



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 20 JULY 2015 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 22 June 2015 (*Pages 3 - 8*)
- 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 reduce the speed limit on Station Road, Groombridge to 20mph (*Pages 9 - 14*)
Report by the Director of Communities, Economy and Transport
- 5 Petition calling on the County Council to improve safety on the roads and lanes around Arlington, due mainly to their use as a 'rat run' from the A27 to the A22 at Hailsham (*Pages 15 - 20*)
Report by the Director of Communities, Economy and Transport
- 6 Road Safety Priorities (*Pages 21 - 26*)
Report by the Director of Communities, Economy and Transport
- 7 Pre application charges for drainage advice (*Pages 27 - 38*)
Report by the Director of Communities, Economy and Transport
- 8 Bexhill Parking Review (*Pages 39 - 40*)
Report by the Director of Communities, Economy and Transport
- 9 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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10 July 2015

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 22 June 2015 at County Hall, Lewes

Councillor Galley spoke on item 7 (see minute 6)
Councillor O’Keeffe spoke on item 9 (see minute 8)
Councillor Rodohan spoke on item 5 (see minute 4)
Councillor St Pierre spoke on items 7 and 9 (see minutes 6 and 8)
Councillors Standley, Tidy and Whetstone spoke on item 4 (see minute 3)

1 MINUTES

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 27 April 2015.

2 REPORTS

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

3 PETITION CALLING ON THE COUNTY COUNCIL TO INTRODUCE A 7.5 TONNE WEIGHT LIMIT ON THE B2100 FROM MARK CROSS TO ROTHERFIELD VILLAGE CENTRE

3.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which presented a response to a petition presented to the County Council in February 2015.

3.2 Councillor Colin Clibbons, a representative from Rotherfield Parish Council, together with the landlady of the Kings Arms, spoke regarding current conditions and provided photographic evidence of recent events in the village centre, and to express concern regarding the proposed removal of parking spaces on the High Street. Councillor Clibbons produced a further petition opposing the removal of parking.

DECISION

3.3 RESOLVED 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 including reviewing and enhancing existing signage;

(2) request an investigation of the feasibility of introducing a maximum length of vehicle using the relevant section of the B2100;

(3) request an investigation of the viability of a scheme to improve the railway bridge at Jarvis Brook, with discussions to include local and neighbouring County Councillors, Crowborough Town Council, Rotherfield Parish Council, hauliers, Sussex Police and Network Rail.

Reasons

3.4 Proposals are currently being developed to better manage HGV movements through Rotherfield as an alternative to the introduction of a 7.5 tonne weight limit. A range of options will be investigated, including Keep Clear markings, a maximum length specification and the alternative routes available. A feasibility study will be undertaken regarding improving the bridge at Jarvis Brook, which may increase the options available regarding alternative routing, to enable discussions to take place between interested parties.

4 PETITION CALLING ON THE COUNTY COUNCIL TO INSTALL A PELICAN CROSSING OUTSIDE ST THOMAS A BECKETT SCHOOL, EASTBOURNE

4.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which presented a response to a petition presented to the County Council in February 2015.

4.2 Ms West as the Lead Petitioner spoke to set out the background to the petition and repeat the request for a light controlled crossing.

DECISION

4.3 RESOLVED 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.

Reasons

4.4 A crossing scheme will not be taken forward at this time as it has been assessed using the approved scheme prioritisation process, and is not of sufficient priority for funding through the capital Programme for local transport improvements. The petitioners may however wish to consider approaching the school and Eastbourne Borough Council to ascertain the level of support for an application for the scheme to be match funded through the Community Match Initiative.

5 PETITION CALLING UPON THE COUNTY COUNCIL TO ADDRESS THE EXCESS SPEEDS OF TRAFFIC IN FLITTERBROOK LANE AND BAKERY LANE, PUNNETTS TOWN, HEATHFIELD

5.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which presented a response to a petition presented to the County Council in February 2015. He read out a letter received from the Lead Petitioner, praising officers for their work. He also noted the written comments of Councillor Simmons, the Local Member, provided in advance of the meeting.

DECISION

5.2 RESOLVED to (1) advise the petitioners that the U7599 Flitterbrook Lane and Bakery Lane has 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) to 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.

Reasons

5.3 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.

5.4 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.

6 PETITION CALLING ON THE COUNTY COUNCIL TO REDUCE THE SPEED LIMIT ON SHORTBRIDGE ROAD AND GOLF COURSE LANE, PILTDOWN TO 40MPH

6.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which presented a response to a petition presented to the County Council in February 2015.

6.2 Mr White of the Piltdown Residents' Association spoke regarding the petition and the report, and in particular the data used to support the findings of the report.

6.3 Officers confirmed that the cost of a three site speed survey, similar to that conducted in 2009, would be in the region of £1200.

DECISION

6.4 RESOLVED to confirm that the County Council would match fund a three site speed survey to provide up to date information, if the Parish Council provided the other half of the funds.

