



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Cabinet Member for Lead Member for Transport and Environment, Carl Maynard

MONDAY, 27 APRIL 2015 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 23 March 2015 (*Pages 3 - 6*)
- 2 Disclosure of Interests
Disclosure by all Members present of 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 items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition requesting the introduction of traffic calming measures on St Philip's Avenue, Eastbourne (*Pages 7 - 14*)
Report by Director of Communities, Economy and Transport
- 5 Notice of Motion: decisions to enhance the natural environment (*Pages 15 - 18*)
Report by Director of Communities, Economy and Transport
- 6 Capital Programme for speed reduction for 2015/16 financial year (*Pages 19 - 30*)
Report by the Director of Communities, Economy and Transport
- 7 Provision of an on-street advisory disabled parking bay in Robin Close, Eastbourne (*Pages 31 - 40*)
Report by Director of Communities, Economy and Transport
- 8 Any urgent items previously notified under agenda item 3

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

17 April 2015

Contact Simon Bailey, 01273 481935,

Email: simon.bailey@eastsussex.gov.uk

This page is intentionally left blank

TRANSPORT AND ENVIRONMENT

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

Councillor Sheppard spoke on item 4 (see minute 71)

Councillors O'Keeffe, Standley and Whetstone spoke on item 5 (see minute 72)

Councillor Daniel spoke on item 6 (see minute 73)

Councillor Ungar spoke on item 7 (see minute 74)

68. MINUTES

68.1 Councillor Maynard approved as a correct record the minutes of the meeting held on 23 February 2015.

69. INTERESTS

69.1 Councillor Daniel declared a personal interest in item 6, in that the applicant was a member of the Labour Party, but he did not consider this to be prejudicial.

69.2 Councillor Standley declared a personal interest in item 5, in that he is a member of Wadhurst Parish Council, one of the applicants for Community Match Funding, but he did not consider this to be prejudicial.

70. REPORTS

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

71. CAPITAL PROGRAMME OF LOCAL TRANSPORT IMPROVEMENTS 2015/16

71.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which sought approval of the proposed allocation of funds to a programme of local transport improvements. It was clarified that Councillor O'Keeffe was part of the cross party Member panel, and that Councillor St Pierre was consulted separately.

71.2 The Lead Petitioner, Alan Robertson, spoke in support of a petition submitted to the County Council on 10 February 2015 concerning improvements to bus stops at St George's Park, which it was proposed to include in the programme.

DECISIONS

71.3 RESOLVED to agree (1) the programme of local transport improvements for 2015/16 as set out in Appendix 1 to the report;
(2) the allocation of County Council capital funding towards specific improvements identified in the 2015/16 programme; and

(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.

Reason

71.4 The 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.

72. ALLOCATION OF THE 2015/16 COMMUNITY MATCH FUNDING TO A NUMBER OF COMMUNITY LED LOCAL TRANSPORT SCHEMES

72.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which sought approval of the proposed allocation of match funding to a number of community led local transport improvement schemes. It was clarified that Councillor St Pierre was part of the cross party Member panel and was consulted separately.

DECISIONS

72.2 RESOLVED 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.

Reason

72.3 The allocations are in line with the recommendations of the cross party Member panel. It will be decided whether to allocate further match funding in respect of decisions (2) and (3) above at a future meeting of the panel.

73. PROVISION OF AN ON-STREET ADVISORY DISABLED BAY AT GLADSTONE TERRACE, HASTINGS

73.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which presented objections to the introduction of an on street advisory disabled parking bay.

DECISIONS

73.2 RESOLVED to (1) note the concerns raised by the objectors; and
(2) approve the introduction of an advisory disabled bay in Gladstone Terrace, Hastings.

Reason

73.3 The requirements of Policy PS4/18 have been met, and the need for the bay was identified by the site assessment undertaken by the Traffic Engineer, supported by the information given in the initial application.

74. RESULTS OF A PUBLIC CONSULTATION ON A PEDESTRIAN CROSSING SCHEME IN VICTORIA DRIVE, EASTBOURNE

74.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which presented the results of a public consultation on proposals for a pedestrian crossing scheme in Victoria Drive, Eastbourne.

DECISIONS

74.2 RESOLVED to (1) note the results of the public consultation on the proposals for a pedestrian crossing on Victoria Drive; and
(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.

Reasons

74.3 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 the 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.

This page is intentionally left blank

Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	27 April 2015
By:	Director of Communities, Economy and Transport
Title:	Petition requesting the introduction of traffic calming measures on St Philip's Avenue, Eastbourne.
Purpose:	To consider the response to a petition requesting the introduction of traffic calming measures on St Philip's Avenue, Eastbourne.

RECOMMENDATIONS: The Lead Member is recommended to advise the petitioners that:

- (1) The introduction of traffic calming measures along St Philip's Avenue has been assessed using the scheme prioritisation process for local transport improvements;**
 - (2) As a result of this assessment, the scheme is not of sufficient priority to be considered for funding through the capital programme for local transport improvements; and**
 - (3) The petitioners may wish to consider working with Eastbourne Borough Council to submit an application for the scheme to be considered for potential match funding as part of the County Council's Community Match initiative.**
-

1 Background

1.1 At the County Council meeting on 21 October 2014, Councillor Tutt presented a petition to the Chairman stating:

"We are requesting that some form of traffic calming measures are put in place (not speed bumps). Preferably a 20mph speed limit and a form of allowing only one vehicle at a time through certain parts of the road (St Phillips Avenue). This will hopefully make the road less desirable as a cut through and slow the traffic down to levels where the houses do not vibrate and it is much safer for people to cross the road. It would be preferable if lorries over a certain weight were not allowed to use the road."

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners be invited to address the Committee. The Chairman has referred this petition to the Lead Cabinet Member for Transport and Environment. A covering letter to the submitted petition from the lead petitioner can be found in Appendix A.

1.3 The petition contains 16 self completion surveys completed by residents in properties along the specific section of St Philip's Avenue between Roselands Avenue and Woodgate Drive.

2 Supporting Information

2.1 St. Philip's Avenue forms part of Eastbourne's urban highway network, it is mainly fronted by residential premises but also provides access to a large electricity substation, water treatment works, household waste site and various large scale industrial and retail premises.

2.2 In 2000, a traffic calming scheme involving the construction of carriageway build outs and a mini-roundabout at the junction of St Philip's Avenue with Southbourne Road and Churchdale Road was introduced.

