bay in Gladstone Terrace Hastings**
-
-

1. Background Information

1.1 In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No PS 4/18. This policy was approved by the Lead Member for Transport and Environment at his meeting on 6 November 2006 and is attached as Appendix A.

1.2 An application for an on street disabled bay was received from a resident of Gladstone Terrace, Hastings. The application was assessed against the policy criteria. A mobility assessment has not been carried out by Adult Social Care as the applicant is in receipt of the higher rate of mobility allowance.

1.3 Due to the limited available space directly outside the applicant's property the bay would need to overlap the adjacent properties either side. In line with policy PS4/18, consultation with the affected residents was carried out.

1.4 The need for a bay on traffic management grounds was established by the local Traffic Engineer.

1.5 The provisional cost of the advisory disabled bay is approximately £250 and will be met from existing revenue budgets.

2. Supporting information

2.1 Gladstone Terrace is an area that has a high level of residential development and limited available road space. With an increase in multiple occupancy housing and households owning more than one vehicle, on street parking is in high demand.

2.2 Initial consultations were undertaken in relation to providing a standard length disabled parking bay at 6.6 m. Following objections and in the interests of reaching

an agreeable resolution for all affected parties we have proposed a shorter bay of 5.6 metres which would only result in an overlap of half a metre either side rather than a whole metre. However, further objection was received to this revised proposal. A summary of comments is included in Appendix B.

2.3 The County Councillor for this ward has been consulted and is in support of the provision of a disabled parking bay at the reduced length.

3. Conclusion and Reason for Recommendation

3.1 The need for the disabled bay was identified by the site assessments undertaken by the Traffic Engineer. This was supported by the information given in the initial application form from the applicant.

3.2 Objections were received from both neighbours. One neighbour objected to the length of the bay stating that the applicant's car fitted within their own property boundaries. Although this may be true, there is a regulated length of disabled bay (6.6m) which caters for the lifetime of the user as they may change their vehicle. Specifically if a person's disability develops, they may require a specially adapted vehicle.

3.3 The other objector stated that the applicant had use of a garage on the opposite side of the terrace. Checks have been made with the applicant who confirms that they do not have use of the garage in question. Even if a garage was available, the distance from the applicants property would make it unfit for their use.

3.4 The requirements of Policy PS 4/18 have been met in this case and it is recommended that the disabled bay is provided in line with this policy.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Claire Peedell

