



# LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

**MONDAY, 22 JUNE 2015 AT 10.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

## **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 27 April 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 calling on the County Council to introduce a 7.5 tonne weight limit on the B2100 from Mark Cross to Rotherfield village centre (*Pages 7 - 16*)  
Report by the Director of Communities, Economy and Transport
- 5 Petition calling on the County Council to install a Pelican Crossing outside St Thomas a Beckett School, Eastbourne (*Pages 17 - 20*)  
Report by the Director of Communities, Economy and Transport
- 6 Petition calling upon the County Council to address the excess speeds of traffic in Flitterbrook Lane and Bakery Lane, Punnett's Town, Heathfield (*Pages 21 - 26*)  
Report by the Director of Communities, Economy and Transport
- 7 Petition calling on the County Council to reduce the speed limit on Shortbridge Road and Golf Course Lane, Piltdown to 40mph (*Pages 27 - 34*)  
Report by the Director of Communities, Economy and Transport
- 8 Petition calling on the County Council to introduce a controlled parking zone to the Rylstone Road area of Eastbourne (*Pages 35 - 40*)  
Report by the Director of Communities, Economy and Transport
- 9 Introduction of a 20mph scheme in Malling, Lewes (*Pages 41 - 62*)  
Report by the Director of Communities, Economy and Transport
- 10 Provision of an on street advisory disabled bay, Sandown Road, Hastings (*Pages 63 - 70*)  
Report by the Director of Communities, Economy and Transport
- 11 Any urgent items previously notified under agenda item 3

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

Contact Simon Bailey  
01273 481935  
Email: [simon.bailey@eastsussex.gov.uk](mailto:simon.bailey@eastsussex.gov.uk)

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# Agenda Item 1

## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 27 April 2015 at Committee Room, County Hall, Lewes

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Councillor Tutt spoke on item 4 (see minute 77)

### 75 MINUTES

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

### 76 REPORTS

76.2 Reports referred to in the minutes below are contained in the minute book.

### 77 PETITION REQUESTING THE INTRODUCTION OF TRAFFIC CALMING MEASURES ON ST PHILIP'S AVENUE, EASTBOURNE

77.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided a response to a petition presented to the County Council in October 2014. The Lead Petitioner, Christopher Yeomanson, spoke in support of the petition.

77.2 Councillor Tutt, the Local Member, suggested the removal of the double yellow lines would encourage parking on both sides of the avenue, and offered the Borough Council's support in finding a means of reducing speeds in St Philip's Avenue.

### DECISIONS

77.3 RESOLVED to advise the petitioners (1) that the introduction of traffic calming measures along St Philip's Avenue has been assessed using the scheme prioritisation process for local transport improvements;  
(2) that 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;  
(3) that 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 Finding; and  
(4) that the viability of the removal of double yellow lines from St Philip's Avenue will be investigated, by means of public consultation and community event, and consultation with the bus operators.

### Reason

77.4 The introduction of traffic calming measures along St Philip's Avenue has been assessed using the scheme prioritisation process for local transport improvements, but the scheme is not of sufficient priority to be considered for funding through the capital programme. Alternative means of achieving lower speeds will be investigated in partnership with the Borough Council, local community and bus operators.

78     NOTICE OF MOTION: NATURAL CAPITAL

78.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided a response to a proposed Notice of Motion from Councillors O'Keeffe and Earl.

DECISIONS

78.2 RESOLVED 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 the delivery of improvements to the natural environment; and (2) agree an amended Notice of Motion as set out in paragraph 2.6 of the report.

Reasons

78.3 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.

79     CAPITAL PROGRAMME FOR SPEED REDUCTION FOR 2015/16 FINANCIAL YEAR

79.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided an update on progress made on the village assessments and the review of speed limits on rural A and B class roads, and sought approval of the capital programme for the 2015/16 financial year.

DECISIONS

79.2 RESOLVED to (1) note the progress to date with the review of speed limits in villages and on rural A and B class roads; (2) agree the capital programme for Speed Management for the 2015/16 financial year as outlined in appendix 4 of the report; and (3) request that parish councils be kept informed of progress with any speed surveys required.

Reason

79.3 The Road Safety team will continue to work with Sussex Police to identify a priority list for lower speed limits based on their contribution to road safety for the 2015/16 financial year.

80     PROVISION OF AN ON-STREET ADVISORY DISABLED PARKING BAY IN ROBIN CLOSE, EASTBOURNE

80.1 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. Photographs of the site were circulated at the meeting.

DECISIONS

80.2 RESOLVED to (1) note the concerns raised by the objectors; and (2) approve the introduction of an on-street advisory disabled bay in Robins Close, Eastbourne

Reason

80.3 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, and supported by the information given in the initial application.

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# Agenda Item 4

<b>Report to:</b>	<b>Lead Cabinet Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>22 June 2015</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Petition calling on the County Council to introduce a 7.5 tonne weight limit on the B2100 from Marks Cross to Rotherfield village centre.</b>
<b>Purpose:</b>	<b>To consider the introduction of a Heavy Goods Vehicle ban on the B2100 between Marks Cross and Rotherfield.</b>

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Advise the petitioners that the County Council are currently investigating measures to improve Heavy Goods Vehicles' movements in the centre of Rotherfield as an alternative to a 7.5 tonne weight limit; and
  - (2) Agree to the implementation of a 12 month trial traffic management scheme in the centre of Rotherfield; and
  - (3) Authorise the making of an Experimental Traffic Regulation Order (TRO) to improve traffic flow conditions that will remove two parking spaces in Rotherfield High Street.
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## 1 Background Information

1.1. On 10 February 2015 Councillor Bob Standley presented a petition to the Chairman of the County Council stating:

*"We urge ESCC Highways to introduce a 7.5t weight limit on this route to protect our historic buildings with exceptions made for Public Service Vehicles and vehicles accessing the waste site at Castle Hill."*

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.

## 2 Supporting Information

2.1 There has been a history of incidents of Heavy Goods Vehicles (HGVs) striking the Kings Arms Public House, Rotherfield as they make a right turn from Station Road (B2100) into the High Street in the direction of Crowborough. In April 2013 the County Council agreed to investigate what could be done to prevent these incidents by reviewing the signing strategy for HGVs within the area. The location plan in Appendix 1 shows the area under investigation.

2.2 An Origin/Destination survey was undertaken between 7am and 7pm on 22 June 2006 on HGV traffic travelling through Rotherfield. This showed that there were 156 HGVs travelling through Rotherfield along the B2100 in both directions. In addition, data provided by the Department for Transport (who carry out their own surveys of HGV traffic along the B2100) was evaluated and this showed that between 2007 and 2012 an average of between 128 and 147 HGVs travelled along the B2100 each day. Both sets of data confirm that a large number of HGVs are travelling through the village.

2.3 An HGV signing strategy was developed for Crowborough in 1999 to introduce a coherent policy on signing within the town. This led to the introduction of signs at strategic locations outside

the town indicating directions to the main Industrial Estates of Millwood and Jarvis Brook via the A26. Further improvements to this signage could possibly be made to deter HGVs from travelling to these Industrial Estates via Rotherfield.

2.4 To ascertain the extent of the problem of HGV's making the right turn at the High Street, a CCTV camera was installed in February 2014 overlooking the junction. This highlighted a few instances in which HGVs had difficulty making the right turn, but unfortunately it was not clear from the footage as to why.

2.5 Between June and July 2014 a temporary Traffic Regulation Order (TRO) was in operation to facilitate building repairs being undertaken within the High Street. The traffic management within the High Street during these works included a ban on HGVs making the right turn from the B2100, a ban on parking in the High Street and the introduction of temporary traffic signals at the junction. Although the Parish Council had some concerns about the traffic signals they were supportive of a HGV ban as the alternative route identified for HGV's, (via the B2101), appeared to work well in terms of traffic flow.

2.6 A County Council policy exists relating to the control of HGV's within the county. Policy PS4/5 was established to reconcile, as far as possible, the conflicting demands of the transport of goods and the impact of HGV traffic on the wider environment. One of the specific considerations is that "A" and "B" class roads should form the main routes to be used by heavy lorries. Also, before any ban can be considered, a suitable alternative route for heavy lorries must be available. The County Council are concerned that the available road network that can be used by HGVs is not overly reduced as there are few strategic routes in the county suitable for use by HGVs. Sussex Police have been approached regarding enforcement of any HGV ban and they have confirmed that they would enforce the ban if an offence was observed but they could not be expected to be proactive in any enforcement activity. A HGV ban should therefore only be considered as a last resort.

2.7 Details of the Origin/Destination Survey undertaken in 2006 are shown in Appendix 2. In summary a high proportion of HGV's travelling through the village are on local business (35%) and not classified as "through traffic". If an HGV ban was introduced this would have a negative impact on that local business for which HGVs legitimately travel through Rotherfield. Although an HGV ban could be implemented between Marks Cross and the village with the exception of those needing access between these two locations, all HGV traffic travelling beyond Rotherfield would be subject to this ban, with no exceptions. This would apply to those vehicles accessing the Castle Hill waste site.

2.8 Given the experience of the temporary traffic management measures that were in operation in the High Street last year, measures are currently being investigated to try to ease HGV movements through Rotherfield instead of introducing an HGV ban. Should these measures not improve the traffic flow in Rotherfield then the situation will be reviewed. Details of the measures proposed are set out in Appendix 3. These measures could be implemented relatively quickly through the introduction of an Experimental TRO. In summary the measures are as follows:

- Extend the existing double yellow line on the eastern side of the High Street to remove the two parking spaces to enable better traffic flow.
- Provide a "Keep Clear" box near the narrow section of the B2100 outside the Kings Arms car park entrance. This will prevent vehicles from progressing towards the junction until the way ahead is clear.
- Review the HGV signage (directing HGV's to the main Industrial Estates in Crowborough) to make it more prominent.

These measures should make it easier for HGVs to make the right turn from the B2100 into the High Street without being impeded by other traffic.

2.9 Experimental TROs can operate for a period of 18 months, during which a decision would need to be made as to whether the measures contained in the TRO should be made permanent or revoked. Objections to the TRO can be made within the first six months from the date that it is made. Any objections to the Experimental TRO must be considered before any order giving permanent effect to its provisions can be made. It is therefore proposed that a 12 month trial be undertaken. It is proposed to start the trial in the Autumn of 2015. The cost of implementing an Experimental TRO with the required signing and lining is estimated to be about £5,000.

### **3 Conclusion and Reasons for Recommendations**

3.1 It is recommended that the Lead Member advises the petitioners that proposals are currently being developed to better manage HGV movements through Rotherfield as an alternative to the introduction of a 7.5t weight limit. It is proposed that these measures are introduced on a 12 month trial under an Experimental Traffic Regulation Order to assess whether they will have been successful or not in improving the flow of traffic through Rotherfield. Implementing an HGV ban may be considered at a later date but this would have implications on local businesses and may not be possible due to potential safety issues on the only alternative route for HGVs (i.e. the B2101).

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

Contact Officer: Alan Cook  
Tel. No. 01273 482263  
Email: [alan.cook@eastsussex.gov.uk](mailto:alan.cook@eastsussex.gov.uk)

#### LOCAL MEMBERS

Councillor Standley

#### BACKGROUND DOCUMENTS

None

Lead Member for Transport and Environment 22 June 2015

## Appendix 1 - B2100 at Rotherfield



## APPENDIX 2

### RESULTS OF ORIGIN/DESTINATION SURVEY IN 2006

A survey of HGV movements through Rotherfield was undertaken in 2006 to determine the number of HGV's travelling through the area and the purpose of these journeys. This survey was undertaken as a roadside interview with drivers being stopped and asked a number of questions. These included the purpose of the journey (i.e. business or travel to work) and the starting and finishing points of the journey. From the origin/destination information a judgement was made as to whether the journey was considered local or not. A total of 156 HGV's were included in the survey.

The following tables show the information identified from the analysis of the 2006 survey.

#### HGV's travelling Westbound

No. of HGV's	Local	Through	Business	Other
80	40 (50%)		32 (40%)	8 (10%)
		40 (50%)	30 (38%)	10 (12%)

#### HGV's travelling Eastbound

No. of HGV's	Local	Through	Business	Other
76	47 (62%)		22 (29%)	25 (33%)
		29 (38%)	11 (14%)	18 (24%)

Of the total of 156 HGV's travelling along the B2100 through Rotherfield, some 54 (35%) could be classified as being local business trips.

## PROPOSALS FOR IMPROVING HGV MOVEMENTS IN ROTHERFIELD

### RATIONALE

The County Council Policy PS4/5 was established to reconcile, as far as possible, the conflicting demands of the transport of goods and the environment. One of the specific considerations is that "A" and "B" class roads should be used for heavy lorries as the County Council is concerned that the available road network that can be used by HGV's is not reduced as there are few strategic routes in the county suitable for use by HGV's. Also should any ban be considered, a suitable alternative route for heavy lorries must be available.

Before an HGV ban can be considered, a number of factors need to be taken into account. These include the characteristics of the road (e.g. width, pinch points, hilliness and local development), traffic flow (i.e. volume, %HGV) and injury accidents. A scoring system is used for each factor and a score of 55 or more indicates that a ban may be justified subject to other conditions (of the policy) being met. From an initial assessment of these factors for Rotherfield, a score of fewer than 50 was achieved.

Another factor when considering an HGV ban there must be an alternative route. An alternative route along the B2101, via Argos Hill, was used over a period of a few weeks during the building refurbishment that took place in Rotherfield High Street in June/July 2014. However there are two issues relating to this route. Firstly it is unlikely that the residents along the B2101 would support the additional HGV's on a permanent basis. Also, the visibility at the junction of the B2101 and Mayfield Road is limited and this could present a safety problem resulting in there being no viable alternative route. Based on policy PS4/5 it is considered that an HGV ban on Station Road is not justified at the present time. The banning of HGV's should be considered as a last resort.