2.3 In November 2008 a petition requesting traffic calming along St Philip's Avenue was considered by the Lead Cabinet Member for Transport and Environment. Approval was given to introduce a priority working system on St Philip's Avenue between Whitley Road and Ringwood Road and a zebra crossing immediately to the north of the junction of St. Philip's Avenue and Ringwood Road. A further consultation exercise was carried out following the decision making meeting which showed that local residents then did not support the introduction of priority working on St Philip's Avenue as they did not want to lose parking spaces along the road. As a result, a raised table was installed southwest of Ringwood Road in addition to the zebra crossing.

2.4 In January 2015 a site meeting was held with the Lead Petitioner to discuss the request for traffic calming measures on St Philip's Avenue. The petitioner clarified that his request was primarily to address issues on the section of St Philip's Avenue between Roselands Avenue and Woodgate Road. The Lead Petitioner was advised that an assessment would be undertaken using the County Council's approved scheme prioritisation process to determine if the scheme is of sufficient priority to be taken forward through the capital programme for local transport improvements. An indicative estimate of the cost of the traffic calming measures that would be required along this stretch of road is £40,000. The Lead Petitioner also stated at the site meeting that the properties along the street experienced vibrations due to HGVs and private vehicles using the road at high speeds.

2.5 A site meeting was also held with the Local Member Councillor David Tutt. Councillor Tutt advised that the Borough Council could support and fund a signed 20mph limit along St Philip's Avenue. He was advised that average speeds would have to be below 24mph for a 20mph limit to be introduced consisting of signs alone. If the speeds were above 24mph physical traffic calming features would be required.

2.6 A seven day speed survey undertaken on St Philip's Avenue 15m north east of Hunloke Avenue showed that the average speeds in both the northbound and southbound directions were 29mph. Although the recorded speeds along St Philip's Avenue comply with recommended speed thresholds for a 30mph speed limit, traffic calming features would be required to enable a 20mph speed limit to be introduced as the average speed is above 24mph.

2.7 The request for traffic calming was assessed using the scheme prioritisation process for local transport improvements to determine whether it could be considered for possible funding through the capital programme for local transport improvements. The request for traffic calming along St Philip's Avenue between Roselands Avenue and Woodgate Road did not achieve the benchmark score to enable it to be taken forward for further consideration. This is because the relatively good safety record around this location means that the scheme is unlikely to achieve any accident savings. The request for traffic calming will be kept on file so that it can be considered again if an external source of funding should come forward.

2.8 In June 2014 the County Council launched the Community Match initiative which aims to help local communities take forward transport improvements that are locally important, but are not of sufficient priority to be fully funded by the County Council. The local community retains ownership of the scheme and is primarily responsible for undertaking local consultation. Any application needs to be supported by the local Borough, Town or Parish Council. There is the potential for match funding of up to 50 percent of the design and construction costs of schemes that are selected for inclusion in the programme. A total of £100,000 has been allocated in the capital programme for local transport improvements to match fund the requests for schemes that are received in 2015-16.

2.9 The petitioners may wish to consider approaching Eastbourne Borough Council to determine if they would support the introduction of traffic calming measures along St Philip's

Avenue between Roselands Avenue and Woodgate Road and consider submitting an application for the scheme to be considered for match funding through the County Council's Community Match Initiative. A key consideration would be whether there was the prospect of match funding being raised locally.

2.10 Concerning the issues that have been raised by the lead petitioner about HGVs using the road, an HGV restriction along St Philip's Avenue would not be feasible as it would not be possible to identify suitable alternative routes for those vehicles needing to access the business and industrial premises including the household waste disposal site.

3. Conclusion and reasons for recommendations

3.1 The introduction of traffic calming measures along the section of St Philip's Avenue between Roselands Avenue and Woodgate Road has been assessed using the approved scheme prioritisation process for local transport improvements. The scheme is not of sufficient priority for possible funding through the capital programme for local transport improvements.

3.2 It is therefore recommended that the Lead Member informs the petitioners that the request for a traffic calming along St Philip's Avenue between Roselands Avenue and Woodgate Road will not be taken forward at this time, but that the request will be kept on file should an external source of funding become available in the future. In addition, the petitioners may wish to consider approaching Eastbourne Borough Council to ascertain if they would be prepared to support an application for the scheme to be match funded through the County Council's Community Match Initiative.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Alen Chanamoto

Tel. No. 01273337121

Email: alen.chanamuto@eastsussex.gov.uk

LOCAL MEMBERS

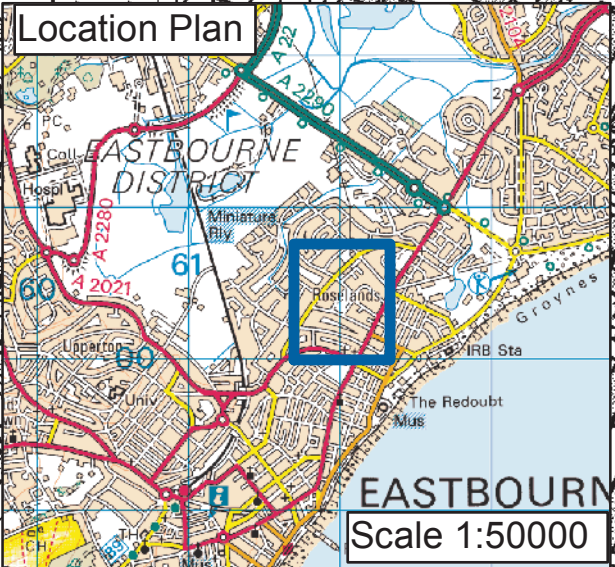
Councillor David Tutt

BACKGROUND DOCUMENTS

None

This page is intentionally left blank

St Philips Avenue, Eastbourne



Scale 1:4285

Rupert Clubb BEng (Hons) CEng MICE
Director of Communities,
Economy and Transport
East Sussex County Council

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright.
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
East Sussex County Council, 100019601, 2015

This page is intentionally left blank

Christopher Yeomanson
68 St Phillips Avenue
Eastbourne
East Sussex
BN22 8NA

4th October 2014

Councillor David Tutt
78 Ringwood Road
Eastbourne
East Sussex
BN22 8TB

To Mr David Tutt ,

I am writing on behalf of some of the residents of St Phillips Avenue in Eastbourne, we are sending this letter in complaint of the speeding and heavy traffic usage of our road. I am the owner of no 68 St Phillips Avenue and we live just at the bottom of the hill opposite the entrance to Hunloke Avenue, road traffic in general will come down the hill going in excess of the speed limit. This has the effect of making all our houses vibrate badly in certain places, especially when a heavy vehicle comes past (eg dust carts from the tip, delivery hlab trucks from nearby builders merchants).