Tel. No. 01424 726347

Email: Claire.Peedell@eastsussex.gov.uk

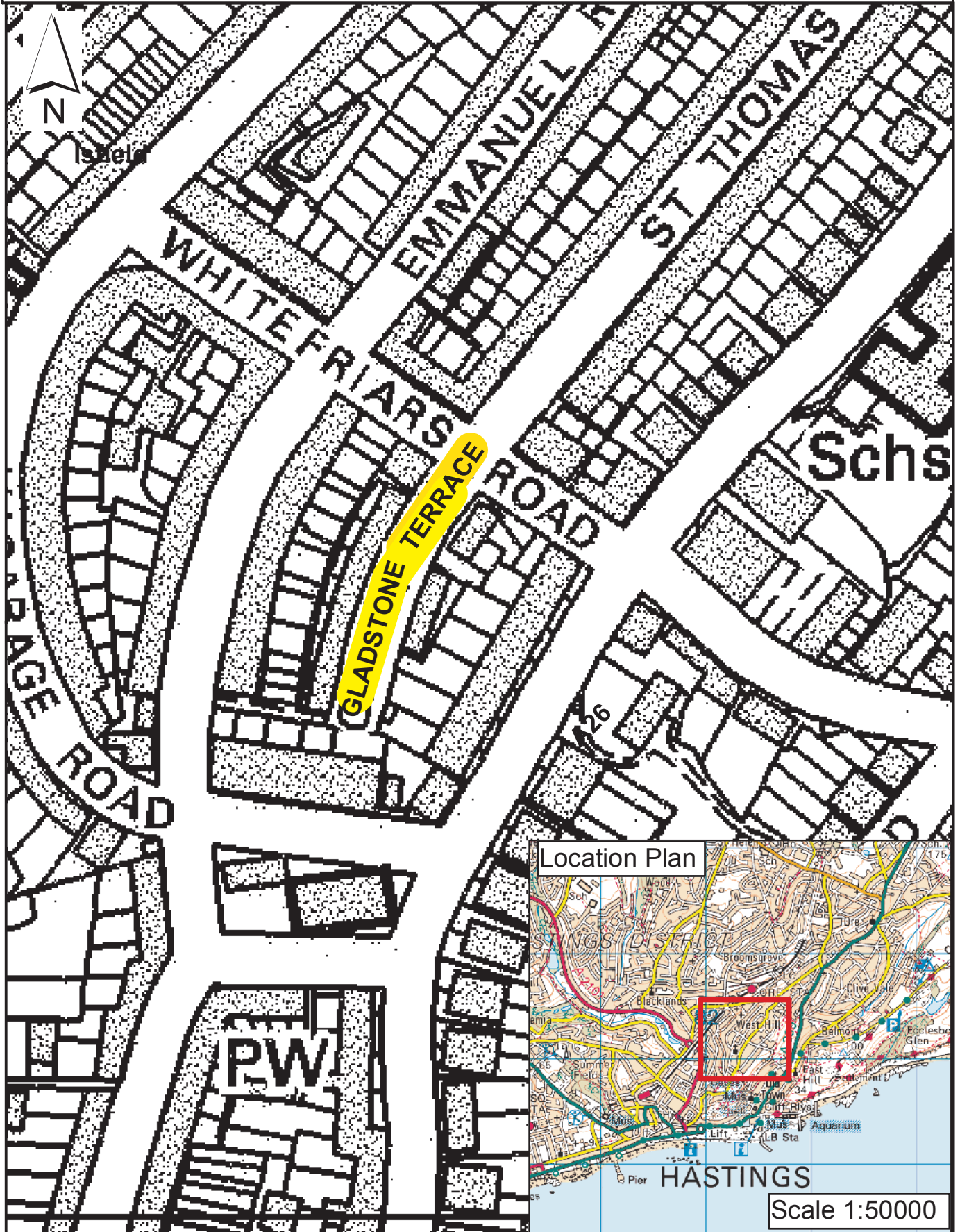
LOCAL MEMBERS

Cllr Godfrey Daniel

BACKGROUND DOCUMENTS

None

Gladstone Terrace, Hastings



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Director of Communities,
Economy and Transport
East Sussex County Council

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Appendix A – ESCC Policy No PS 4/18

Proposed Policy Summary PS4/18

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS4/18
<u>Purpose of Policy</u> This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.	
<u>Specific Policies</u> <ol style="list-style-type: none">1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant.2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder.3. The need for a bay in terms of traffic problems shall be determined by the Director of Transport and Environment. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought.4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances.5. All special parking bays shall be subject to periodic reviews to establish the continuing need.6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder.	
<u>Supporting Statement</u> The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers. The following additional parking facilities are available through national legislation:- [a] For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply. [b] Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users.	
<u>References – Further Information</u> H & T Committee – 1 March 1977 Agenda Item 7 H & T Committee - 15 March 1995 Agenda Item 21	<u>Date of Approval</u> 01.03.77 15.03.95

Appendix B – Summary of objections

	Objector	Reason for objection	Comment
1	Resident of Gladstone Terrace	<p>The applicant has use of a garage on the opposite side of the terrace</p> <p>Applicant has always parked in a different road until recently</p>	<p>The applicant has confirmed that they do not own or have use of the garage</p> <p>If a vehicle is parked legally then the driver may park where he/ she chooses</p>
2	Resident of Gladstone Terrace	Applicant's car fits within the property boundaries overlap is not required	<p>Applicant's frontage is less than the regulated length for disabled bays. Standardised length ensures the bay will be of use if applicant changes vehicle, for other blue badge holders and improves understanding of restriction.</p> <p>A less encroaching shorter than regulated length has been proposed which is an informal secondary 'standard length' used in built up areas where appropriate</p>

Appendix C – Location plan, Gladstone Terrace, Hastings



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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 23 March 2015

By: Director of Communities, Economy and Transport

Title: Results of a public consultation on a pedestrian crossing scheme in Victoria Drive, Eastbourne

Purpose: To consider the results of a public consultation on proposals for a pedestrian crossing scheme in Victoria Drive, Eastbourne.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the results of the public consultation on the proposals for a pedestrian crossing on Victoria Drive ;
 - (2) Agree that the Victoria Drive pedestrian crossing scheme should be taken forward to detailed design and construction as part of the 2015/16 capital programme for local transport improvements.
-

1 Background

1.1. During 2011/12 a request was received from local residents of Victoria Drive for the County Council to consider the provision of a pedestrian crossing on Victoria Drive between Birling Street and Upwick Road. This request was assessed using the County Council's scheme prioritisation process to determine if it was a project that could be taken forward. The scheme prioritisation process is an evidence-based assessment to help determine which schemes should be funded through the County Council's Integrated Transport programme. It consists of a two stage assessment to evaluate how a project will contribute to the policy objectives set out in the Local Transport Plan (LTP) covering the period 2011 to 2026. The assessment process also considers the scheme's value for money and risks to its delivery.