Reasons

6.5 In the Road Safety Team's experience introducing a 40mph 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; however more up to date traffic speed information will be sought, provided funds can be secured, to support further consideration of this issue.

7 PETITION CALLING ON THE COUNTY COUNCIL TO INTRODUCE A CONTROLLED PARKING ZONE TO THE RYLSTONE ROAD AREA OF EASTBOURNE

7.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which presented a response to a petition presented to the County Council in March 2015.

7.2 Ms Hinton spoke in support of the petition, and the Lead Member noted the written comments of Councillor Wallis, the Local Member, provided in advance of the meeting.

DECISION

7.3 RESOLVED 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.

Reasons

7.4 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. The petitioners' request will be included for initial consultation as part of the next parking review in Eastbourne, scheduled to begin in November 2015.

8 INTRODUCTION OF A 20MPH SCHEME IN MALLING, LEWES

8.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISION

8.2 RESOLVED 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) request a desk top study of design options, with costings, based on the original traffic calming features proposed for Old Malling Way and Church Lane (part of) prior to a decision as to whether to go out to public consultation on a revised scheme.

Reasons

8.3 A petition to introduce a 20mph speed limit in Malling was presented to the County Council in June 2013, and a scheme was subsequently designed, advertised and consulted on. Objections to the scheme, in particular to the traffic calming features in Old Malling Way/Church Lane, were received during the consultation period. The objections were considered and upheld by the Planning Committee. It remains to be seen if there is still an appetite for a 20mph speed limit in the western part of Malling, and whether a revised traffic calming scheme design is likely to draw further objections.

9 PROVISION OF AN ON STREET ADVISORY DISABLED BAY, SANDOWN ROAD, HASTINGS

9.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISION

9.2 RESOLVED to (1) note the concerns raised by the objectors; and

(2) approve the introduction of an advisory disabled bay in Sandown Road, Hastings.

Reasons

9.3 The need for the disabled bay was identified by site assessment undertaken by the local traffic engineer and the requirements of Policy PS4/18 have been met.

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Committee: **Lead Cabinet Member for Transport and Environment**

Date: **20 July 2015**

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

Title of Report: **Petition calling on the County Council to reduce the speed limit on Station Road, Groombridge to 20mph.**

Purpose of Report: **To consider the petition for a 20mph speed limit.**

RECOMMENDATION: The Lead Member is recommended to advise the petitioners that a 20mph speed limit on Station Road, Groombridge is not a priority for the County Council at the present time.

1. Background Information

1.1 At the County Council meeting on 10 February 2015 Councillor Whetstone presented a petition to the Chairman requesting that '*East Sussex County Council reduce the speed limit on Station Road Groombridge to 20mph*'.

1.2 A copy of the covering letter and the petition are 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 The C70 Station Road, Groombridge, between its junction with the B2118 Withyham Road and the railway bridge, is predominantly built up on one side of the road with continuous properties directly fronting the road. It is presently subject to a 30mph speed limit.

2.2 A speed survey carried out just to the North-West of the railway bridge between 22 October and 30 October 2012 recorded the average speed of traffic to be 25.8mph westbound and 28.4mph eastbound; with 85th percentile speeds (the speed not exceeded by 85 percent of drivers) of 30.5mph westbound and 34.5mph eastbound. The survey results indicate that the existing 30mph speed limit is being respected by the majority of drivers. A plan indicating the location of the survey and a summary of the results is provided in Appendix 1.

2.3 It is recognised nationally that the majority of drivers travel at a speed they consider to be safe for the conditions of the road. In our experience, if a 20mph speed limit was introduced on Station Road using signs and lines alone it would only achieve a small reduction in traffic speeds. If the average speed is already below 24mph introducing a 20mph speed limit with signs and lines alone should lead to general compliance with the speed limit. The speed survey carried out on Station Road indicates that the average speed of the drivers to be above 24mph. To introduce an effective 20mph speed limit on Station Road, Groombridge it would be necessary to introduce engineering measures to help reduce the drivers' speed in accordance with the lower speed limit.

2.4 The crash data provided to us by Sussex Police indicate that there has been one serious and one slight injury crash in Station Road, Groombridge in the latest three years. Neither of the two injury crashes was directly related to the speed of the driver. As the road has a relatively good safety record, and considering the circumstances of the injury crashes on the C70 Station Road, a 20mph speed limit is not a priority for the County Council at the present time. A plan indicating the location of the two injury crashes is included in Appendix 2.

2.5 If a 20mph speed limit was introduced on Station Road it would be necessary to erect many more signs on Station Road, Groombridge. We would have to provide 20mph and 30mph terminal signs at the beginning and end of the speed limit and smaller 20mph repeater signs and speed reducing measures at regular intervals along the road. The speed reducing measures and the additional signing and lining may not be popular with all of the residents, so it would be important to carefully consult the local community on any proposal to reduce the speed to 20mph.