These problems have become more prominent in the last few years and if it continues like this then there will be a serious accident to life or serious damage to a house before long. This is not going to get any better as traffic volume grows and the lorries get heavier. We all remember the fatal gas explosion in Ecmud Road a few years ago and this was caused by road vibrations (the road is now one way because of this). Some works to slow down traffic down our end of the road was undertaken some time in 2002 – 2003 but this has not been effective at all, in fact it is useless. A speed bump was recently fitted at the fire station end of the road and this has again proved to be useless, as when traffic hits the bump it just causes more vibrations to the houses nearby. When these houses and the road were originally built it was not designed for the traffic usage it now gets and as a residential area it should not have this volume of traffic.

As I type this on my laptop in my back room I am constantly reminded of the traffic as the room is vibrating and shaking every time a lorry/hlab or HGV drives past. On the rare occasion I am off work and try to have a lie in in the morning it is impossible as the bedroom vibrating due to the traffic and keeps me awake.

We are requesting that some form of traffic calming measures are put in place (not speed bumps). Preferably a 20mph speed limit and a form of allowing only one vehicle at a time through certain parts of the road. This will hopefully make the road less desirable as a cut through and slow the traffic down to levels where the houses do not vibrate and it is much safer for people to cross the road. It would also be preferable if lorries over a certain weight were not allowed to use the road. I have sent out questionnaires to several of my neighbours, which I include in this letter so you can see that it is not localised to my house alone and my neighbours feel the same way as I do. I know this affects a lot more houses throughout St Phillips Avenue and I am prepared to canvass the whole street if necessary with this questionnaire and take further action as necessary to get improvements made to the road.

I look forward to a response

Chris Yeomanson

This page is intentionally left blank

Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	27 April 2015
By:	Director of Communities, Economy and Transport
Title:	Notice of Motion: decisions to enhance the natural environment
Purpose:	To consider a Notice of Motion from Councillors O’Keeffe and Earl concerning the recognition of opportunities to develop green infrastructure in relevant County Council’s decisions

RECOMMENDATIONS: The Lead Member is recommended to recommend that the County Council:

- (1) reject the Notice of Motion from Councillors O’Keeffe and Earl because it does not recognise the range of strategies already adopted by the County Council that promote the natural environment, and, the need to work with partners to enhance delivery of improvements to the natural environment;**
 - (2) agree an amended Notice of Motion as set out in paragraph 2.6 of this report.**
-

1 Background

1.1. The following Notice of Motion has been submitted by Councillors O’Keeffe and Earl:

“This Council notes that a thriving natural environment (natural capital) in East Sussex is of great value in providing significant health benefits to individual residents and the community as a whole and multiple benefits for the County’s economy through ecosystem services, for example flood risk reduction, delivery of clean air, micro-climate regulation, pollination and accessible nature.

The Council therefore resolves to take advantage of any appropriate opportunity within East Sussex to be respectful of and where possible work with others to enhance these natural systems, for example through the maintenance and further improvement of green infrastructure (GI) and ecological networks in our stewardship; this includes nature reserves and other open spaces that we have responsibility for, and GI relating to our buildings and highway infrastructure.

As a Council we will look to give proper weight to environmental management and community aspirations together with economic issues in the decision making process so as to embed GI network delivery into the delivery of the Council Priorities and Capital Programme for the County.”

1.2. In line with the County Council’s practice, the matter has been referred by the Chairman to the Lead Cabinet Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member’s recommendation will be reported to the Council at its meeting on 12 May 2015.

2 Supporting information

2.1. Recognition of the economic, social and environmental benefits of the natural environment is embedded within the County Council through the production of key relevant strategies and in appropriate decision making.

2.2. The County Council already recognises the economic and social value of the natural environment of the County, notably within:

- 1) The Environment Strategy for East Sussex, adopted by the County Council in 2011, in which a key principle is to protect and enhance the natural environment. The Strategy was developed by over

20 organisations including the district and borough councils, the Environment Agency, the Health Service, Natural England, the South Downs National Park Authority, the High Weald AONB Joint Advisory Committee, Action in Rural Sussex and the Sussex Wildlife Trust.

2) The Economic Development Strategy, adopted in 2012, which recognises that the high quality natural environment of the county is a key asset. A priority of the Strategy is to enhance these assets, amongst others, to help drive a thriving visitor economy. This is reinforced in the more recent East Sussex Growth Strategy (2014).

3) The Health and Wellbeing Strategy, adopted in 2013, which recognises the availability of open spaces as a means of contributing to the objective of increasing rates of physical activity, leading to healthier lifestyles.

2.3. All three strategies were developed with a range of partners and recognise the importance of a joined up, integrated and multi-agency approach to delivery. The Environment Strategy, in particular, seeks to identify appropriate opportunities to protect and enhance the local natural environment and sets these out in a high-level annual action plan. The Strategy sets out the vision for the environment of East Sussex and establishes 10 environmental principles. It also identifies for each principle short/medium term actions and highlights which organisation is to be the lead partner and the other key partners who will be involved for each action. Projects include, for example, gaining investment into a visitors centre at Combe Valley Countryside Park, habitat and landscape improvements at Riverside Park in Newhaven, and actions to protect and enhance the natural environment that is within East Sussex County Council's stewardship (e.g. management of countryside sites and highway verges). Most of the actions in this area are the remit of partner organisations, for instance the South Downs National Park Authority and Natural England.

2.4. The decision-making processes that put this into practice include allocation of funding in the local transport plan capital programme, planning management and consideration of bids for external funding. Such processes also seek to give proper weight to community aspirations. In some cases this is identified, through specific community engagement activities (e.g. the current consultation process on shaping the future of our countryside access). Sometimes decisions enable economic, social and environmental benefits to be gained (e.g. the very successful Wheels-to-Work programme) and sometimes decisions require a trade off between these areas. Planning decisions by the County Council also take into account environmental factors.

2.5. The County Council has carried out mapping of the location and estimated condition of strategic green infrastructure (GI) within the county. The next step is to identify where there may be the need and opportunity for improving existing GI and/or developing new GI, for instance to support proposed areas of housing growth. The County Council is working in partnership with other organisations, such as the South Downs National Park Authority, on this next phase. This will help to improve the current evidence base that is used in County Council decisions. A major contribution to enhanced GI is the environmental mitigation associated with the Bexhill Hastings Link Road. This involves an overall ratio of compensatory habitat to habitat loss of 2:1, and wildlife features such as a "green bridge" and new ponds.