1.2. The request for a pedestrian crossing on Victoria Drive scored well in relation to the transport objectives of the LTP and value for money criteria and therefore it was included for development and consultation as part of the County Council's 2014/15 capital programme for local transport improvements.

1.3. The estimated cost of the construction of the zebra crossing (the facility which is most appropriate for this location) would be £30,000. Should the scheme be progressed to construction, its cost will be part funded from a local section 106 contribution of £8,566 from a development in Green Street. The remainder of the funding will be provided from the County Council's Integrated Transport Capital Programme for 2015/16.

2 Supporting information

2.1 To establish the optimum location for a new pedestrian crossing facility a 12 hour pedestrian survey was undertaken on 11 September 2013 to identify potential patterns in pedestrian movement across Victoria Drive. The results of the pedestrian counts indicated that most pedestrians cross Victoria Drive between Northiam Road and Birling Street as well as in the vicinity of Dacre Road. Given this, two possible locations for a crossing were identified that had minimal impact on local parking and also avoided, as far as possible, the removal of any of the mature trees that are present along Victoria Drive. The two locations for a crossing were near Dacre Road and Northiam Road. These two locations are shown on the location plan in Appendix 1). The pedestrian count data indicated that a crossing at either of the two locations would be well used; however the greater number of people were found to cross the road towards the southern end of Victoria Drive.

2.2 On 4 July 2014 details of the two crossings were sent to the local residents in Victoria Drive living in the properties closest to the two proposed crossing locations. The purpose of this local consultation exercise was to provide residents with an opportunity to raise any concerns or particular issues about the location of the crossing which could be taken into account during the design stage.

2.3 Objections to the Northiam Road location were received from 11 local residents. These objections related to the dangers of a crossing in this location, the speed of vehicles along Victoria Drive and that Dacre Road would be a better location. Although no objections were received in relation to the Dacre Road location, a letter was received from one resident suggesting that a location near Northiam Road would be better. No letters of support were received from local residents in relation to either location. The feedback from the local consultation exercise was reviewed and discussed with the Local Member, Councillor Ungar in August 2014. Given the concerns raised by the residents in respect to Northiam Road together with the results of the pedestrian surveys carried out in September 2013, the decision was taken to progress with a wider public consultation exercise on the Dacre Road location only.

2.4 A public consultation exercise was undertaken between 15 September and 10 October 2014. Letters were distributed to approximately 1500 residences within 400m of the proposed crossing. This letter included a plan of the proposals and a feedback form to be returned to the County Council. A copy of this letter is included in Appendix 2.

2.5 A total of 518 responses to the consultation were received. An analysis of the results of the consultation and a summary of the comments received are set out in Appendix 3. The results of the analysis show that a majority of respondents supported the construction of the zebra crossing. Of those who responded to the questionnaire, 87% supported the proposal for a new zebra crossing at the Dacre Road location whilst 10% were not in support. The remaining 3% were either not sure or were undecided. Of those residents who opposed the proposed crossing, 15 people stated that the crossing should be at a different location in Victoria Drive, 9 people said that a crossing in Victoria Drive was not necessary, 7 people objected to the loss of parking and 5 people wanted crossings at other locations in the area. Given that the pedestrian survey indicated that a crossing in the vicinity of Dacre Road would be well used, the exact location of the crossing point has been carefully considered to limit the amount of parking lost whilst ensuring that the crossing is of sufficient distance from any side roads so that the recommended visibility distance between pedestrians and approaching drivers is achieved.