Although there are a large number of HGV's travelling through Rotherfield, 35% of these movements are local and related to businesses in the area. A blanket HGV ban (with the exception of access) will impact on these businesses. The local authority has to comply with Department for Transport regulations with regards to road signage and markings. These regulations do not allow for a ban with exceptions for certain types of HGV. Without legal backing, enforcement will not be possible.

Sussex Police are of the view that the County Council should not introduce a ban on HGV's using the B2100 if it relies solely on enforcement to make it work. It is not the case that the police would not necessarily support a ban but they would not be able to dedicate resources to enforcing it. The concern of Sussex Police relates to the difficulty with weight and width restrictions; a vehicle has to be seen travelling from start to finish and they would have to counter any defence that the use was to access a property etc. The length of road from Marks Cross through to Rotherfield and beyond is quite lengthy and to police any ban would be resource intensive for something that may not happen very often. In short, Sussex Police would enforce the ban if an offence was observed but they could not be expected to be proactive in any enforcement activity.

From an evaluation of the CCTV footage taken in February 2014, it may not necessarily be the presence of the HGV's that is the problem but the conditions within the High Street preventing traffic flowing that is the issue. It is suggested that there are two causes of congestion that result in HGV's having difficulty negotiating the right turn out of Station Street. The first relates to the parked vehicles between the Compass House and Gatts Inn at the narrow part of the High Street. Drivers passing these parked vehicles block traffic coming out of Station Road, see photos 1 and 2 below:

PHOTO 1



PHOTO 2



The second cause of congestion relates to vehicles being unable to reverse should they be prevented from making the full right turn into the High Street.

## THE PROPOSALS

It is proposed that three simple measures be progressed to alleviate the causes of congestion in the High Street and reduce unnecessary HGV traffic within the village. These are as follows:

1. Extending the existing double yellow line on the eastern side the High Street to remove two parking spaces to enable better traffic flow. Sufficient parking is available nearby.
2. Provide a "Keep Clear" box near the narrow section of the B2100 outside the Kings Arms car park entrance. This will prevent vehicles from progressing towards the junction until the way ahead is clear.
3. Review the HGV signage (directing HGV's to the main Industrial Estates in Crowborough) to make it more prominent.

These measures should make it easier for HGV's to make the right turn from the B2100 into the High Street without being impeded by other traffic.

It is proposed that the measures detailed above be subject to a 12 month trial to identify if they have been effective at reducing the impact of HGV's in the centre of the village. During this trial the public will be able to provide feedback to the County Council who can implement alterations if necessary. Should the trial be unsuccessful then a further review of options will be considered.

## THE WAY AHEAD

Should the proposals identified above be acceptable then it will be possible to implement the measures proposed relatively quickly with the introduction of an Experimental Traffic Regulation Order.

Experimental Traffic Regulation Orders can operate for a period of 18 months, during which a decision would need to be made as to whether the Order should be made permanent or revoked. Objections to the Order can be made within the first six months from the date that it is made. Any objections to the experimental order must be considered before any order giving permanent effect to its provisions can be made. It is therefore proposed that a 12 month trial be undertaken.

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# Agenda Item 5

<b>Report to:</b>	<b>Lead Cabinet Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>22 June 2015</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Petition calling on the County Council to install a Pelican Crossing outside St Thomas A Becket School, Eastbourne</b>
<b>Purpose:</b>	<b>To consider a response to a petition for a pelican crossing outside the school</b>

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

- (1) A scheme to convert the existing zebra crossing outside the school to a light controlled puffin crossing has been assessed using the scheme prioritisation process for local transport improvements;
  - (2) The scheme is not of sufficient priority to be considered for funding through the Capital Programme for Local Transport Improvements; and
  - (3) They may wish to consider working with the school and 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 Information

1.1. At the County Council Meeting on 10 February 2015 Councillor Pat Rodohan presented a petition to the Chairman of the County Council stating:

*"We the undersigned, request that the ESCC HIGHWAYS looks urgently at installing a pelican crossing outside our children's school for the safety of all before there is a fatality."*

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 or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

## 2 Supporting Information

2.1. There is an existing zebra crossing provided to serve pedestrians crossing Lewes Road/Prideaux Road, Eastbourne. The safety record of this crossing is good, with one collision resulting in slight injuries to a pedestrian recorded here in the last three years. This site would not be a priority for improvement as a stand-alone local safety scheme and, therefore, a scheme to convert the existing zebra crossing into a modern, light controlled puffin crossing (previously known as a pelican crossing) has been assessed for inclusion in the County Council's Capital Programme for Local Transport Improvements.

2.2. The County Council has a limited amount of funding available to develop local transport improvements. As part of the introduction of the third Local Transport Plan (LTP), a scheme prioritisation process has been developed. The process is used to help prioritise the numerous requests received for local transport improvements and so to help determine which schemes should be funded from the County Council's capital allocation. An assessment of a potential scheme to provide a light controlled crossing at this site did not meet the benchmark to enable it to be taken forward for further consideration.

2.3. In June 2014 the County Council launched the Community Match Initiative which aims to help local communities to 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 by the County Council 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 request for schemes that are received in 2015-16.

2.4. A meeting has been held with Councillor Rodohan and representatives from the school to discuss road safety issues, both at the zebra crossing and other roads around the school. The types of improvements that could be progressed and the likely cost of each option were explained. The lead petitioner may wish to consider whether the school and local residents would jointly support a community led initiative; they may also wish to approach Eastbourne Borough Council to ensure that they would support such a scheme

### **3. Conclusion and Reasons for Recommendations**

3.1. A scheme to convert the existing zebra crossing to a light controlled puffin crossing has been assessed using the approved scheme prioritisation process for local transport improvements. The scheme is not of sufficient priority for funding through the Capital Programme for Local Transport Improvements.

3.2. It is recommended that the Lead Member informs the petitioners that a crossing scheme will not be taken forward at this time. In addition, the petitioners may wish to consider approaching St Thomas A Becket School and Eastbourne Borough Council to ascertain the level of support for an application for a scheme to be match funded through the County Council's Community Match Initiative.

**RUPERT CLUBB  
Director of Communities, Economy and Transport**

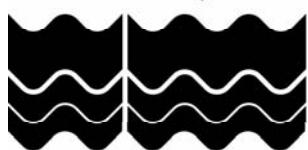
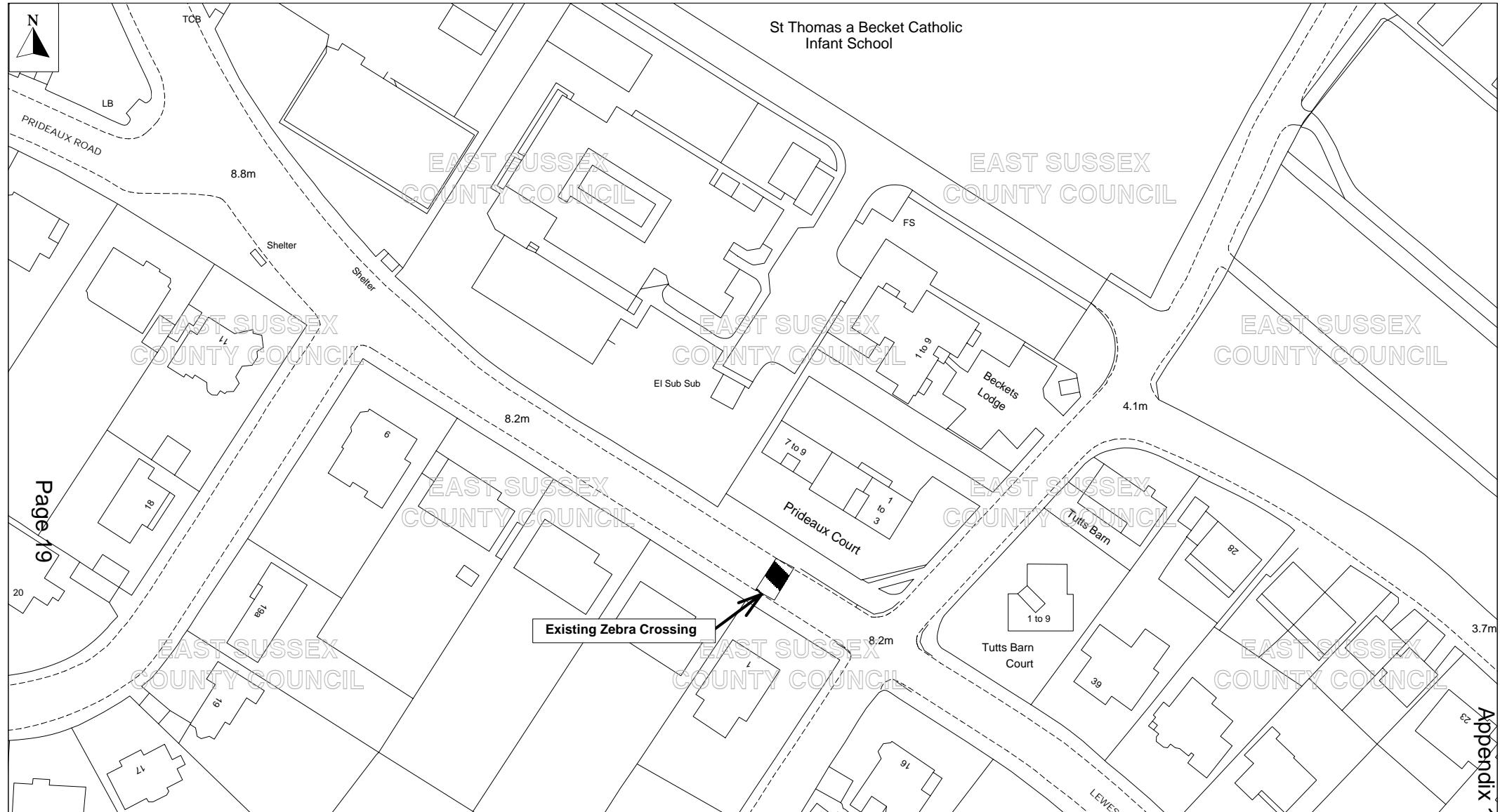
Contact Officer: Helen Pace  
Tel. No. 01273 482235  
Email: [helen.pace@eastsussex.gov.uk](mailto:helen.pace@eastsussex.gov.uk)

#### LOCAL MEMBERS

Councillor Rodohan

#### BACKGROUND DOCUMENTS

None



## **Location Plan**

## **Existing Zebra Crossing at St. Thomas a Becket Catholic Infant School**

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# Agenda Item 6

Committee:	<b>Lead Cabinet Member for Transport and Environment</b>
Date:	<b>22 June 2015</b>
Report By:	<b>Director of Communities, Economy and Transport</b>
Title of Report:	<b>Petition calling upon the County Council to address the excessive speed of traffic on Flitterbrook Lane and Bakery Lane, Punnetts Town.</b>
Purpose of Report:	<b>To consider a response to a petition for Flitterbrook Lane and Bakery Lane, Punnetts Town.</b>

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Advise the petitioners that the U7599 Flitterbrook Lane and Bakery Lane have a good safety record and that the introduction of a lower speed limit, engineering measures or permanent fixed signing is not a priority for the County Council at the present time; and
  - (2) Advise the petitioners that they may wish to consider working with the local Parish 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 Information

1.1 On 10 February 2015 Councillor Rupert Simmons presented a petition to the Chairman of the County Council calling upon the County Council to address the excess speed of drivers down Flitterbrook Lane and Bakery Lane (full text of the petition is attached in Appendix 1).

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate that petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners be invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

## 2. Supporting Information

2.1 The U7599 Flitterbrook Lane and Bakery Lane, Punnetts Town is approximately 1.9km long. It connects the B2096 in Punnetts Town in the north with the C16 Marklye Lane in Rushlake Green in the south. It is a single track country lane that is rural in nature with very few passing places available along its length. A plan of Flitterbrook Lane and Bakery Lane is shown in Appendix 2.

2.2 Crash data provided by Sussex Police indicates that Flitterbrook Lane and Bakery Lane has a very good safety record with no injury crashes being reported to the Police in the latest 3 years.

2.3 As part of our village assessment and review of speed limits on rural A and B class roads, the speed limit in Punnetts Town was reduced from 40mph to 30mph. The lower 30mph speed limit came into force on 9 March 2015. As part of the consultation with local residents we did consider including part of Flitterbrook Lane and Bakery Lane within the extent of the 30mph speed limit. However, following consultation with the local community it was felt that the additional signs that would be required to support a lower speed limit would spoil the rural nature of the country lanes by adding to the sign clutter.

2.4 It was also accepted that the majority of drivers already travel at the speed they consider to be safe for the conditions of the road. If we were to introduce a 30mph speed limit on Flitterbrook Lane and Bakery Lane it would not influence the speed of most drivers as they will already be choosing to travel at a speed well below the 60mph national speed limit due to the rural nature of the narrow country lanes.

2.5 Upper Greenwoods Lane was included within the extent of the 30mph speed limit as it is used as a drop off and pick up point for children using the rear entrance to Punnett's Town Primary School.

2.6 The introduction of speed bumps would need to comply with national legislation which, amongst other requirements, would require a system of street lighting to the relevant standard. This would be very expensive and could not be justified in terms of its contribution to casualty reduction. Speed bumps would also increase the noise and disturbance to the nearby local residents and can be unpopular with the local community.

2.7 In June 2014 the County Council launched the Community Match Initiative which aims to help local communities to 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 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 request for schemes that are received in 2015-16.

### **3. Conclusion and Reason for Recommendation**

3.1 The U7599 Flitterbrook Lane and Bakery Lane has a very good safety record, with no injury crashes being reported to Sussex Police in the latest 3 years. Due to this safety record, engineering measures or permanent fixed signs are not a priority for the County Council at the present time.

3.2 The County Council acknowledges that some pedestrians and horse riders will need to use Flitterbrook Lane and Bakery Lane. The Road Safety Team will therefore arrange for temporary posters with a suitable safety message to be put up to remind drivers to slow down as vulnerable road users may be present.