2.6. It is considered that the Notice of Motion submitted by Councillors O'Keeffe and Earl should be rejected as it does not recognise the range of strategies already adopted by the County Council, and the need to work with partners to enhance delivery of improvements to the natural environment. It is therefore proposed that the Lead Member for Transport and Environment recommends the County Council to support an amended Notice of Motion as set out below which endorses the on-going work with partners to identify opportunities to improve existing green infrastructure, and develop new green infrastructure.

The amended Notice of Motion to read:

"This Council notes that a thriving natural environment (natural capital) in East Sussex is of great value in providing significant health benefits to individual residents and the community as a whole and multiple benefits for the County's economy through ecosystem services, for example flood risk reduction, delivery of clean air, micro-climate regulation, pollination and accessible nature.

The Council recognises the economic, social and environmental benefits of the natural environment through the Environment Strategy for East Sussex, the Economic Development Strategy and the Health and Wellbeing Strategy. In delivering these adopted strategies, this Council will continue to work with

partners to identify opportunities to improve existing green infrastructure, and develop new green infrastructure

3 Conclusion and reasons for recommendations

3.1. Enhancement of the natural environment is already recognised by the County Council in the production of relevant strategies and in decision taking in implementing the strategies and other related action. The County Council also works with partners to identify opportunities to further improve green infrastructure. The Lead Member is therefore recommended to recommend the Council to reject the submitted Notice of Motion, and agree the amended Motion as set out in paragraph 2.6 above.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Andy Arnold

Tel. No. 01273 481606

Email: andy.arnold@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

This page is intentionally left blank

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 27 April 2015

By: Director of Communities, Economy and Transport

Title: The Capital Programme for Speed Management 2015/2016 Financial Year.

Purpose: To update the Lead Member on the progress that has been made with our village assessment and review of speed limits on rural A and B class roads, and to seek approval for the capital programme for speed management for 2015/2016 financial year.

RECOMMENDATIONS:

- (1) Note the progress to date with the review of speed limits in villages and on rural A and B class roads; and**
 - (2) Agree the capital programme for Speed Management for the 2015/2016 financial year as outlined in appendix 4.**
-

1 Background

1.1. In August 2006 the Department for Transport issued revised guidance to local highway authorities for setting local speed limits. The revised guidance indicated that where appropriate a 30mph speed limit should be the norm in villages. It also required the Council to review the speed limits on our rural A and B class roads with a crash rate above a recommended threshold, to consider whether a lower speed limit would be appropriate.

1.2. As a result of the revised guidance, all the settlements in the County with a speed limit of 40mph or above have been assessed against our definition of a village (i.e. "20 or more houses served by private accesses, which adjoin the main road (on one or both sides of the road) located over a length of not less than 600m and clearly visible to drivers"). To date, 38 villages have had a 30mph speed limit introduced – these villages are listed in Appendix 1.

1.3. As part of the review of speed limits on rural A and B class roads, 23 'A' class roads, 13 'B' class roads and 8 other roads have had lower speed limits introduced – these roads are listed in Appendix 2.

1.4. A proposed 50mph speed limit on the A272 between Scaynes Hill in West Sussex and North Chailey in East Sussex and a 40mph speed limit on the B2100 at Jarvis Brook that was identified as part of the review are currently being progressed. The 50mph speed limit on the A272 has been delayed as a result of ongoing consultation with West Sussex County Council and the B2100 at Jarvis Brook was delayed due to extended consultations with interested parties.

2 Supporting information

2.1. As part of the review of speed limits on our rural A and B class roads, a list of roads is being compiled where we have received requests and where a lower speed limit may be appropriate. To date the list of requests for a lower speed limit consists of 225 roads in the Lewes, Rother and Wealden District Areas. A list for each of the District Areas where lower speed limits have been requested is available in Appendix 3.

2.2. Recent confirmation has been received that £125,000 of Public Health Grant Funding is being made available for lowering speed limits to help reduce the number of injury crashes on our

roads. It is therefore requested that the Lead Member for Transport and Environment notes the outstanding requests for lower speed limits and approves that the Road Safety Team work closely with Sussex Police to identify those sites that demonstrate a crash record, where a lower speed limit could positively contribute to casualty reduction within the funding that is now available. The Scrutiny Report of 23 November 2011 shows a 26 percent reduction in the number of injury crashes on rural A and B class roads where lower speed limits have been introduced. A list of the 18 priority sites where a lower speed limit may be appropriate is provided in Appendix 4.

2.3. It is also proposed to reduce the speed limits on the A26 between Crowborough and Five Ash Down to include a 40mph speed limit in Heron's Ghyll. This work is being progressed using the Section 106 financial Contribution from the Temple Grove School, as agreed by the Lead Member for Transport and Environment at the meeting on 27 January 2014.

2.4. A further reduction of the 60mph national speed limit to 50mph on the A22 near Wych Cross is being progressed as part of the Community Match Programme that was approved by the Lead Member at his meeting on 23 March 2015.

3 Conclusion and reasons for recommendations

3.1. It is recommended that the Lead Member note the progress that has been made with the village assessment and review of speed limits on rural A and B class roads, and approve the Road Safety Team working with Sussex Police to identify a priority list for lower speed limits based on their contribution to road safety for the 2015/2016 financial year.

3.2. It is also recommended that the Lead Member note the speed limit reduction that is being taken forward through the Community Match Programme and the 40mph speed limit that is being progressed with the developer contribution from the Temple Grove School.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Michael Higgs
Tel. No. 01273 482106
Email: michael.higgs@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND INFORMATION

None

Village Speed Limit Review

Villages where reduced speed limits have been introduced

Beckley
Berwick Station
Bodle Street Green
Boreham Street
Broad Oak, Brede
Broad Oak, Heathfield
Cackle Street, Brede
Chalvington
Chelwood Common (Stone Quarry Road)
Chelwood Gate
Cooksbridge
Cripps Corner
Cross In Hand (Extension)
Danehill
East Dean, Gilberts Drive
Ewhurst Green (Extension)
Five Ashes
Forest Row, Priory Road
Groombridge, Corsley Road
Hadlow Down
Halland
Hankham
Hooe Common
Iden
Lunsford Cross, Potmans Lane
Maynards Green
Netherfield
Ninfield
North Chailey
Offham
Pevensey
Punnetts Town
Staplecross
Stonecross, Wadhurst
Town Row
Upper Dicker
Upper Hartfield
Wivelsfield