3 Conclusion and reasons for recommendations

3.1 The proposal for a new pedestrian crossing facility in Victoria Drive between Birling Street and Upwick Road has been assessed in accordance with the County Council's prioritisation process and scored well in relation to the transport objectives of Local Transport Plan. The results of a public consultation exercise showed that a majority of those who responded supported the proposal of a pedestrian crossing at the junction of Dacre Road and Victoria Drive. It is therefore recommended that the Lead Member agrees that the proposal for a pedestrian crossing be taken forward to detailed design and construction as part of the 2015/16 capital programme for local transport improvements.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Alan Cook

Tel. No. 01273 482263

Email: alan.cook@eastsussex.gov.uk

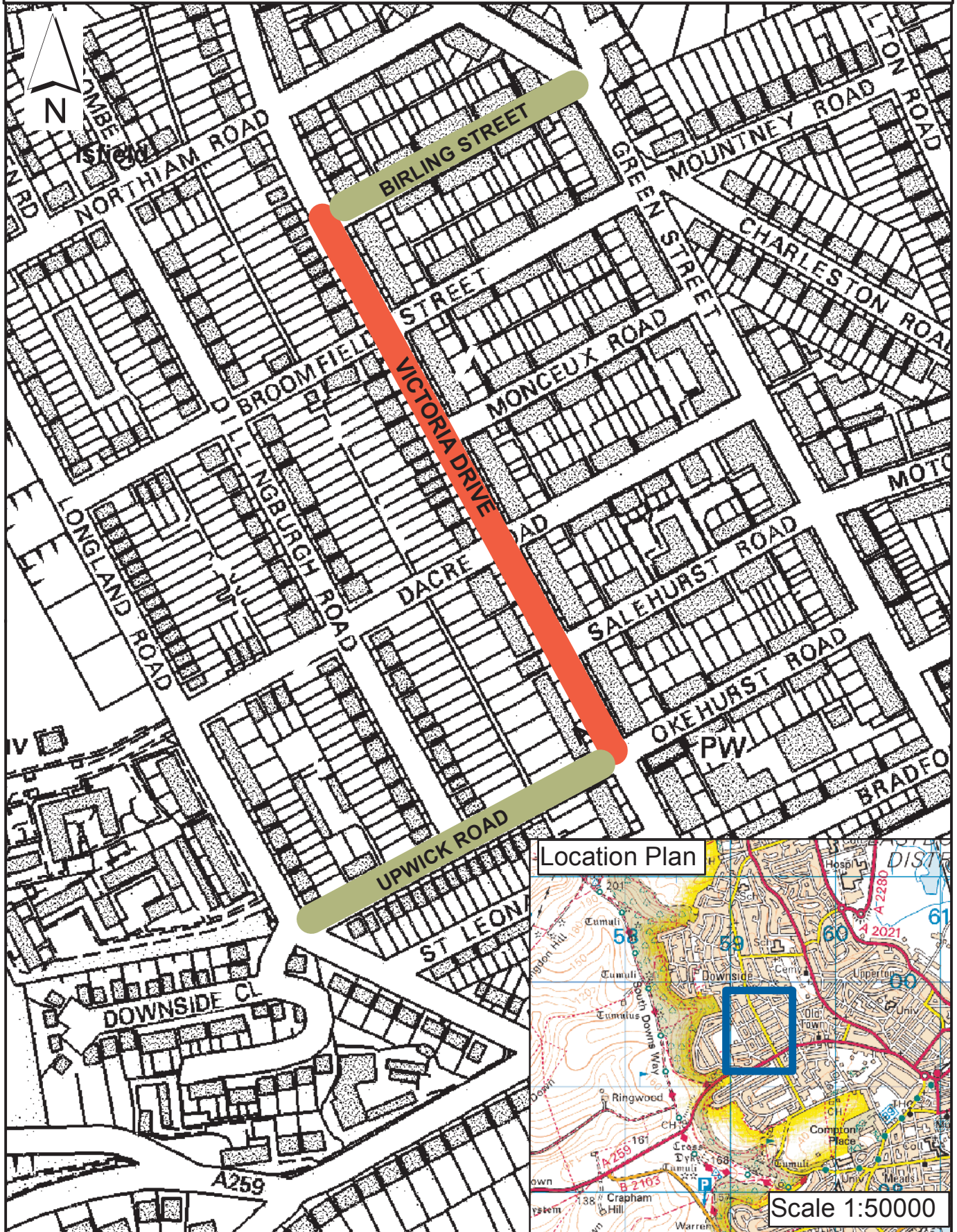
LOCAL MEMBERS

Councillor Ungar

BACKGROUND DOCUMENTS

Full list of public comments received.