3.3 It is therefore recommended that the Lead Member informs the petitioners that a lower speed limit or traffic calming scheme will not be taken forward at this time. In addition, the petitioners may wish to consider approaching Heathfield and Waldron Parish Council and Walbleton Parish Council to ascertain the level of support for an application for a scheme to be match funded through the County Council's Community Match Initiative.

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

Contact Officer: Michael Higgs  
Tel No. 01273 482106  
Email: [Michael.Higgs@eastsussex.gov.uk](mailto:Michael.Higgs@eastsussex.gov.uk)

### LOCAL MEMBERS

Councillor Rupert Simmons

### BACKGROUND DOCUMENTS

None

PETITION FROM MRS. PATRICIA CLARK  
Vice-Chair, Heathfield and Waldron Parish Council

20<sup>th</sup> January 2015  
Southbank, Bakery Lane,  
Punnett's Town, TN21 9PH

Highways Department, East Sussex County Council

Dear Sirs,

Having had several local people express their concerns regarding the excess speeds of drivers down Flitterbrook Lane and Bakery Lane, I have compiled this petition. The situation is not helped by the No Restriction signs as they come off the B2096 Battle Road

As you can see from the petition there now several families with children under twelve who live on these two roads. There are also frequent village family groups, walkers, dog walkers, cyclists and horse riders who use these roads. Unfortunately I have not been able to catch up with many of these as time and weather have been somewhat limiting.

Another problem is that they come down Bakery Lane and go straight over Flitterbrook Lane onto the Byway cutting through to Barley Mow Lane. We are aware that all the roads going North off Battle Road B2096 are derestricted but they are all dead ends, except Upper Greenwood Lane which seems to have managed to obtain 30mph for part of the way. Flitterbrook and Bakery Lanes are used as through shortcuts to Rushlake Green.

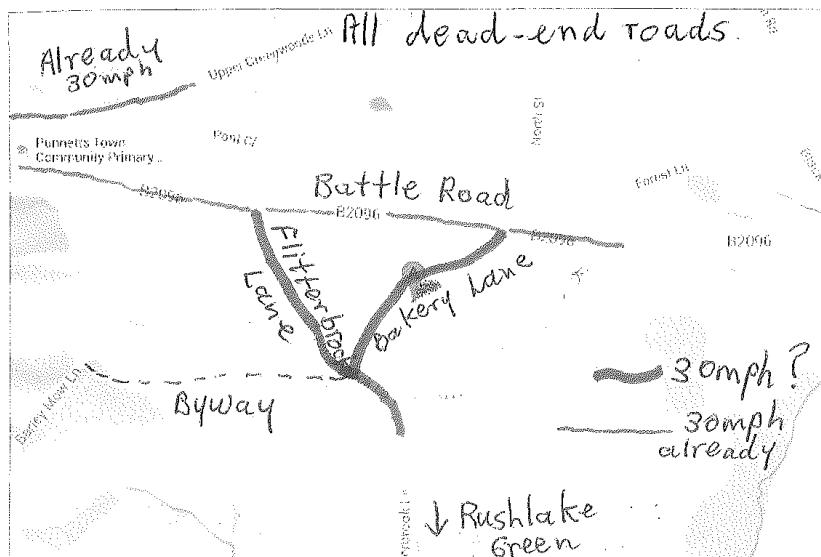
We know that funds are limited but we are worried that a child, cyclist, dog walker or horse rider will have a serious accident. Perhaps it would be possible to have the present signs altered and a couple of new ones at the Flitterbrook/Bakery Lane crossroads. Speed bumps would be even better. On the other hand, perhaps ' Beware of Children ' signs might help and cost less.

I would be grateful if you could let me know what kind of possible remedy you may be able to offer before the worst happens. Then I can let residents and road users know that I have tried.

Yours faithfully.

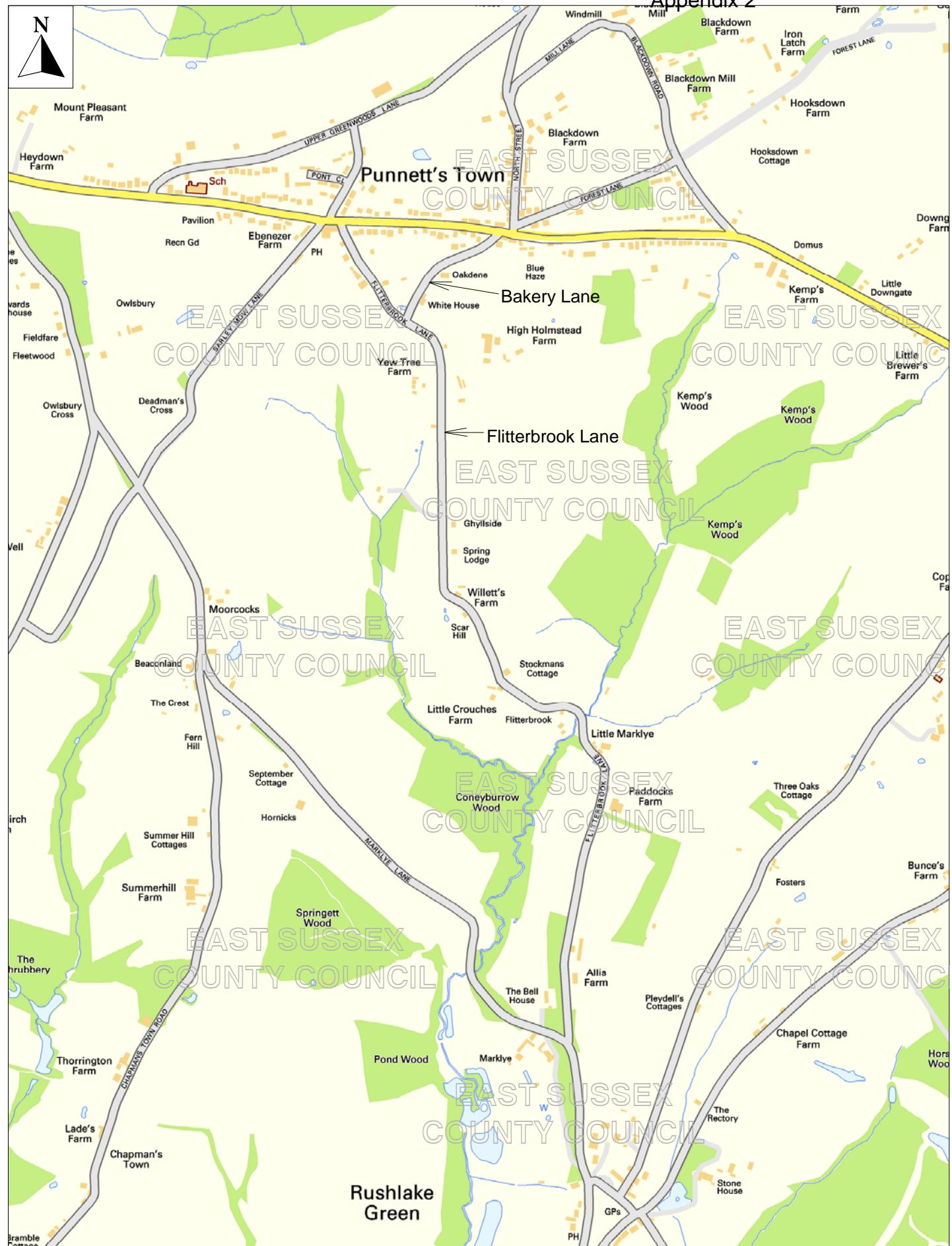
Patricia  
Clark

Enc: S.A.E.

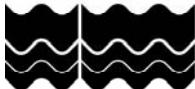


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## Appendix 2



East Sussex  
County Council



Flitterbrook Lane & Bakery Lane  
Punnett's Town

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# Agenda Item 7

Report to: **Lead Cabinet Member for Transport and Environment**

Date of meeting: **22 June 2015**

By: **Director of Communities, Economy and Transport**

Title: **Petition calling on the County Council to reduce the speed limit on Shortbridge Road and Golf Club Lane, Piltdown to 40mph.**

Purpose: **To consider a reduction from the existing national speed limit of 60 mph to 40mph**

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**RECOMMENDATION:** The Lead Member is recommended to advise the petitioners that the C10 Golf Club Lane and C9 Shortbridge Road, Piltdown have a relatively good safety record and that reducing the speed limit to 40mph is not presently a priority for the County Council.

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## 1. Background Information

1.1. At the County Council meeting on 10 February 2015 Councillor Galley presented a petition to the Chairman stating that '*We the undersigned support the Piltdown Residents Association petition to reduce the speed limit on both Shortbridge Road and Golf Club Lane to 40mph*'. A plan showing Shortbridge Road and Golf Club Lane, Piltdown is provided in Appendix 1.

1.2. A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate that petitions are considered by the relevant Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

## 2. Supporting Information

2.1. Crash data provided by Sussex Police indicate that there have been two slight injury crashes recorded on the C9 Shortbridge Road in the latest 3 years. One of the crashes occurred at its junction with Golf Club Lane and the other crash occurred at its junction with the U7517 Sharpsbridge Road. Neither of the two crashes were directly related to the speed of the drivers. No crashes were recorded on Golf Club Lane in the same period. A plan showing the location of the crashes is included in Appendix 2.

2.2. Speed surveys were carried out on the C9 Shortbridge Road and C10 Golf Club Lane in January 2009. The results of the survey carried out on Shortbridge Road indicated the average speed of traffic to be 45.0mph westbound and 43.7mph eastbound outside Chapel Cottage, and 32.9mph northbound and 33.5mph southbound just to the north of Lower Morgans. The speed survey carried out on Golf Club Lane outside Pightle recorded the average speed to be 32.9mph northbound and 32.1mph southbound. The location of the speed surveys and a summary of the results are included in Appendix 3.

2.3. The predominant factors the Road Safety Team consider when determining an appropriate speed limit for a road are the number of properties that are clearly visible and the existing average speed of traffic. It is recognised nationally that the majority of drivers travel at the speed they consider to be safe for the conditions of the road. Effective speed limits look to reinforce good driver behaviour by aligning the posted speed limit close to the average speed of traffic, thereby reducing the spread of vehicle speeds. This has been found to produce the safest environment.

2.4. It is acknowledged that there are several properties visible to drivers on the C10 Golf Club Lane and on the C9 Shortbridge Road. The results of the speed surveys indicate that drivers are

recognising this as they are already traveling faster on the more rural part of the C9 Shortbridge Road, and slowing down on the narrower parts of the road where there are some visible properties.

2.5. If a 40mph speed limit were to be introduced on Shortbridge Road and Golf Club Lane there is a risk that the average speed of traffic would increase on the narrower parts of the road where there are properties visible to drivers. This is because repeater signs would have to be provided at regular intervals along the road and experience has shown that some drivers see these as a target and increase their speed accordingly. There is no requirement to provide national speed limit repeater signs along a country lane.

2.6. Additional signs in country lanes are also not always popular with local communities as they add to the street clutter and spoil the character and appearance of an attractive rural lane.

### **3. Conclusion and Reason for Recommendation**

3.1 Due to its relatively good safety record, the C9 Shortbridge Road and the C10 Golf Club Lane are not a priority for a lower speed limit at the present time. In the Road Safety Team's experience, introducing a 40mph speed limit may not make the road any safer as it might actually increase the average speed of traffic on the narrower and more developed parts of the road. The Lead Member is therefore recommended to agree that the existing 60mph national speed limit should remain unaltered.

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

Contact Officer: Michael Higgs  
Tel No. 01273 482106  
Email: [Michael.Higgs@eastsussex.gov.uk](mailto:Michael.Higgs@eastsussex.gov.uk)