Rural A and B Class Road Review

Road number	Rural A and B class roads where lower speed limits have been introduced
A22	40mph at Lower Dicker
A26	50mph at Heron's Ghyll
A26	50mph between Little Horsted and Kild Lane, Isfield
A28	40mph from Newenden Bridge to Northiam
A259	Extend 40mph at East Dean to Jevington Road
A259	50mph on Eastbourne Road at Pevensey Bay
A264	50mph at Hammerwood
A265	40mph between Heathfield and Broad Oak
A265	40mph and 50mph at Burwash and Burwash Common
A267	40mph between Sheepsetting Lane and Horam
A267	50mph between Horam and Wellshurst Golf Club
A267	50mph between Mayfield Roundabout and Five Ashes
A271	40mph between Boreham Street and Wartling Road
A271	40mph between Windmill Hill and Wartling Road
A271	40mph at Magham Down and Amberstone
A272	Extend 40mph at Buxted to include the School
A272	40mph at Hadlow Down and 50mph to Beech Villas
A272	40mph at Piltdown and 50mph from Piltdown to A22
A275	Extend 40mph at South Chailey to include South Street
A275	40mph at Sheffield Park
A275	40mph on East Grinstead Road at North Chailey
A2100	Extend 40mph at Starrs Green and Telham to The Mount
A2270	30mph at Willingdon Road
B2089	40mph at Swailes Green
B2095	40mph from Lower Street to Hooe Common
B2096	40mph at Three Cups Corner
B2099	40mph at Wallcrouch
B2099	Extend 40mph at Wadhurst to include Railway Bridge
B2102	40mph and 50mph at Cross In Hand
B2104	40mph from Hailsham to Shepham Lane
B2169	50mph at Little Bayham
B2110	40mph at Withyham
B2191	40mph at Potts Marsh Industrial Estate
B2192	Extend 40mph at Ringmer
B2204	40mph at Catsfield Stream
B2244	50mph from Seddlescombe to Beech Farm House
C5	30mph at Chelwood Common
C14	20mph at Mayfield High Street
C15	40mph at Carters Corner
C39	40mph at Berwick
C92	40mph at Battery Hill, Fairlight
C96	40mph on Netherfield Road
C293	40mph at Whatlington
UC7091	40mph on Deanland Road

LEWES DISTRICT COUNCIL

SPEED LIMIT REQUESTS BY

PARISH COUNCIL AREAS

		Road No.
1	Barcombe	
	1 Barcombe Mills Road/Clink Hill	C677
	2 Cooksbridge Road	C205
	3 Town Littleworth Road	UC5655
2	Chailey	
	4 N Chailey to Newick	A272
	5 N Chailey to Banks Road	A275
	6 N Chailey to Scaynes Hill	A272
	7 N Chailey to St Peters School	A275
	8 Cinder Hill	C651
3	Ditchling	
	9 Ditchling Road	B2112
	10 Common Lane	B2112
	11 Clayton Road	B2112
	12 Keymer Road	B2116
	13 Beacon Road	C203
	14 Underhill Lane	UC5240
	15 Folders Lane East	C71
4	East Chiltington	
5	Falmer	
	16 Park/Mill/Middle Street	UC5047
	17 Park/East/South street	UC5048
6	Firle	
7	Glynde and Beddingham	
8	Hamsey	
	18 Resting Oak Hill	A275
	19 Beechwood Lane	C6
	20 Hamsey Lane	UC5012
9	Iford	
	21 The Street	UC5050
10	Kingston	
	22 Kingston Road	C7
11	Lewes	
	23 Kingston Road	C7
	24 Brighton Road	A277
	25 <i>Station Road</i>	P5605
	26 <i>St. Annes Crescent</i>	U5117
	27 <i>Western Road</i>	A277
	28 <i>Winterbourne Hollow</i>	C7
	29 <i>Pheonix Causeway</i>	A26
	30 <i>Offham Road</i>	A2029
	31 <i>Malling Street</i>	A26
	32 <i>Malling Estate</i>	U5128
	33 <i>Prince Edwards Road</i>	U5109
12	Newhaven	
	34 Avis Road	B2238
	35 Gibbon Road	UC5297
	36 Lewes Road	C7
	37 Brighton Road	A259

Appendix 3 (1 of 7)

**LEWES DISTRICT COUNCIL
SPEED LIMIT REQUESTS BY
PARISH COUNCIL AREAS (Cont)**

		Road No.
13	Newick	
	38 Church Road	C8
	39 Jackies Lane	UC5003
14	Peacehaven	
	40 Arundel Road/West & Central	UC5913
15	Piddinghoe	
	41 Newhaven Road	C7
16	Plumpton	
	42 Beresford Lane	C204
	43 St. Helena Lane	C71
	44 Station Road	C110
	45 Plumpton Lane	C110
	46 Ditchling Road	B2116
	47 South Road	C6
17	Ringmer	
	48 Paygate	A26
	49 The Broyle	B2192
18	Rodmell	
	50 Newhaven Road	C7
19	St Ann Without	
20	St. John Without	
21	Seaford	
	51 Sutton Avenue to Train Station	C30
	52 Eastbourne Road	A259
	53 Buckle By-Pass/Bishopstone	A259
	54 Afriston Road	
22	Southease	
	55 Newhaven Road	C7
23	South Highton	
24	Streat	
	56 Streat Lane	UC5401
25	Tarring Neville	
26	Telescombe	
	57 Telescombe Cliffs Way	U5824
	58 Ambleside Avenue	U5931
	59 St. Peters Avenue	U5853
	60 Central Avenue	U5930
27	Westmeston	
	61 Lewes Road	B2116
	62 Ditchling Road	
28	63 Spatham Lane	UC5996
	Wivelsfield	
	64 Hundred Acre Lane	UC5401
	65 Slugwash Lane	UC5992

Appendix 3 (2 of 7)