Victoria Drive, Eastbourne



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Director of Communities,
Economy and Transport
East Sussex County Council

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CONSULTATION LETTER

Communities, Economy & Transport

Rupert Clubb
BEng (Hons) CEng MICE
Director

County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Tel: 0345 60 80 190
Fax: 01273 479536
www.eastsussex.gov.uk



The Householder

15 September 2014

our ref: C.5.14.011

your ref:

Dear Sir or Madam,

Victoria Drive pedestrian crossing consultation

In January 2013 East Sussex County Council was asked to install a pedestrian crossing on Victoria Drive to help people to cross the road safely.

Currently people can cross Victoria Drive near Albert Parade, and at the traffic signals on the junction with A259 Church Street. However there are no adequate crossing facilities between these sites. We were asked to provide an additional crossing somewhere between Birling Street and Upwick Road.

Victoria Drive is very busy and the case for an additional safe crossing is clear. The area includes two primary schools, Eastbourne's largest junior school, local shops and residential homes for the elderly, as well as many private residential properties.

Any crossing needs to be clearly visible so that car drivers can see people crossing the road, and pedestrians can see approaching vehicles. It requires a length of road without parked cars. With several junctions and many parked cars along Victoria Drive, there are few locations where a crossing could be built with minimal impact on current parking spaces.

A location near the junction of Victoria Drive and Dacre Road appears to be the ideal location, not only on technical and safety grounds but from pedestrian surveys carried out last year it seems to be on the desire line for many pedestrians wishing to cross Victoria Drive.

We have now drawn up a proposal for a new zebra crossing along Victoria Drive, shown in the map accompanying this letter.

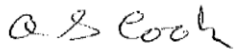


I would like to hear your views on the proposal. Please can you let me know by completing the attached form and returning it to me at the FREEPOST address on the form by Friday 10 October 2014.

We plan to construct the zebra crossing during 2015/16 unless there are major objections to the proposals.

If you wish to discuss any detail of the proposals, please contact me.