**LOCAL MEMBERS**  
Councillor Roy Galley

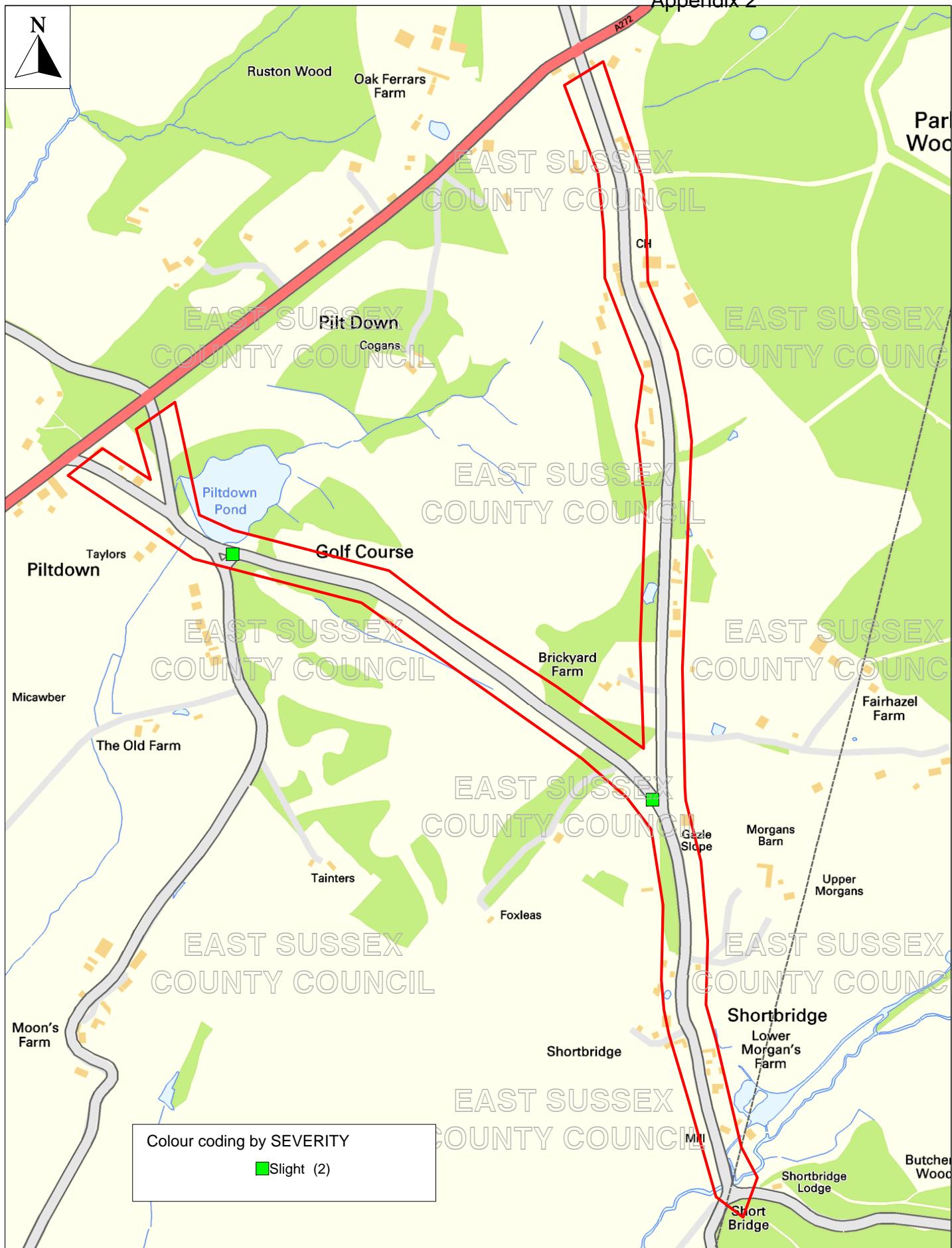
**BACKGROUND DOCUMENTS**

None



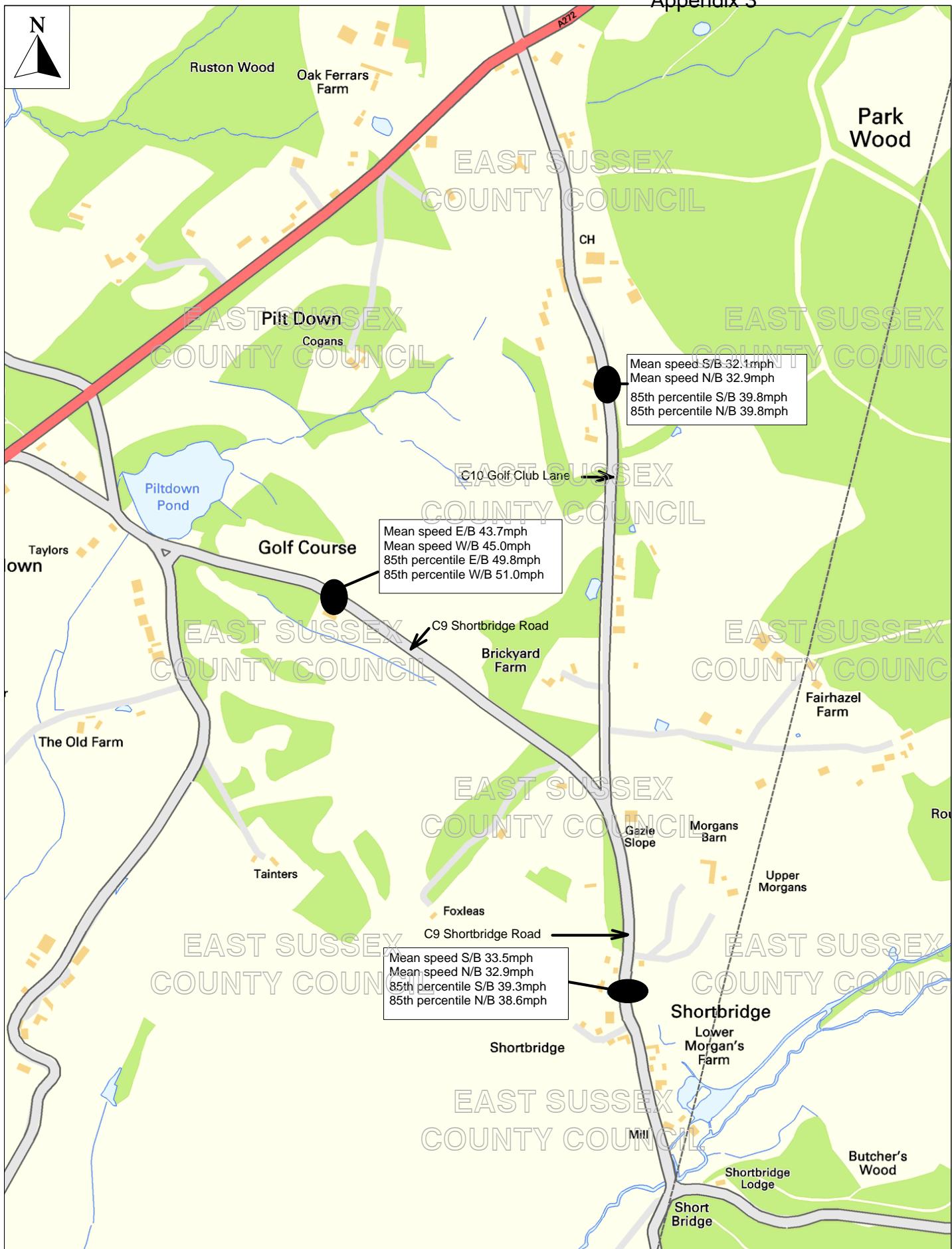
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# Agenda Item 8

Committee:	<b>Lead Cabinet Member for Transport and Environment</b>
Date:	<b>22 June 2015</b>
Report By:	<b>Director of Communities, Economy and Transport</b>
Title of Report:	<b>Petition calling on the County Council to introduce a controlled parking zone to the Rylstone Road area of Eastbourne.</b>
Purpose of Report:	<b>To consider whether to consult on introducing permit holder parking to Rylstone Road and its surrounding streets.</b>

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**RECOMMENDATION:** The Lead Member is recommended to advise the petitioners that the request will be considered as part of the next review of parking in Eastbourne. Consultation will need to take place to see if there is a desire from the wider community for such a scheme to be introduced.

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## 1. Background Information

1.1 At the County Council meeting in March 2015, Councillor Wallis presented a petition to the Chairman. The petition asks East Sussex County Council to introduce a controlled parking zone to the Rylstone Road area of Eastbourne. The full text of the petition can be found in Appendix 1.

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 a spokesperson for the petitioners is invited to address the Committee or Lead Member. The Chairman has referred these petitions to the Lead Member for Transport and Environment.

## 2. Supporting Information

2.1 The cost of introducing a controlled parking zone in the Rylstone Road area of Eastbourne is estimated to be in the region of £20,000 This will be met from the relevant Parking Account if a scheme is installed. A new permit zone in this area could mean the issue of around 2700 permits, generating a potential revenue of approximately £67,500.

2.2 The controlled parking scheme in Eastbourne was introduced in 2008. The scheme was reviewed by WSP Consultants in 2010-11. Their recommendations were advertised in 2012. The installation of the changes was carried out in Summer 2013.

2.3 Further consultation took place in November 2013 following requests to extend the scheme to the Marine Parade, Marine Road, and St Aubyn's Road area. The feedback from this consultation did not show enough support to extend the controls to this area - 365 questionnaires were sent out, 49 responses were received. Of these, 27 said they would support permit parking in the area while 22 said they would not support the proposals. Rylstone Road is further out from the centre of Eastbourne than the Marine Parade, Marine Road and St Aubyn's Road area. Rylstone Road should not be treated in isolation, but instead the area should be looked at more holistically.

2.4 In November 2014, all requests received for changes to parking controls were assessed and those ranking highest are currently being consulted on. Only one request had been received from the Rylstone Road area. It was felt that the demand for the introduction of permit parking in this area was not strong enough for the request to be progressed as part of the current review.

2.5 The petition presented to the County Council in March 2015 has 31 signatures from residents of Rylstone Road and other surrounding streets and this shows a stronger desire for permit parking in this

area. The petitioners' request has therefore been added to the list for consideration in the next Eastbourne review. Initial investigations and assessments are expected to begin in November 2015 with the first round of consultation anticipated to be in March 2016.

2.6 Any new parking scheme can potentially impact on the availability of parking in the roads outside the immediate area. It is felt that the Marine Parade, Marine Road, and St Aubyn's Road area should also be included in any future consultation (Appendix 2) as the 2013 consultation did not show a high level of support for permit parking in this area.

2.7 If controlled parking is introduced in the area of Marine Parade, Marine Road, St Aubyn's Road and Rylstone Road , the number of parking spaces may be reduced as yellow lines may be necessary in strategic places in order to maintain safety, access and to ensure the safe passage of vehicles.

2.8 Some properties, such as blocks of flats with private off-road parking may not be eligible to apply for residents permits. For those properties which are eligible, the permits will be restricted to two per household. The cost of a permit in Eastbourne is £25 for the first permit and £75 for the second permit. Businesses requiring use of their vehicles throughout the day would be able to buy up to six permits. The expected cost is £220 per year per permit for one zone and £420 per year per permit for all zones. A business permit can be used in up to three vehicles. Parking spaces would not be reserved for individual residents and there would be no guarantee of a space if formal parking bays are introduced.

2.9 To effectively enforce a controlled parking area it is necessary to install new parking signs on posts. These posts will generally be galvanized steel, and will have to provide a minimum ground clearance of 2.1 metres from the footpath to the bottom of the sign. Although we aim to use existing street furniture where possible (such as lamp-posts) new posts and signs will be needed. These will be visually intrusive to the environment.

### **3. Conclusion and Reason for Recommendation**

3.1 Controlled parking must have the support of local residents and businesses. Any new parking scheme also needs to strike a balance for the needs of all users and requires extensive consultation. It is recommended that the petitioners' request is included for initial consultation as part of the next parking review in Eastbourne, scheduled to begin in November 2015.

3.2 If the initial consultation demonstrates a high level of support from local residents and businesses then it is recommended that the scheme is progressed to formal advertising. This will be open to further public consultation and objection, will need to follow the legal procedure, and could take around fourteen months to complete.

**RUPERT CLUBB  
Director of Communities, Economy and Transport**

Contact Officer: Michael Blaney  
Tel. No: 01424 726142  
Email: [michael.blaney@eastsussex.gov.uk](mailto:michael.blaney@eastsussex.gov.uk)

**LOCAL MEMBERS**  
Councillor Wallis

**BACKGROUND DOCUMENTS**  
None

## Parking Petition

It would appear to East Sussex County Council that the residents of the area near to Treasure Island and Princes Park are content about the lack of parking on high days and holidays.

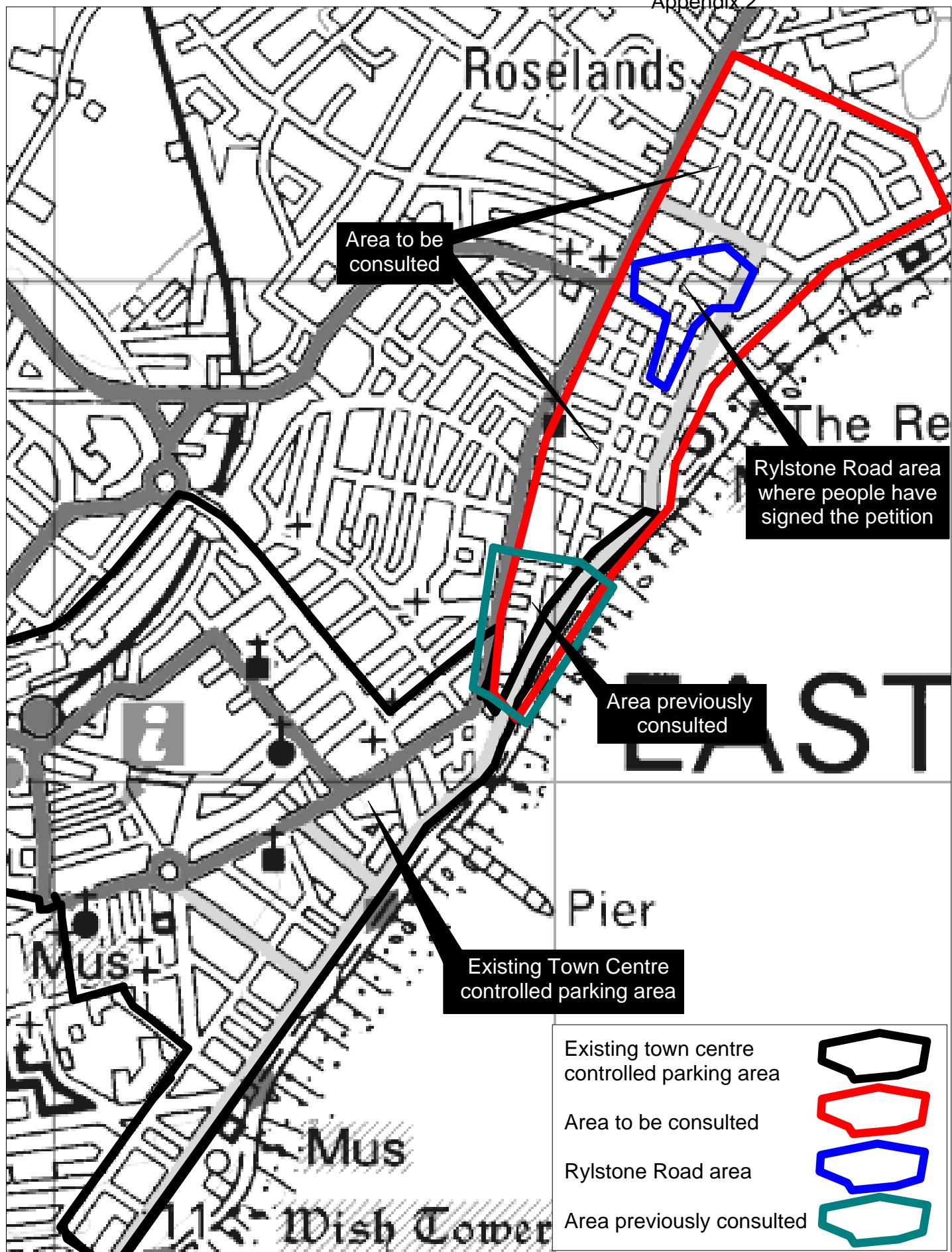
I was kindly represented by Steve Wallis at a meeting regarding Permit Holder Only Parking in Rylstone road and other local streets. Unfortunately the response from Mr Michael Blaney, Principal Traffic Officer, was that as I was the only person to complain the council had no reason to propose any change.