**ROTHER DISTRICT COUNCIL
SPEED LIMIT REQUESTS BY
PARISH COUNCIL AREAS**

		Road No.
1	Ashburnham and Penhurst	
2	Battle	
	1 Starrs Green and Telham	A2100
	2 Powdermill Lane	C27
	3 North Trade Road	A271
	4 Netherfield Hill	C96
	5 Netherfield Road	C96
3	Beckley	
	6 Main Street	B2088
	7 Two Hovens	A268
4	Bodiam	
5	Brede	
	8 Chitcombe Road	B2089
	9 Broadland Row	B2089
6	Brightling	
	10 Brightling Road	C18
7	Burwash	
	11 Heathfield Road	A265
	12 Burwash Weald	A265
	13 Coppers Hill	A265
	14 Swing Gate Hill	C214
	15 Witherenden Hill	C214
8	Camber	
9	Catsfield	
	16 Powdermill Lane	C27
	17 Church Road	UC345
10	Crowhurst	
	18 Crowhurst Road	C93
11	Dallington	
	19 Woods Corner	B2096
	20 Earls Down/Carricks Hill	B2096
	21 The Street	UC6276
12	East Guldeford	
13	Etchingham	
	22 Straight Mile	A265
	23 Burgh Hill	UC6196
14	Ewhurst	
	24 Staplecross to Cripps Corner	B2165
15	Fairlight	
16	Guestling	
	25 Rock Lane	C638
	26 Friars Hill/Pett Road	C23
17	Hurst Green	
	27 Merriments Lane	C90
	28 Coopers Hill	A229
18	Icklesham	
	29 Dogs Hill Road	C92
	30 Harbour Road (Rye)	C98
	31 Monks Walk/Winchelsea	C298

Appendix 3 (3 of 7)

**ROTHER DISTRICT COUNCIL
SPEED LIMIT REQUESTS BY**

PARISH COUNCIL AREAS (Cont.)

		Road No.
19	Iden	
	32 Military Road	C296
	33 Grove Lane	UC6414
20	Mountfield	
	34 London Road	B2100
21	Northiam	
	35 Horns Cross	A28
	36 Ewhurst Lane	C20
22	Peasmarch	
	37 Barnetts Hill/Flackley Ash	A268
23	Pett	
24	Playden	
	38 Houghton Lane	UC6414
	39 Houghton Green Lane	C295
	40 School Lane	C295
	41 Military Road	C296
25	Rye	
	42 Harbour Road (Rye)	C98
26	Rye Foreign	
	43 Bowlers Town	A268
27	Salehurst and Robertsbridge	
	44 High Street	C18
	45 Church Lane/Salehurst	C290
	46 Station Road	C18
28	Seddlescombe	
	47 Stream Lane	C292
	48 Chapel Hill	C22
	49 Hurst Lane	UC6626
	50 Brede Lane	C21
	51 Cottage Lane	UC6975
29	Ticehurst	
	52 Berners Hill	B2087
	53 Rosemary Lane	UC6195
	54 Hawkhurst Road	A268
	55 Shovers Green	B2099
30	Udimore	
	56 Udimore/Cock Marling	B2096
	57 Dumbwomans Lane	C297
	58 Cock Marling to Rye	B2096
31	Westfield	
	59 Stonestile Lane	C414
	60 Moat Lane	UC6629
32	Whatlington	

Appendix 3 (4 of 7)

**WEALDEN DISTRICT COUNCIL
SPEED LIMIT REQUESTS BY
PARISH COUNCIL AREAS**

		Road No.
1	Alciston	
2	Alfriston	
3	Arlington	
	1 Arlington Road West	C690
	2 Wick Street	C39
	3 Camberlot Road	C690
4	Berwick	
	4 Station Road (South)	C39
	5 Station Road (North)	C39
5	Burwash	
6	Buxted	
	6 Poundgate	A26
	7 Rocks Lane	UC7502
7	Chalvington and Ripe	
8	Chiddingly	
	8 Nash Street	C330
9	Crowborough	
	9 Beacon Road	A26
	10 Jarvis Brook	B2100
	11 Eridge Gardens	UC7476
	12 Eridge Road	A26
	13 London Road	C11
	14 Millbrook Road	UC7476
	15 Crowborough Warren	P7526
10	Cuckmere Valley	
11	Danehill	
	16 Wych Cross	A22
	17 Freshfield Lane	C5
	18 School Lane	C5
12	East Dean & Friston	
13	East Hoathly with Halland	
	19 London Road/E Hoathly	C59
	20 Knowle Lane	UC7404
14	Fletching Parish Council	
	21 Shortbridge Road	C10
	22 Golf Club Lane	C9
	Mill Lane	UC7650
15	Forest Row	
	23 Homestall Road	C250
	24 Wall Hill Road	C250
16	Framfield	
	25 Lewes Road, Blackboys	B2102
	26 Eastbourne Road High Cross	C26
	27 Cross In Hand to Blackboys	B2102
17	Frant	
	28 Bayham Road	B2169
	29 Wadhurst Road	B2099
18	Hadlow Down	
	30 Hastingford Lane	C11

Appendix 3 (5 of 7)

**WEALDEN DISTRICT COUNCIL
SPEED LIMIT REQUESTS BY
PARISH COUNCIL AREAS (Cont.)**

		Road No.
19	Hailsham	
20	Hartfield	
	31 Holtye	A264
	32 Shepherd's Hill	B2110
	33 Gallipot Hill	B2110
21	Heathfield and Waldron	
	34 New Pond Hill	UC7670
	35 Waldron Down	
	36 Cade Sreet	B2096
	37 Heathfield Community College	C406/C589
	38 Newick Lane	C14
	39 Punnetts Town	B2096
22	Hellingly	
	40 Church Road/Hellingly School	C121
	41 Grove Hill	C208
23	Herstmonceux	
	42 Hammer Lane/Cowbeech	C409
	43 Chilsham Lane	C344
	44 Cowbeech Road	C15
	45 Foul Mile	C15
	46 Magham Down to Herstmonceux	A271
24	Hooe	
25	Horam	
	47 Horebeech Lane	C208
	48 North Street	A267
	49 Chiddingly Road	C
26	Isfield	
	50 Rose Hill	A26
	51 Buckham Hill	C9
27	Laughton	
	52 Shortgate Lane	C326
	53 Laughton Road	B2124
28	Little Horsted	
	54 Little Horsted	A26
29	Long Man	
30	Maresfield	
	55 Straight Half Mile	C33
	56 Herons Ghyll	A26
	57 Five Ash Down	A26
	58 Horney Common	A22
	59 Nether Lane, Nutley	C9
31	Mayfield and Five Ashes	
	60 Lake Street	C568
	61 Argos Hill	A267
	62 Trullis Hatch	A267
	63 Tidebrook Road/Rushers Cross	C14
	64 Wellbrook	A267
	65 Newick Lane	C14

Appendix 3 (6 of 7)

SPEED LIMIT REQUESTS BY PARISH COUNCIL AREAS (Cont.)