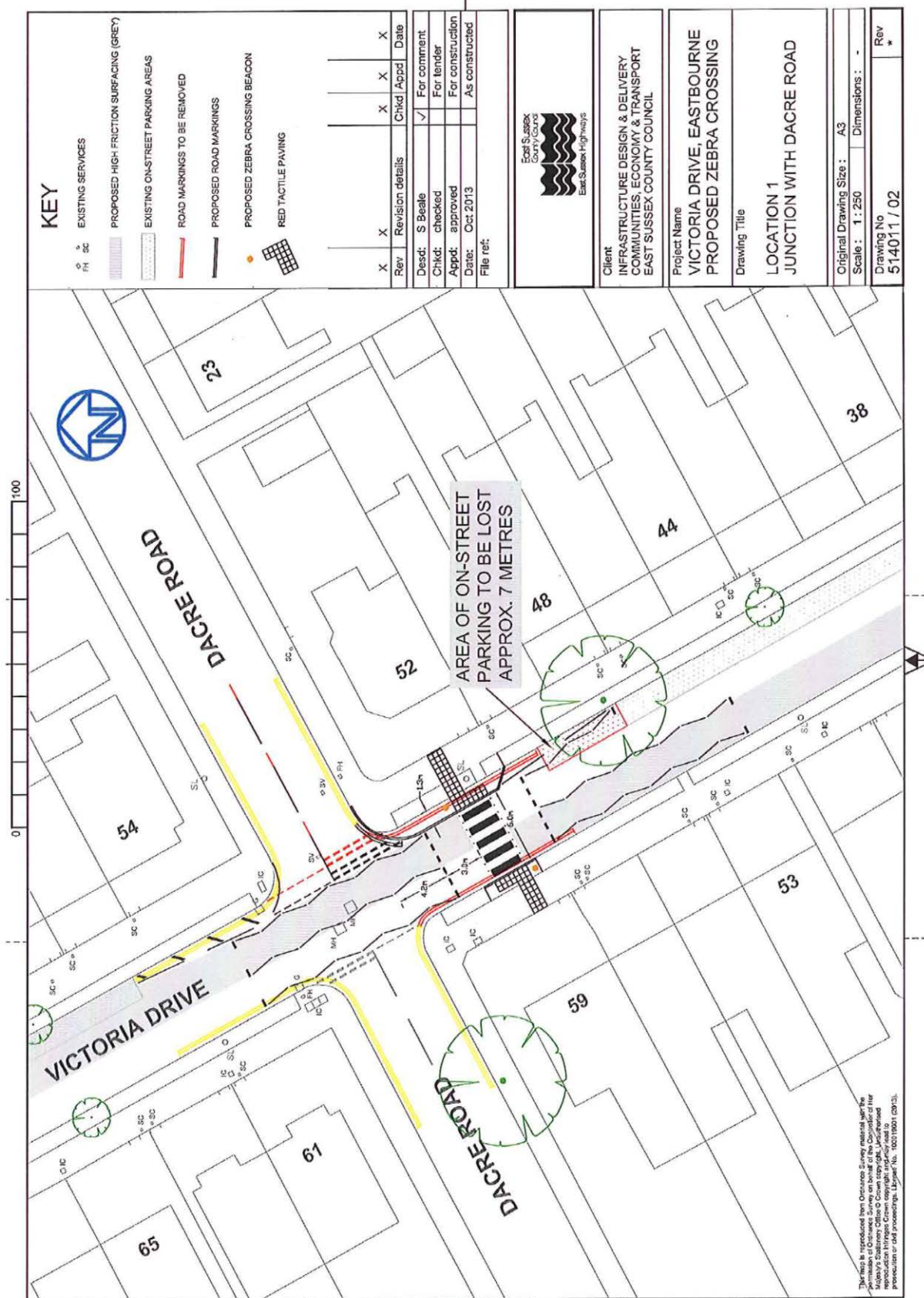
Yours faithfully,



Alan Cook
Principle Transport Planner
East Sussex County Council
Infrastructure, Design and Delivery

Phone: 01273 482263
Email: alan.cook@eastsussex.gov.uk

Cc Cllr Ungar



Victoria Drive pedestrian crossing

1. Do you agree to the proposed new pedestrian crossing in Victoria Drive? Please tick one box only.

(a) Yes ☐

(b) No ☐

(c) Not sure/undecided ☐

2. Do you have any other comments?

3. What is your postcode?

Please return this form by 10 October 2014 to:

.....
fold

East Sussex County Council
(Victoria Drive Crossing)
Communities, Economy and Transport Department
FREEPOST (LW43)
Lewes
BN7 1BR

Results of the public consultation exercise on the Victoria Drive Pedestrian Crossing

1. Details of the public consultation exercise

A public consultation exercise was held between 15 September and 10 October 2014. Letters were sent to over 1500 residents in the Victoria Drive area asking them to comment on the proposal to install a pedestrian crossing near the junction of Victoria Drive and Dacre Road. A copy of the pedestrian crossing plan was included with the letter together with a feedback form.

2. Public Feedback on Cycleway Proposals

Of the 1500 letters sent to the local residents, replies were received from 518 people. The public were asked to respond to the following three questions:

- Do you agree to the proposed new pedestrian crossing in Victoria Drive?
- Do you have any other comments?
- What is your post code?

The first question asked respondents whether they agreed with the introduction of the crossing. The responses have been analysed and are shown below:

Response	Number	%
Yes	451	87%
No	50	10%
Not sure/undecided	17	3%

3. Other Comments Received

Many comments were received in relation to Question 2. From these comments a number of themes were identified. The following table lists those themes together with the number of people raising them. A full list of the comments received can be viewed in the Member's Room.

Theme	Comments	No.	Response
1	Much needed/Essential/Good idea	102	-
2	Speeding an issue/Need traffic cameras to deter speeding/traffic calming needed/20mph zone required	42	The introduction of a new crossing facility should help to control excess vehicle speeds. Sussex Police will be asked to review speeding in Victoria Drive.

3	Further crossing(s) required	32	These will be considered further if a specific requested is received indicating a particular location which has the support of the local community.
4	Crossing should be in a different location within Victoria Drive	31	A further location near Northiam Road was considered but objections were raised by local residents. Also the greater number of people were found to cross the road at the southern end of Victoria Drive.
5	Don't want further parking reduction	16	Only 1 parking space would be lost to accommodate this crossing.
6	Crossing needed as soon as possible not 2015/16	15	The earliest date that the crossing could be introduced is 2015/16 due to other ongoing commitments in the County Council's capital programme for local transport improvements .
7	Will improve safety of people/children	14	-
8	Crossing not necessary	10	The request for this crossing has come from local people.
9	Restrict parking along Victoria Drive	6	Parking is limited in this area and any further reduction will cause major problems for local people.
10	A259/Church St junction should have pedestrian crossing facility	6	Will be considered if a specific request is received.
11	Illegal parking enforcement needed	5	The County Council Civil Enforcement officers will be asked to monitor the illegal parking.
12	Drivers do not stop at zebra crossings	4	Sussex Police will be asked to monitor the situation and take action if necessary.

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