If you are unhappy about not being able to park in your street, never mind outside your home  
Please sign below.

Name

Address

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# Agenda Item 9

<b>Report to:</b>	<b>Lead Cabinet Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>22 June 2015</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Introduction of a 20mph scheme in Malling, Lewes</b>
<b>Purpose:</b>	<b>To consider whether a 20mph scheme should be introduced in the Malling Area of Lewes.</b>

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Agree that a further public consultation should take place on the possible introduction of a 20mph scheme covering the eastern side of the Malling area of Lewes, as part of the 2015-16 capital programme for local transport improvements; and
- (2) Agree that further design work on traffic calming features on Old Malling Way and Church Lane (part of) should be undertaken to enable public consultation on the possible introduction of a 20mph Limit on Old Malling Way and the adjoining roads as part of a future year's capital programme.

---

## 1. Background Information

1.1. In February 2015 a report was presented to Planning Committee setting out objections to a draft Traffic Regulation Order (TRO) that had been advertised and would have enabled a 20mph speed limit to be introduced in the Malling area of Lewes. The recommendation was to not uphold the objections and for the Director of Communities, Economy and Transport to make the TRO as proposed. One resident and the Friends of Lewes spoke at Planning Committee opposing specific traffic calming measures. Following this, Members of the Planning Committee resolved to uphold the objections and recommended to the Director of Communities, Economy and Transport that the TRO should not be made as proposed. A decision now needs to be made as to whether the proposals for a 20mph scheme in Malling should be dropped or whether they should be amended to enable a modified scheme to be introduced covering all or part of the Malling area of Lewes.

## 2. Supporting information

2.1. A copy of the report that was presented to the Planning Committee in February 2015 and an extract from the Minutes of the Meeting are contained in Appendix 1. This sets out the background to the development of the existing 20mph schemes in Lewes including the Southover and Town Centre 20mph schemes. Since the report was presented, 20mph schemes have now been introduced in five residential areas of Lewes, namely Barons Down & Winterbourne, Houn-dean, Landport, Nevill and Wallands.

2.2. As set out in the Planning Committee Report, a petition with 130 signatures asking for a 20mph speed limit to be considered in the Malling area was presented by Councillor St. Pierre to the Lead Member for Transport & Environment in July 2013. In September 2013, a public consultation exercise on the 'Lewes Steps Forward' proposals took place. The proposals for the introduction of 20mph scheme in Malling and five other areas of Lewes were included in this consultation exercise. A total of 265 responses were received to the consultation. Overall 63% of those who responded to the consultation supported the introduction of the 20mph speed limit scheme in Malling.

2.3. Traffic speed monitoring on the Malling residential estate has determined that average vehicle speeds on the majority of the roads is 24mph or less. This means that under national and local guidelines a 20mph speed limit can be introduced on these roads using 20mph repeater signs without the need for any physical speed reducing features. The exception to this is a section of Church Lane and Old Malling Way, where speed monitoring has determined that average vehicle speeds are in excess of 24mph. As a result, physical traffic calming features are needed to ensure compliance with the lower speed limit. It was proposed to provide mini-roundabouts at either end of this section at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way. In addition, a series of speed cushions and kerb build outs would have been provided at regular intervals on Church Lane and Old Malling Way. Parking restrictions consisting of double yellow lines were proposed around each of these features to ensure that traffic flow could be maintained.

2.4. In November 2014 a draft TRO was advertised that would have enabled a 20mph limit to be introduced on the road within the Malling area of Lewes. In total 16 letters/emails of objection (some containing multiple objections), 17 letters/emails making comments and four letters/emails of support were received in response to the draft TRO during the consultation period. A summary of the objections and other comments is included in Appendices 2 and 3 to the Planning Committee Report (Appendix 1).

- Five objections were received to the proposals on the grounds that the average vehicle speeds are already low in the area where a 20mph speed limit is being proposed;
- Five objections were received on the grounds that the number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive;
- Five objections were received on the grounds that the physical traffic calming features will restrict parking in Church Lane/Old Malling Way;
- Four objections were received on the grounds that the proposed mini roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary;
- Four objections were received on the grounds of the cost of the proposed scheme, and, that this funding could be better spent elsewhere;
- Four objections were received on the grounds that the scope of the 20mph speed limit scheme proposals should have included a review of the current parking restrictions in Malling, in order to tackle the on-street parking associated with staff vehicles from Sussex Police Headquarters;
- Five objections were received on the grounds that the new signing and traffic calming features would be visually intrusive;
- An objection was received on the grounds that the proposals may adversely impact on air quality as vehicles will be travelling with lower, less efficient gearing to comply with the speed limit;
- An objection was received on the grounds that there is insufficient support for the scheme;
- An objection was received on the grounds that the proposed traffic calming measures could be confusing and distracting to drivers, resulting in them missing potential hazards such as children and cyclists;

- An objection to the proposed TRO was received from a statutory consultee, Compass Travel (Sussex) Limited, on the grounds that the 20mph speed limit will slow down the bus service, adversely affecting the company's bus timetable for the Malling area;
- One objection was received on the grounds that the proposed mini roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre.

2.5 Of the objections received, the largest number related to the traffic calming features in Church Lane and Old Malling Way. As shown in Appendix 2, these roads are located in the western side of the Malling Area. A potential way forward would be to divide the Malling Area into two separate parts and re-consult on proposals to introduce a 20mph limit on those roads on the eastern side of the estate using 20mph repeater signs alone, whilst undertaking further design work on the physical traffic calming features on those roads on the western side. Appendix 2 shows the division of the estate into these two areas.

2.6 Given the Planning Committee's decision to uphold the objections to the TRO and given some of the other objections raised that were not about the traffic calming features, it is proposed that as a first stage, a consultation would take place with those people living on the eastern side of the Malling Area (shown in Appendix 2). This consultation would take the form of a letter drop and would contain a self-completion questionnaire asking people whether they supported the principle of introducing a 20mph limit in their roads. The self-completion questionnaire would also be made available on-line. A further report would then be presented to the Lead Member setting out the results of this consultation to help inform a decision about whether consultation should then take place on the TRO required to introduce the scheme. In outline, consultation on the principle of this would commence in early September 2015 with a view to presenting a report on the results of the consultation to the Lead Member in November 2015. If the Lead Member agreed that a draft TRO should be advertised, consultation would commence in December 2015 to enable any objections to be taken to Planning Committee in February 2016. Subject to the outcome of the Planning Committee, the earliest that the scheme covering the eastern area of Malling would then be implemented would be April 2016.

2.7 Further design work would also be undertaken on the proposed traffic calming features on the western side of the Malling Area to try and overcome some of the objections that had been raised about them. The design work would be completed by the end of 2015 to enable a public consultation with those people living in the western side of the Malling Area early in 2016 to see if they still supported the introduction of a 20mph scheme in this area. A report on the results of the consultation would then be presented to the Lead Member, followed by the possible consultation on a TRO. Any objections would then have to be taken to a meeting of the Planning Committee. Subject to the outcome, a scheme would be implemented later in 2016.

2.8 It is estimated that the cost of introducing a 20mph scheme on the eastern side of Malling would be £10,000. A scheme covering the western side of Malling would be more expensive due to the need to introduce traffic calming features. Depending on the outcome of the process the cost of the scheme could be between £50,000 to £80,000. The funding for the other schemes that have recently been introduced in the residential areas of Lewes came from money that was awarded to the County Council in 2012 from the Government's Local Sustainable Transport Fund. This had to be spent by March 2015 so the funding for the introduction of the 20mph schemes in the Malling Area of Lewes would have to come from the County Council's capital allocation for local transport improvements.

### **3 Conclusion and Reasons for Recommendations**

3.1. Following the decision of the members of the Planning Committee to uphold the objections to the Traffic Order that would have introduced a 20mph scheme in the Malling Area of Lewes, a decision now needs to be made as to whether the proposals should be dropped or whether they should be amended to enable a modified scheme to be introduced covering all or part of the Malling area of Lewes.

3.2. The Lead Member is recommended to agree to re-consult on the principle of possible introduction of a 20mph scheme covering the eastern side of the Malling Area whilst further design work is undertaken on the traffic calming features that would enable a scheme to be introduced on the western side of the Malling Area as part of the 2015-16 capital programme for local transport improvements.

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

Contact Officer: Mark Valleley  
Tel. No. 01273 482237  
Email: [Mark.Valleley@eastsussex.gov.uk](mailto:Mark.Valleley@eastsussex.gov.uk)

**LOCAL MEMBERS**

Councillor St. Pierre

**BACKGROUND DOCUMENTS**

None

**Appendix 1 – Planning Committee Report and extract from the Minutes, Traffic Regulation Order – 20mph speed limit scheme (Malling, Lewes)**

Agenda Item 8C

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>11 February 2015</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Order – 20mph speed limit scheme (Malling, Lewes)</b>
Purpose of Report	<b>To consider the objections received in response to the consultation on the draft Traffic Regulation Order (TRO) to introduce a 20mph speed limit in the Malling area of Lewes.</b>
Contact Officer:	<b>Andrew Keer – 01273 336682</b>
Local Member:	<b>Councillor Rosalyn St Pierre</b>

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**RECOMMENDATIONS:**

The Planning Committee is recommended to:

- 1. Not uphold the objections to the draft Order as set out in Appendix 2 of this report; and**
  - 2. Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as proposed.**
- 

**CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.**

**1. Introduction**

1.1 In November 2014 East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order (TRO) to introduce a 20mph speed limit on roads within the Malling area of Lewes. A copy of the TRO is included in Appendix 1. The roads to be included in the proposed 20mph speed limit area are shown on the enclosed location plan.

1.2 Since 1995, 20mph restrictions have been in place in the Southover area of Lewes. In 2013 the County Council introduced a 20mph speed limit on a number of roads within Lewes town centre area and is currently introducing further 20mph speed limits covering the Barons Down & Winterbourne, Houn-dean, Landport, Nevill and Wallands residential areas of the town. Traffic speed monitoring on the Malling residential estate has determined that average vehicle speeds on most of the estate roads are already below 24mph. This means that under national and local guidelines the 20mph speed limit can be introduced on these roads using 20mph repeater signs on existing street furniture without the need for any physical speed reducing features. The exception to this approach is a section of Church Lane and Old Malling Way where speed monitoring has determined that average vehicle speeds are in excess of 24mph and physical traffic calming features are therefore needed to achieve compliance with the lower speed limit. It is proposed to provide mini-roundabouts at either end of this section at the junctions of Church Lane/Mayhew

Way and Old Malling Way/Monks Way. In addition a series of speed cushions and kerb build outs will be provided at regular intervals on Church Lane and Old Malling Way. Parking restrictions consisting of double yellow lines are proposed around each of these features to ensure that traffic flow can be maintained. The proposals aim to improve the living environment on the Malling residential estate. In addition it is proposed to improve travelling conditions for pedestrians and cyclists, thereby encouraging more people to make these modes of transport their first choice for more of their local journeys.

1.3 In July 2012, the County Council was awarded capital funding from the Government's Local Sustainable Transport Fund (LSTF), from which £1.236m has been specifically allocated for the development and implementation of walking, cycling and public transport improvements in Lewes and the Coastal Towns. The proposed 20mph speed limits in the residential estates of Lewes, including Malling, were included in the Council Council's successful bid for this LSTF funding. They form part of a package of schemes called 'Lewes Steps Forward', aimed at improving conditions for pedestrians and cyclists in Lewes. The LSTF funding has to be spent by March 2015 and will be supplemented by development contributions, as appropriate.

1.4 A petition with 130 signatures asking for a 20mph speed limit to be considered in the Malling area was presented by Councillor St Pierre to the Lead Member for Transport & Environment in July 2013. The petitioners were advised that a public consultation on the possible introduction of 20mph schemes in various residential areas of Lewes, including Malling, would be undertaken in 2013 as part of the LSTF proposals.

1.5 In September 2013, the public consultation exercise on the Lewes Steps Forward proposals took place. A staffed exhibition was held in Lewes Methodist Church Hall on Thursday 19, Friday 20 and Saturday 21, September 2013. The proposals were made available on the County Council website between 19 September and 21 October 2013. A consultation questionnaire was available at the exhibition and on the County Council website.

1.6 A total of 265 responses were received to the consultation about all the proposals covering Lewes. 63% of those who responded to the consultation supported the introduction of the 20mph speed limit schemes in Malling.

1.7 The results of this consultation exercise were presented to the Lead Member for Transport and Environment at his decision-making meeting on 16 December 2013. Having considered these results, the Lead Member agreed that the proposals for six schemes (including Malling area) should be taken forward to detailed design and implementation.

1.8 On 17 November 2014, a letter setting out the County Council's intention to advertise a draft TRO and a plan showing the extent of the proposed 20mph speed limit were delivered to all residents in the Malling residential area. The formal consultation on the TRO was over the period from 28 November 2014 to 19 December 2014.

## **2. Comments and Appraisal**

2.1 In total 16 letters/emails of objection (some containing multiple objections), 17 letters/emails making comments and four letters/emails of support were received in response to the draft TRO during the consultation period. A summary of the objections and other comments is included in Appendices 2 and 3. Full copies of the objections and comments are available in the Members' Room.