32	Ninfield	
	66 Coombe Hill	UC7699
	67 Standard Hill	A269
	68 Bexhill Road/Lower Street	A269
33	Pevensey	
	69 Bexhill Road	A259
	70 Wallsend Road	A259
	71 Eastbourne Road	A259
34	Polegate	
	72 Wannock Road	C40
35	Rotherfield	
	73 High Cross	B2101
36	Selmeston	
	74 The Street (Extended 30mph)	C207
37	Uckfield	
	75 Ringles Cross	C33
	76 Budletts Common/London Road	C33
	77 Eastbourne Road	C26
	78 Church Street	C10
	79 High Street/Uckfield	C41
38	Wadhurst	
	80 Lower High Street (Extend 30mph)	B2099
	81 Best Beech Hill	B2100
39	Warbleton	
	82 Three Cups Corner	B2096
	83 Bodle Street Green	C16
40	Wartling	
	84 Wartling Road (South)	C17
	85 Wartling Road (North)	C17
41	Westham	
	86 Glynleigh Road/Hankham	C708
	87 Eastbourne Road	B2191
	88 Hailsham Road	B2104
	89 Blackness	B2104
	90 Rattle Road	C712
	91 Dittons Road	B2247
	92 Friday Street/Eastbourne	B2104
42	Willingdon	
	93 Wish Hill/Church St Willingdon	UC2077
43	Withyam	
	94 Hendel Bridge	B2188
	95 Withyam Road	B2110
	96 Summersales Hill	C11
	97 Blackham	A264
	98 Eridge Road/Birchden	UC7467
	99 Ladies Mile	C251
	100 Station Road	

Appendix 3 (7 of 7)

Priority List of Speed Limits for Further Investigation

Location	Existing Speed Limit	Road No.	Number of Crashes	Crash Severity	Casualty Weighting	Comments
Buckle By-Pass/Bishopstone	60	A259	15	1fa, 4Se, 10SI	21	Consider 50mph speed limit
1 Ditchling Road	60	B2112	17	1Fa, 1Se, 15SI,	20	Consider speed limit and other safety improvements
2 Herons Ghyll	50	A26	11	4Se 7SI	15	40mph speed limit in progress
3 Powdermill Lane	60	C27	11	4Se, 7SI	15	Get speed surveys
4 Poundgate	60	A26	10	3Se 7SI	13	50mph speed limit in progress
5 North Street	50	A267	9	4Se 5SI	13	Reduced 60mph speed limit to 50mph in April 2014
6 Blackham	60	A264	8	5Se 3SI	13	Get Speed Surveys
7 High Street/Uckfield	30	C41	10	2Se 8SI	12	Transport Development Control 20mph in progress
8 Magham Down to Herstmonceux	60	A271	7	2Se 5SI	9	Get Speed Surveys
9 Ringles Cross	40	C33	6	3Se 3SI	9	Get Speed Surveys
10 Holtye	50	A264	5	4Se 1SI	9	Identified for a Safer Route Study
11 Argos Hill	50	A267	5	4Se 1SI	9	Consider 40mph speed limit
12 N Chailey to Scaynes Hill	60	A272	7	1Se, 6 SI	8	50mph speed limit in progress
13 Punnetts Town	30	B2096	7	1Se 6SI	8	Reduced 40mph speed limit to 30mph in March 2015
14 Five Ash Down	60	A26	6	1Se 5SI	7	50mph speed limit in progress
15 Wallsend Road	30	A259	6	1Se 5SI	7	Reduced 60mph speed limit to 30mph in August 2014
16 N Chailey to St Peters School	60	A275	4	1Fa, 1Se, 2SI	7	Get Speed Surveys
17 Common Lane	60	B2112	4	1Fa, 1Se, 2SI	7	Consider as part of B2112 Ditchling Road
18						

Fa = Fatal crash
 Se = Serious injury crash
 SI = Slight Injury crash

Appendix 4

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 27 April 2015

By: Director of Communities, Economy and Transport

Title: Provision of an on-street advisory disabled parking bay in Robin Close, Eastbourne

Purpose: To consider objections received to the provision of an on-street disabled parking bay

RECOMMENDATIONS: The Lead Member is recommended:

- (1) To note the concerns raised by the objectors; and**
 - (2) To approve the provision of an advisory disabled bay in Robin Close, Eastbourne**
-

1 Background

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 Robin Close, Eastbourne on 27 August, 2014. The application was assessed against the policy criteria. A mobility assessment was carried out as the applicant is not the driver of the vehicle. Following the assessment, provision of a disabled bay was recommended by Adult Social Care.

1.3 Due to the nature of the area, a disabled bay cannot be provided directly outside the applicant's property. Robin Close has two turning areas which are regularly parked in by residents. It is necessary to install a disabled bay in one of these turning areas. In line with policy PS4/18, consultation with the affected residents was carried out and objections have been received. The responses are summarised in Appendix B with Officer comments. Full copies of the responses are available in the Member's Room. A location plan is enclosed as Appendix C

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 Robin Close is a small residential cul-de-sac. Whilst a number of properties have off-street parking facilities, a proportion do not. Some households own more than one vehicle and the demand for on street parking is high.

2.2 It is not standard practice to provide disabled parking bays in turning heads; however, the practice of parking in this area is well established in this road. The location of adjacent off street accesses results in the rest of the turning area being kept clear. The turning area is large enough to accommodate a parked vehicle at the proposed location of the bay.

3 Conclusion and reasons for recommendations

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 and supported by Adult Social Care.

3.2 Consultation was carried out with the four properties in the area directly affected by the proposed bay. Objections from two properties were received.