2.2 Five objections were received to the proposals on the grounds that the average vehicle speeds are already low in the area where a 20mph speed limit is being proposed. The scheme, which complements the established 20mph speed limits in the Southover, town centre and other residential areas of Lewes, aims to further reduce average vehicle speeds to improve the living environment particularly for pedestrians and cyclists. In Lewes Town Centre, before and after monitoring has shown that average vehicle speeds have typically fallen by 1mph. According to DfT's Guide to Setting Local Speed Limits (2013), research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). It is not therefore proposed to uphold these objections.

2.3 Five objections were received on the grounds that the number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive. Traffic speed monitoring on this section of road has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75 metres to help achieve compliance with the lower speed limit. It is therefore considered that the physical traffic calming features are required, and, it is not proposed to uphold these objections.

2.4 Five objections were received on the grounds that the physical traffic calming features will restrict parking in Church Lane/Old Malling Way, an area that already experiences significant amounts of on-road parking during weekdays associated with staff from Sussex Police Headquarters. In order to ensure that the speed cushions and kerb build-outs are not obstructed by parked vehicles it is proposed to introduce short sections of double yellow lines around and adjacent to these features. It is acknowledged that this will have some impact on the availability of parking in this area and may lead to some displacement of parked vehicles elsewhere in the estate. However the proposed localised restrictions are necessary for safety and to ensure traffic flow is maintained. It is therefore not proposed to uphold these objections.

2.5 Four objections were received on the grounds that the proposed mini-roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary. The two mini-roundabouts have been included as traffic calming features in their own right, rather than to address any traffic flow/turning issues. The proposed roundabout at the junction of Church Lane/Mayhew Way will act as a gateway to the new 20mph speed limit area for traffic heading north on Mayhew Way which will be leaving the 30mph speed limit area. The proposed mini-roundabout at the junction of Old Malling Way/Monks Way will denote the start of the traffic calmed section of Old Malling Way. It is considered that these features are necessary and it is not proposed to uphold these objections.

2.6 Four objections were received on the grounds of the cost of the proposed scheme, and, that this funding could be better spent elsewhere. This scheme is being funded by the Department for Transport's Local Sustainable Transport Fund

(LSTF) as part of a wider package of improvements for pedestrians and cyclists in Lewes. The LSTF is a capital funding stream that can only be used to fund the development and construction of local transport improvements (such as the 20mph schemes) and cannot be diverted to support other County Council services such as bus services or road repairs. It is therefore considered that costs and source of funding for the proposals is appropriate, and it is not proposed to uphold these objections.

2.7 Four objections were received on the grounds that the scope of the 20mph speed limit scheme proposals should have included a review of the current parking restrictions in Malling, in order to tackle the on-street parking associated with staff vehicles from Sussex Police Headquarters. Regular enforcement of the current parking restrictions on the estate roads, including outside the primary school, is carried out. The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals. The proposals are considered appropriate and it is not therefore proposed to uphold these objections.

2.8 Five objections were received on the grounds that the new signing and traffic calming features would be visually intrusive. There is a need to provide sufficient signing to accord with Department for Transport (DfT) guidelines in order to ensure that the 20mph speed limit is legally enforceable. It is also important that sufficient signage is in place to encourage compliance with the new speed limit. However, every effort has been made to keep the number of signs to a minimum and, in most instances, they will be installed on existing street furniture, thereby minimising the need for additional poles. The extent of estate roads over which the physical traffic calming measures are proposed has also been kept to a minimum. It is not therefore proposed to uphold these objections.

2.9 An objection was received on the grounds that the proposals may adversely impact on air quality as vehicles will be travelling with lower, less efficient gearing to comply with the speed limit. The introduction of the new limit may have an impact on air quality but the extent to which it does so will be determined by the extent to which drivers' behaviour is affected. Traffic travelling at lower speeds will not necessarily result in increased emissions as an overall reduction in speed may improve general traffic flow and reduce emissions from acceleration, deceleration and stop/start. Balancing the various factors, it is considered that there are overall benefits from the proposals, and, it is not therefore proposed to uphold this objection.

2.10 An objection was received on the grounds that there is insufficient support for the scheme. The Lewes Steps Forward public consultation was widely advertised in local media, a response form was provided online and letters were delivered to residents in the scheme area. It is however not possible to ensure that every resident provides a response. There was a further letter to individual properties on 17 November 2014 to make residents aware of the Lead Cabinet Member's decision to proceed with the scheme and to set out their opportunity to make representation on the TRO. It is felt there was more than adequate public consultation, and, it is not proposed to uphold this objection.

2.11 An objection was received on the grounds that the proposed traffic calming measures could be confusing and distracting to drivers, resulting in them missing potential hazards such as children and cyclists. The physical traffic calming features are designed to be located and constructed in accordance with Department for

Transport (DfT) guidelines and the scheme is subject to an independent road safety audit to ensure that the measures do not introduce additional highway hazards. The aim of these features is to slow drivers' speeds which will give them greater opportunity to react to any potential hazards that present themselves. It is not therefore proposed to uphold this objection.

2.12 An objection to the proposed TRO was received from a statutory consultee, Compass Travel (Sussex) Limited, on the grounds that the 20mph speed limit will slow down the bus service, adversely affecting the company's bus timetable for the Malling area. Following an objection to earlier TROs for 20mph speed limits on other residential estates in Lewes, a meeting was held with the Managing Director of Compass Travel at County Hall on 8 October 2014 to discuss the concerns. Following this meeting it was agreed that the County Council would commission consultants (Atkins) to undertake a data collection exercise on the bus routes within the areas of the proposals, in order to establish current bus speeds and model the potential impact of the proposed 20mph speed limit.

2.13 The data gathering surveys were undertaken on weekdays between 4 November and 13 November 2014. Analysis of the bus speed data shows that buses on the Malling estate currently exceed 20mph 19% of the time. In order to model the impacts of the proposed 20mph limits upon the bus service, it was necessary to consider how bus drivers will change their driving behaviour and in particular their speed in response to the introduction of the lower limit. Two scenarios of driver behaviour were modelled. The scenario which would have the greatest potential impact was one which assumes that a bus driver determines that they will not exceed the new speed limit and allows a 10% margin for error by never exceeding 18mph. The results of the modelling of this scenario on running time for each of the five bus services in Malling demonstrated that the increase in current running times through the estate would be between 7 seconds and 31 seconds per journey.

2.14 Atkins also reviewed the route timetables to determine the impact of the proposed scheme on route layover time and therefore the ability to run the route reliably with existing levels of driver and vehicle resource. This showed that the resulting daily increase in driving time was relatively small and would reduce the proportion of layover to running time by no more than 1% for any of the routes. They concluded that the reliability of the routes are unlikely to be adversely affected, although on routes 128 and 129 it may be beneficial to review the allocation of layover across the operating day. It is not therefore proposed therefore to uphold this objection.

2.15 One objection was received on the grounds that the proposed mini-roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre. The physical traffic calming features have been designed in accordance with Department for Transport (DfT) guidelines and are subject to an independent road safety audit to ensure they do not introduce additional highway hazards and to ensure that all traffic is able to safely manoeuvre through them. It is not therefore proposed to uphold this objection.

2.16 Six comments were received that the scope of the 20mph scheme should be extended to the provision of traffic calming features on the A26 Malling Hill, in order to improve road safety for pedestrians and to facilitate traffic exiting from Orchard Road. The A26 is one of the primary routes into and out of Lewes and is currently subject to a 30mph speed limit. Any scheme that would introduce significant speed

or traffic flow restrictions on a main road would be extremely unlikely to be supported by statutory consultees such as Sussex Police, East Sussex Fire & Rescue Service and the local bus companies. As a consequence there are no plans to implement lower speed limits or traffic calming schemes on the main road network in the town.

2.17 Five comments were received that the scope of the 20mph scheme should be extended to include improvements in Church Lane in the vicinity of South Malling CE School. Requested improvements include vehicle activated signs, additional pedestrian islands, crossings and drop-off/pick-up bays for parents at the school to use. The County Council constructed a zebra crossing facility in Church Lane in 2013 in the vicinity of Sussex Police Headquarters. The cost of providing additional crossing facilities in Church Lane is outside the scope of the funding available from the LSTF.

2.18 Four comments were received that additional physical traffic calming measures should be introduced in Church Lane, between the A26 and Mayhew Way, as part of the 20mph scheme proposals. Average vehicle speeds in this section of Church Lane are already below the 24mph threshold required by the Department for Transport (DfT) to enable us to introduce a 20mph speed limit without providing physical speed reducing features. It is therefore proposed to sign the 20mph speed limit on this section of Church Lane with repeater signs located on existing street furniture at regular intervals.

2.19 Other very detailed comments are included in Appendix 3. It is considered that none of these comments require changes to the proposed works.

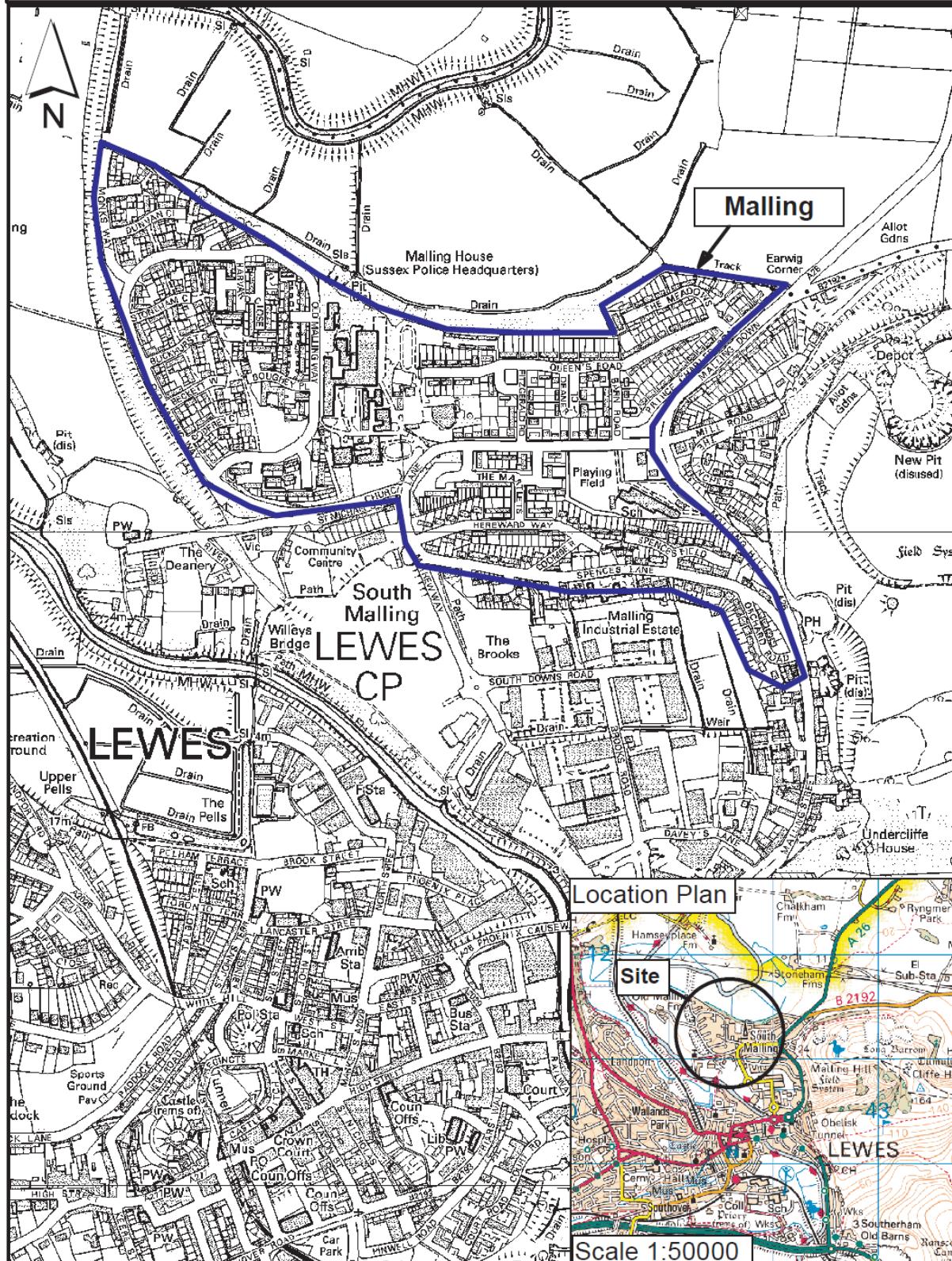
### **3 Conclusion and reasons for approval**

3.1 The 20mph speed limit proposal for the Malling estate, funded by the LSTF, aims to build on the established 20mph speed limits in the town centre and Southover and the other residential areas of Lewes where 20mph speed limits are being introduced. The 20mph speed limit will improve the living environment of the area. In addition there will be particular benefits for pedestrians and cyclists. The proposals have been designed in accordance with DfT guidelines to encourage good compliance with the 20mph speed limit and to be largely self-enforcing. Care has been taken to minimise the visual impact of the proposals by keeping the number of signs to a minimum by locating them on existing street furniture where possible. Physical traffic calming measures have only been included where traffic speed monitoring has determined that they are required. The impact of the proposal on bus journey times has been carefully evaluated and whilst it is acknowledged that there will be an impact on bus running times for each service on Malling (with a potential need to review layover time), it is considered that the bus operator's ability to operate reliably within existing resources will be retained. Balancing all the factors related to the proposals, it is not proposed to uphold any of the objections submitted.