3.3 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: Victoria Bartholomew
Tel. No. 01424 724284
Email: Victoria.bartholomew@eastsussex.gov.uk

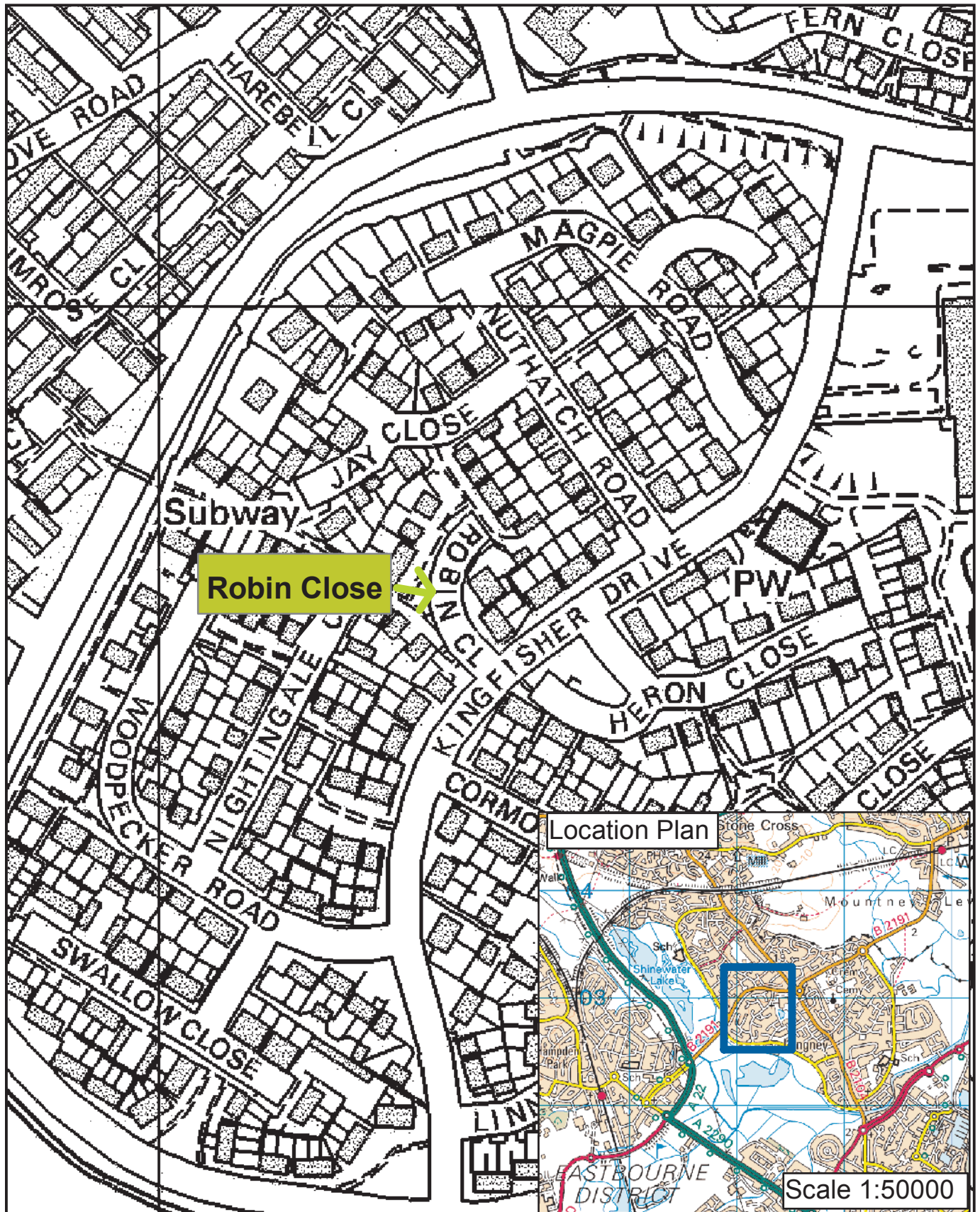
LOCAL MEMBERS

Councillor Shuttleworth

BACKGROUND DOCUMENTS

None

Robin Close, Eastbourne



Scale 1:2571

Rupert Clubb BEng (Hons) CEng MICE
Director of Communities,
Economy and Transport
East Sussex County Council

Reproduced from the Ordnance Survey mapping with
the permission of the Controller of Her Majesty's
Stationery Office © Crown Copyright.
Unauthorised reproduction infringes Crown copyright
and may lead to prosecution or civil proceedings.
East Sussex County Council, 100019601, 2015

Appendix A – Policy PS 4/18

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS4/18
<p><u>Purpose of Policy</u></p> <p>This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.</p>	
<p><u>Specific Policies</u></p> <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 if suitable private “off-street” parking is available. 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. 	
<p><u>Supporting Statement</u></p> <p>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.</p> <p>The following additional parking facilities are available through national legislation:-</p> <p>[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.</p> <p>[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.</p>	
<p><u>References – Further Information</u></p> <p>Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10</p>	<p><u>Date of Approval</u></p> <p>01.03.1977 15.03.1995 06.11.2006</p>

Appendix B – Summary of Objections

	Objector	Reason for objection	Comment
1	Resident of Robin Close	<p>The proposed location of the disabled bay could cause access issues for No's 9 & 11</p> <p>A disabled bay in this location would prevent visitors to No's 9 & 11 from parking outside of these properties.</p> <p>Enquired about extending the dropped kerb outside of their property and a disabled bay would prevent them from doing this.</p> <p>The area should be used for turning only and provision of a disabled bay</p>	<p>Parking currently takes place at this location but tends to be hap-hazard thus causing issues for the residents of No's 9 & 11 when entering/exiting their off-street parking. Demarcation of a bay should encourage those that park here to park within the bay markings, thus making it easier for the residents of No's 9 & 11 to access/exit their off-street parking.</p> <p>There is currently no guarantee that this space is available for use by visitors to these properties as the area is used for parking by a number of residents/visitors. The disabled bay could be used by any person who displays a blue badge, including those connected with No's 9 & 11.</p> <p>There is currently no application for an extension to this dropped kerb. This matter can be addressed if and when the needs arise.</p> <p>It is noted that this area is used for turning. Due to the nature of the area there are two arms to the turning area</p>

		would prevent this from happening.	and provision of a bay will still enable turning to take place.
2	Resident of Robin Close	<p>The proposed location of the disabled bay could cause access issues for No's 9 & 11</p> <p>The proposed location of the disabled bay would prevent the residents of No 11 from parking outside of their own property.</p>	<p>Parking currently takes place at this location but tends to be hap-hazard thus causing issues for the residents of No's 9 & 11 when entering/exiting their off-street parking. Demarcation of a bay should encourage those that park here to park within the bay markings, thus making it easier for the residents of No's 9 & 11 to access/exit their off-street parking.</p> <p>There is currently no guarantee that this space is available for use by these residents as the area is used for parking by a number of residents/visitors. The disabled bay could be used by any person who displays a blue badge, including those connected with No's 9 & 11.</p>

Appendix C – Location plan Robin Close, Eastbourne





This page is intentionally left blank