3.2 The Committee is therefore recommended, for the reasons set out in this report, not to uphold the objections (set out in Appendix 2) to the proposed TRO to introduce a 20mph speed limit in the Wallands area of Lewes and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

**Agenda item 8c, Traffic Regulation Order  
Proposed 20mph speed limit scheme (Malling, Lewes)**



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Director of Communities,  
Economy and Transport  
East Sussex County Council

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**EAST SUSSEX COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**The East Sussex (Various Roads in the Malling Area of Lewes) (20 mph Speed Limit) Order  
The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Tra  
Regulation Order 2014 (Amendment No.1) Order 201\***  
**The East Sussex (Malling Area, Lewes) (Traffic Calming Scheme) 201\***

NOTICE IS HEREBY GIVEN that East Sussex County Council propose to make the above named under Section 1(1), 2(1) to 3, 4(2), 84 (1) and (2) of the Road Traffic Regulation Act 1984, as amended would introduce a 20 mph speed limit and prohibition of waiting in the following roads:-

**20 mph Speed Limit**

Barn Road, Beckett Way, Boughey Place, Bridgewick Close, Buckhurst Close, Church Lane, Road, Deanery Close, Dunvan Close, Fitzgerald Road, Godfrey Close, Harvard Close, Herew: Hoopers Close, Lambert Place, Old Malling Way, Malling Close, Mantell Close, Mealla Close, Mo Orchard Road, Peckham Close, Prince Charles Road, Queens Road, Spences Field, Spences Michaels Terrace, Stoneham Close, The Martlets, The Meadows and Waite Close in their entirety.

**No Waiting At Any Time**

Church Lane	Northern side	From a point 47 metres east of its junction with St Michael's Terrace eastwards for a distance of 15.5 metres.
Old Malling Way	Northern side	Extend existing parking restriction from its point 20 metres west of its junction with Church Lane westwards for a distance of 5 metres.
Old Malling Way	North eastern side	Extend existing parking restriction from its point 17 metres north west of its junction with Old Malling way north-westwards for a distance of 5 metres.
Old Malling Way	Both sides	From a point 7.5 metres north west of its junction with Godfrey Close north-westwards for a distance of 15.5 metres.
Old Malling Way	Both sides	From a point 6.5 metres north-west of its junction with Beckett way north-westwards for a distance of 15.5 metres
Old Malling Way	Both Sides	From a point 8 metres north of its junction with Buckhurst Close northwards for a distance of 15.5 metres
Old Malling Way	Both sides	From a point 29 metres south of its junction with Monks Way to point 15 metres north of its junction with Monks Way
Monks Way	Both sides	From its junction with Old Malling Way westwards for a distance of 10 metres

Notice is hereby given that East Sussex County Council, propose to construct under the powers contained in Section 90A-F of the Highways Act 1980, as amended, speed cushions, 2000mm long by 1650 mm by 75mm high, along Church Lane and Old Malling Way to help reduce the speed of traffic as follows below: -

**Speed Cushions**

**75mm high x 1650mm wide x 2000mm long over part widths of both lanes**

Church Lane	from a point 53 metres east of its junction with St Michael's Terrace eastward distance of 2 metres.
Old Malling Way	from a point 16 metres west of its junction with Church Lane westwards for a distance of 2 metres.
Old Malling Way	from a point 38 metres south-east of its junction with Old Malling Way south-eastwards for a distance of 2 metres.
Old Malling Way	from a point 13.5 metres north-west of its junction with Old Malling Way north westwards for a distance of 2 metres.
Old Malling Way	from a point 13.5 metres north west of its junction with Godfrey Close north-

	westwards for a distance of 2 metres.
Old Malling Way	from a point 12.5 metres north-west of its junction with Beckett Way north-westwards for a distance of 2 metres
Old Malling Way	from a point 14 metres north of its junction with Buckhurst Close northwards for a distance of 2 metres
Old Malling Way	from a point 19 metres south of its junction with Monks Way southwards for a distance of 2 metres

A copy of the proposed Orders, a statement of the County Council's reasons for proposing to make the Orders, and plans indicating the location and effect of the Orders can be inspected in Reception, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, Lewes District Council, Southover House, Southover Road, Lewes during office hours and at Lewes Library, Styles Field, Friars Walk, Lewes BN7 2LZ Monday and Wednesday 9.30 - 17.30, Tuesday 10.00 - 17.30, Thursday 9.30 - 19.00, Friday 9.30 - 19.00 and Saturday 9.30 - 16.00.

All objections and other representations relating to the proposed Orders must be made in writing. All objections must specify the grounds on which they are made and should be sent to the Parking Team, Communities, Economy & Transport Department, B Floor, West Block, East Sussex County Council, County Hall, Lewes or by email to [legalTROS@eastsussex.gov.uk](mailto:legalTROS@eastsussex.gov.uk) quoting reference TRO/329 to arrive no later than the 19 December 2014.

For further information please contact Infrastructure Design and Delivery on 0345 60 90 193.

**Philip Baker, Assistant Chief Executive  
Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE**

28 November 2014

## Appendix 2: Summary of Objection Letters

OVERALL OBJECTIONS		
OBJECTION	OFFICER COMMENTS	RECOMMENDATION
The 20mph speed limit is unnecessary as vehicle speeds are already low in these areas <b>(5 objections)</b>	The scheme aims to further reduce average vehicle speeds in order to improve the living environment within the residential areas. The scheme will improve conditions for pedestrians and cyclists. Post-implementation speed monitoring on the Lewes Town Centre 20mph scheme showed average vehicle speeds had typically reduced by 1mph. According to DfT's Guide to Setting Local Speed Limits (2013) this scale of reduction in average speed can reduce collision frequency by 6%.	Not to uphold the objections and implement the Order as advertised
The number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive <b>(5 objections)</b>	Traffic speed monitoring on this section of road has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75 metres to help achieve compliance with the lower speed limit.	Not to uphold the objections and implement the Order as advertised
The physical traffic calming features will restrict parking in Church Lane/Old Malling Way <b>(5 objections)</b>	In order to ensure that the speed cushions and kerb build-outs are not obstructed by parked vehicles it is proposed to introduce short sections of double yellow lines around and adjacent to these features. It is acknowledged that this will have some impact on the availability of parking in this area and may lead to some displacement of parked vehicles elsewhere in the estate. However these localised restrictions are necessary for safety and to ensure traffic flow is maintained.	Not to uphold the objections and implement the Order as advertised
The proposed mini-roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary <b>(4 objections)</b>	The two mini-roundabouts have been included as traffic calming features in their own right, rather than to address any traffic flow/turning issues. The proposed roundabout at the junction of Church Lane/Mayhew Way will act as a gateway to the new 20mph speed limit area for traffic heading north on Mayhew Way which will be leaving the 30mph speed limit area. The proposed mini-roundabout at the junction of Old Malling Way/Monks Way will denote the start of the traffic calmed section of Old Malling Way.	Not to uphold the objections and implement the Order as advertised
The funding for the proposals could have been better spent elsewhere <b>(4 objections)</b>	This scheme is being funded by the Department for Transport's Local Sustainable Transport Fund (LSTF) as part of a wider package of improvements for pedestrians and cyclists in Lewes. The LSTF is a capital funding stream that can only be used to fund the development and construction of local transport improvements (such as the 20mph schemes) and cannot be diverted to support other County Council services such as bus services or road repairs.	Not to uphold the objections and implement the Order as advertised
The scope of the proposals should have	Regular enforcement of the current parking restrictions on the estate roads, including outside	Not to uphold the objections and implement the Order as

included a review of the current parking arrangements in Malling <b>(4 objections)</b>	the primary school, is carried out. The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals.	advertised
The new signing and traffic calming features would be visually intrusive <b>(5 objections)</b>	There is a need to provide sufficient signing to accord with Department for Transport (DfT) guidelines in order to ensure that the 20mph speed limit is legally enforceable. It is also important that sufficient signage is in place to encourage compliance with the new speed limit. However, every effort has been made to keep the number of signs to a minimum and, in most instances, they have been installed on existing street furniture, thereby minimising the need for additional poles. The extent of estate roads over which the physical traffic calming measures are proposed has also been kept to a minimum.	Not to uphold the objections and implement the Order as advertised
Objection that the proposals may adversely impact on air quality <b>(1 objection)</b>	The introduction of the new limit may have an impact on air quality but the extent to which it does so will be determined by the extent to which drivers' behaviour is affected. Traffic travelling at lower speeds will not necessarily result in increased emissions as an overall reduction in speed may improve general traffic flow and reduce emissions from acceleration, deceleration and stop/start.	Not to uphold the objection and implement the Order as advertised
Objection that there is insufficient support for the scheme <b>(1 objection)</b>	The Lewes Steps Forward public consultation was widely advertised in local media, a response form was provided online and letters were delivered to residents in the scheme area. It is however not possible to ensure that every resident provides a response. There was a further letter to individual properties on 17 November 2014 to make residents aware of the Lead Cabinet Member's decision to proceed with the scheme and to set out their opportunity to make representation on the TRO.	Not to uphold the objection and implement the Order as advertised
Objection that the proposed traffic calming measures could be confusing and distracting to drivers <b>(1 objection)</b>	The physical traffic calming features are designed to be located and constructed in accordance with Department for Transport (DfT) guidelines and the scheme is subject to an independent road safety audit to ensure that the measures do not introduce additional highway hazards. The aim of these features is to slow drivers' speeds which will give them greater opportunity to react to any potential hazards that present themselves.	Not to uphold the objection and implement the Order as advertised
Objection from bus operator that the 20mph speed limit will slow down their bus service, adversely affecting the company's bus timetable for the Malling area	The County Council commissioned consultants (Atkins) to undertake a data collection exercise on the bus routes within the areas of the proposals, in order to establish current bus speeds and model the potential impact of the proposed 20mph speed limit.  Analysis of the bus speed data shows that buses	Not to uphold the objection and implement the Order as advertised

<b>(1 objection)</b>	<p>on the Malling estate currently exceed 20mph 19% of the time. In order to model the impacts of the proposed 20mph limits upon the bus service, it was necessary to consider how bus drivers will change their driving behaviour and in particular their speed in response to the introduction of the lower limit.</p> <p>The results of the modelling of this scenario on running time for each of the five bus services in Malling demonstrated that the increase in current running times through the estate would be between 7 seconds and 31 seconds per journey.</p> <p>Atkins also reviewed the route timetables to determine the impact of the proposed scheme on route layover time and therefore the ability to run the route reliably with existing levels of driver and vehicle resource. This showed that the resulting daily increase in driving time was relatively small and would reduce the proportion of layover to running time by no more than 1% for any of the routes. They concluded that the reliability of the routes are unlikely to be adversely affected, although on routes 128 and 129 it may be beneficial to review the allocation of layover across the operating day.</p>	
Objection that the proposed mini-roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre. <b>(1 objection)</b>	The physical traffic calming features have been designed in accordance with Department for Transport (DfT) guidelines and are subject to an independent road safety audit to ensure they do not introduce additional highway hazards and to ensure that all traffic is able to safely manoeuvre through them.	Not to uphold the objection and implement the Order as advertised

### Appendix 3: Summary of Representations

COMMENT	OFFICER'S COMMENTS
6 respondents requested the provision of traffic calming features on the A26 Malling Hill.	The A26 is one of the primary routes into and out of Lewes and is currently subject to a 30mph speed limit. Any scheme that would introduce significant speed or traffic flow restrictions on a main road would be extremely unlikely to be supported by statutory consultees such as Sussex Police, East Sussex Fire & Rescue Service and the local bus companies. As a consequence there are no plans to implement lower speed limits or traffic calming schemes on the main road network in the town. The County Council is currently undertaking design work for a controlled crossing facility on Malling Hall, in the vicinity of The Nurseries development. Subject to the outcome of an independent road safety audit, it is anticipated that the crossing facility will be included for construction in the draft 2015/16 Capital Programme for Transport Improvements.
5 respondents requested safety improvements in Church Lane in the vicinity of South Malling CE School.	The County Council constructed a zebra crossing facility in Church Lane in 2013 in the vicinity of Sussex Police Headquarters. The cost of providing additional crossing facilities in Church Lane is outside the scope of the funding available from the LSTF. The County Council acknowledges an offer from Lewes Town Council to fund short term parking bays in the vicinity of the school and has written to the Council setting out details of the County Council's Community Match Fund initiative which may be an appropriate mechanism by which to deliver changes to the current parking arrangements.
4 respondents requested additional physical traffic calming measures in Church Lane, between the A26 and Mayhew Way.	Average vehicle speeds in this section of Church Lane are already below the 24mph threshold required by the Department for Transport (DfT) to enable us to introduce a 20mph speed limit without providing physical speed reducing features. It is therefore proposed to sign the 20mph speed limit on this section of Church Lane with repeater signs located on existing street furniture at regular intervals.
One respondent commented that there are no proposals for traffic calming measures where Old Malling Way meets Church Lane, adjacent to the lane leading to Wiley's Bridge	This section of Old Malling Way/Church Lane is within the traffic calmed section of the road, with speed cushions proposed either side of this informal crossing point.
One respondent requested that a zebra crossing be provided at the point at which Old Malling Way intersects with Church Lane	A controlled crossing facility at this location does not form part of the traffic calming measures proposed for the 20mph speed limit scheme. This request will be considered separately under the County Council's Scheme Prioritisation Process to determine whether it can be taken included in a future Capital Programme for Transport Improvements.
One respondent suggested that the proposed speed cushions in Old Malling Way should be located within the cul-de-sacs off Old Malling Way	Traffic speed monitoring on Old Malling Way has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75

	metres to help achieve compliance with the lower speed limit.
Friends of Lewes commented that the number of speed cushions proposed in Old Malling Way is excessive and measures should be reduced to focus on the slope approaching the Church Lane/Old Malling Way junction, possibly with chicanes in lieu of speed cushions.	Traffic speed monitoring has determined that average vehicle speeds on the section of Church Lane/Old Malling Way between Mayhew Way and Monks Way are in excess of 24mph and that therefore we are required to provide sufficient speed-reducing features throughout that extent, rather than limited features in isolation. The series of speed cushions with mini roundabout "gateways" at either extent will lower average vehicle speeds through out this section.
One respondent requested a 20mph speed limit sign in Orchard Road, near the entrance from Malling Hill.	Two 20mph "terminal" signs on new posts will be provided at this location to denote the start of the 20mph speed limit.
One respondent requested that Old Malling Way becomes a one-way system	A one-way system does not form part of the 20mph speed limit proposals. A one-way system would potentially increase average vehicle speeds because drivers would not have to give way to opposing traffic flow. This would result in a need to provide more extensive physical traffic calming measures over the full extent of Old Malling Way. Directional signs would also need to be placed at the exit of each close on Old Malling Way and at regular intervals on the circuit, resulting in a significant amount of additional signage on the estate.
One respondent commented on the lack of 20mph speed limit repeaters or roundels through the traffic-calmed section of Old Malling Way/Church Lane.	The traffic calming features proposed for this section of Old Malling Way/Church Lane are designed to physically constrain average vehicle speeds to below 24mph and therefore in accordance with DfT guidelines, 20mph speed limit signing is not required. On the remainder of the Old Malling Way loop where no physical traffic calming measures are proposed, the speed limit will be indicated by 20mph roundels on the road surface.
One respondent commented that parking restrictions should be applied adjacent to Bridgewick Close on safety grounds.	The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals.

## **REGULATORY COMMITTEE**

### **PLANNING COMMITTEE**

MINUTES of a meeting of the Planning Committee held at County Hall, Lewes, on  
11 February 2015

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PRESENT -

Councillors Daniel (Chair), Buchanan, Field  
Galley, Stogdon (Vice-Chair), Taylor and Wallis

#### 46. MINUTES

46.1 RESOLVED to approve as a correct record the minutes of the previous meeting held on 17 December 2014.

46.2 The Committee recorded their thanks to Michaela Frost, Democratic Services Officer, who is leaving the County Council, for her long-standing support to the Committee.

#### 47. REPORTS

47.1 Copies of the reports and documents referred to below are contained in the Minute book.

#### 53. TRAFFIC REGULATION ORDER – 20MPH SPEED LIMIT SCHEME (MALLING, LEWES)

53.1 The Committee considered a report by the Director of Communities, Economy and Transport which considered the objections received in response to the consultation on the draft Traffic Regulation Order.

53.2 Mary Pengelly, local resident, and Mr Robert Cheeseman, local resident and member of the Friends of Lewes, spoke against the proposed Order.

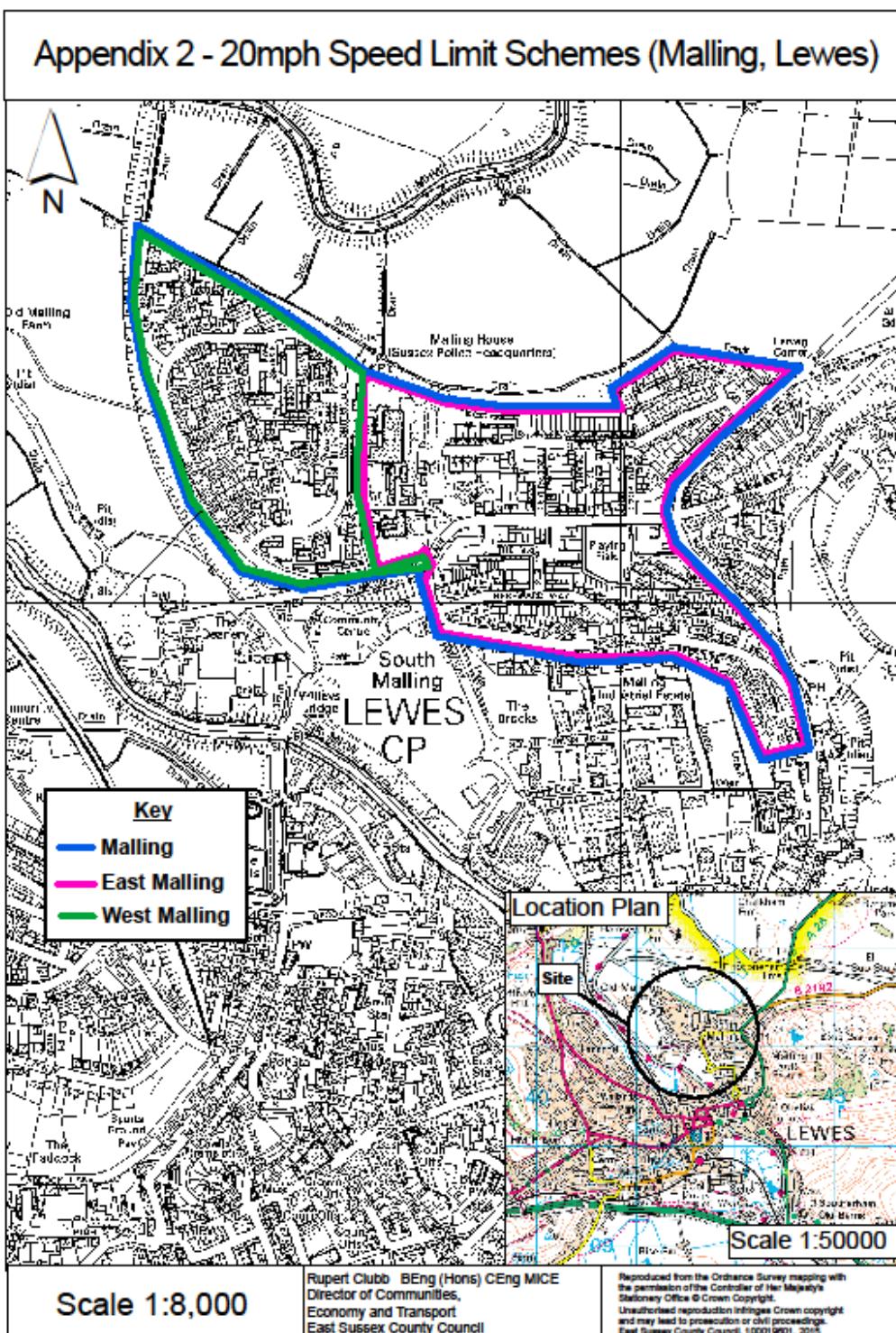
53.3 Councillor St Pierre, the Local Member, spoke in support of the proposed Order.

53.4 Members have considered the Officer's report, and the comments of the public speakers and Local Member.

53.5 RESOLVED to:

(1) uphold the objections to the draft Order as set out in Appendix 2 of this report; and

(2) recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order should not be made as proposed.



# Agenda Item 10

Report to: **Lead Cabinet Member for Transport and Environment**

Date of meeting: **22 June 2015**

By: **Director of Communities, Economy and Transport**

Title: **Provision of an on street advisory disabled parking bay, Sandown Road, Hastings**

Purpose: **To consider objections received to the introduction of an on street advisory disabled parking bay**

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**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 Sandown Road, 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 1.

1.2 An application for an on street disabled bay was received from a resident of Sandown Road, Hastings. The application was assessed against the policy criteria. A mobility assessment has been carried out by Adult Social Care and the applicant is recommended for provision of an on street disabled bay.

1.3 Due to the limited available space directly outside the applicant's property the bay would need to overlap adjacent properties. In line with our working practice, consultation with the affected residents was carried out.

1.4 Two letters of objection were received. One on the grounds that immediate access to their own vehicle was required. Another on the grounds that if the bay was not placed at the end of the road it would leave a length of road that would have limited use. The responses are summarised as Appendix 2 with officer comments. Full copies of the responses are available in the Members Room.

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

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

## 2. Supporting Information

2.1 Sandown Road, Hastings is an area that has a high level of residential development with 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 Sandown Road has a very steep gradient. At its northern end it has an area of un-adopted highway connecting Sandown Road with School Road that is also used for parking. Adult Social Care confirmed that the area is unsuitable for use by the applicant due to the uneven terrain and the nature of the applicant's disability. Photos illustrating this are included as Appendix 3.

2.3 To maximise the limited available road space the preferred location for the bay is at the northern end of the road to allow unrestricted parking in the remaining road length. The bay is proposed just south of the end of the road to ensure access is not hindered for vehicles exiting the un-adopted section. A location plan is enclosed as Appendix 4.

2.4 An existing bay was removed from outside No.40 Sandown Road, having been determined unsuitable for use for the applicant and not required by other residents. The removal of this bay has off set the loss of parking created by the provision of the proposed bay.

### **3. Conclusion and Reason for Recommendation**

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

3.2 The requirements of Policy PS 4/18 have been met in this case. The Lead Member is therefore recommended to agree that the disabled bay is provided in line with this policy at the northern end of Sandown Road.

**RUPERT CLUBB**  
**Director of Communities, Economy and Transport**

Contact Officer: Claire Peedell  
Tel. No. 01424 726347  
Email: [Claire.Peedell@eastsussex.gov.uk](mailto:Claire.Peedell@eastsussex.gov.uk)

#### **LOCAL MEMBERS**

Old Hastings and Tressell Ward.

#### **BACKGROUND DOCUMENTS**

None

## Appendix 1 – 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"><li>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.</li><li>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.</li><li>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.</li><li>4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances.</li><li>5. All special parking bays shall be subject to periodic reviews to establish the continuing need.</li><li>6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder.</li></ol>	
<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.	
References – Further Information	Date of Approval
H & T Committee – 1 March 1977 Agenda Item 7 H & T Committee - 15 March 1995 Agenda Item 21	01.03.77 15.03.95

## Appendix 2 – Summary of objections

	<b>Objector</b>	<b>Reason for objection</b>	<b>Comment</b>
1	Resident of Sandown Road	Requires immediate access to own vehicle due to on-going medical treatment.	Relocating the bay from its proposed location would not guarantee that the space would be available, as parking is unrestricted in Sandown Road. Placing the bay at the end of the road allows all other vehicles to utilise the remaining road space.
2	Resident of Sandown Road	A bay outside of the applicant's house (No.44) would restrict the available space at the northern end of the road (outside 46).  Overlap of objector's property would lower market value.	The bay's location has been slightly amended to the north. This will ensure that the maximum usable road space remains.  This is not a factor that we take into consideration when assessing applications for on-street disabled parking bays.

### Appendix 3 - Location photos



Applicant's property pictured 2<sup>nd</sup> from left. View south on Sandown Road.



View north on Sandown Road.

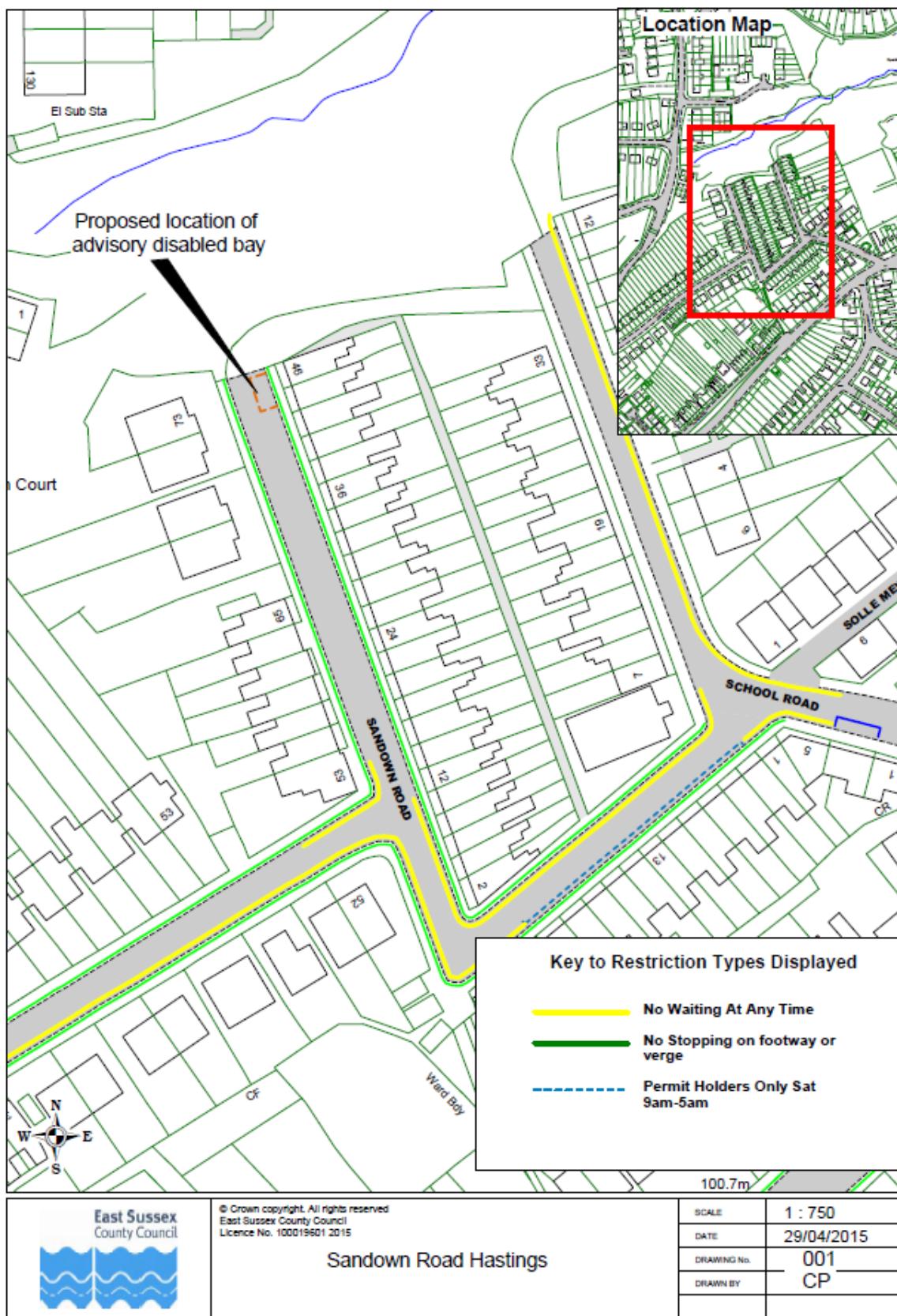


**Northern end of Sandown Road picturing un-adopted parking area**



**Un-adopted parking area surface condition pictured**

## Appendix 4 – Location plan, Sandown Road, Hastings



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