2.6 The petitioners may wish to approach Withyham Parish Council to determine whether they support a 20mph speed limit on Station Road, Groombridge and would consider submitting an application for the scheme to be match funded through our Community Match Initiative. A key consideration is whether there would be any prospect of the match funding being raised locally.

3. Conclusion and Reason for Recommendation

3.1 It is therefore recommended that the petitioners be advised that a 20mph speed limit in Station Road, Groombridge is not a priority for funding from our Capital Budget for Speed Management in 2015/2016 financial year. The petitioners may wish to approach Withyham Parish Council to establish whether they would be prepared to submit a request for the scheme to be match funded through the County Council's Community Match Scheme.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Michael Higgs

Tel No. 01273 482106

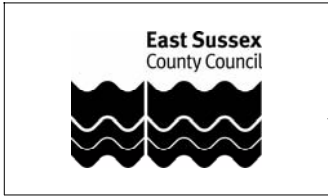
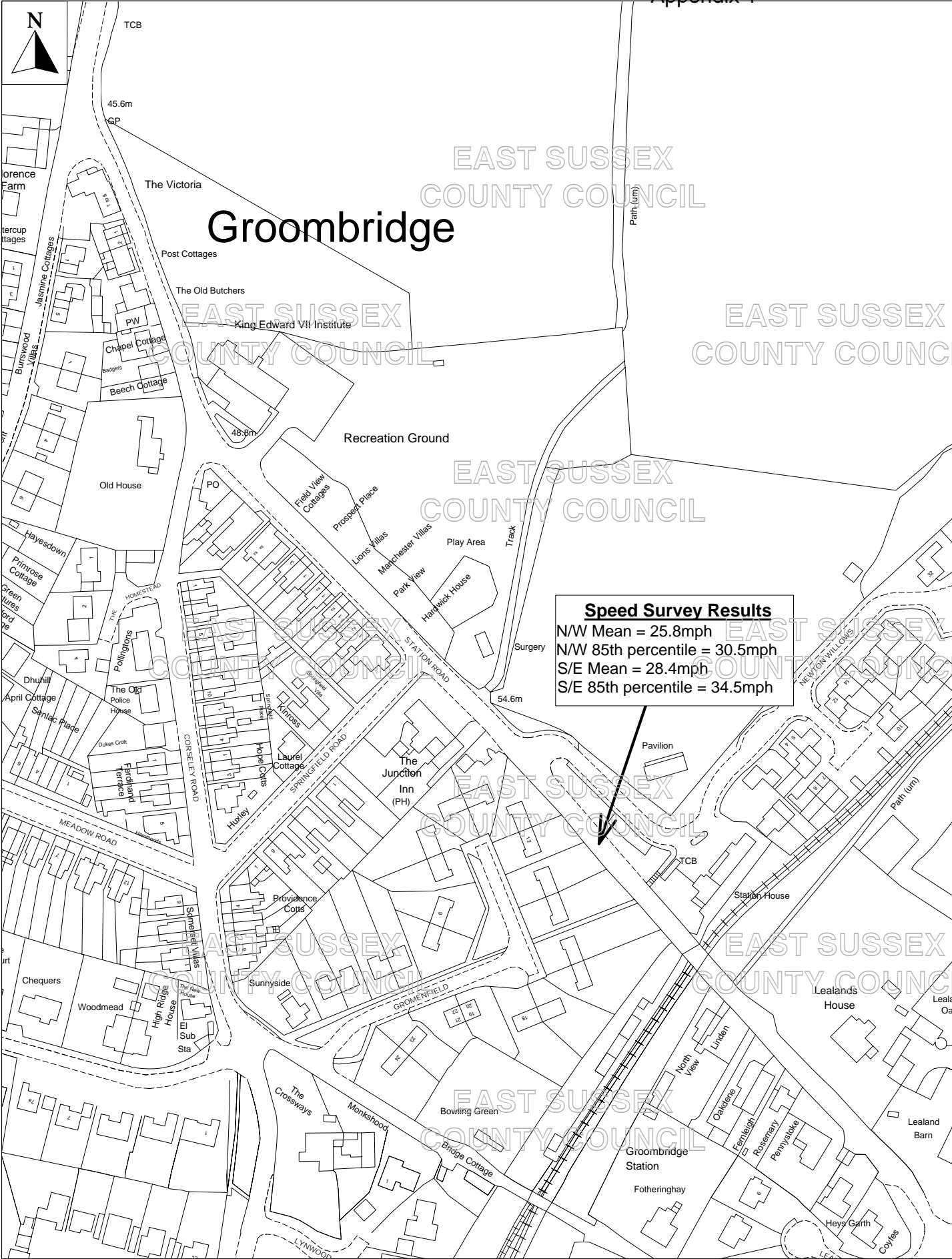
Email: Michael.higgs@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Whetstone

BACKGROUND DOCUMENTS

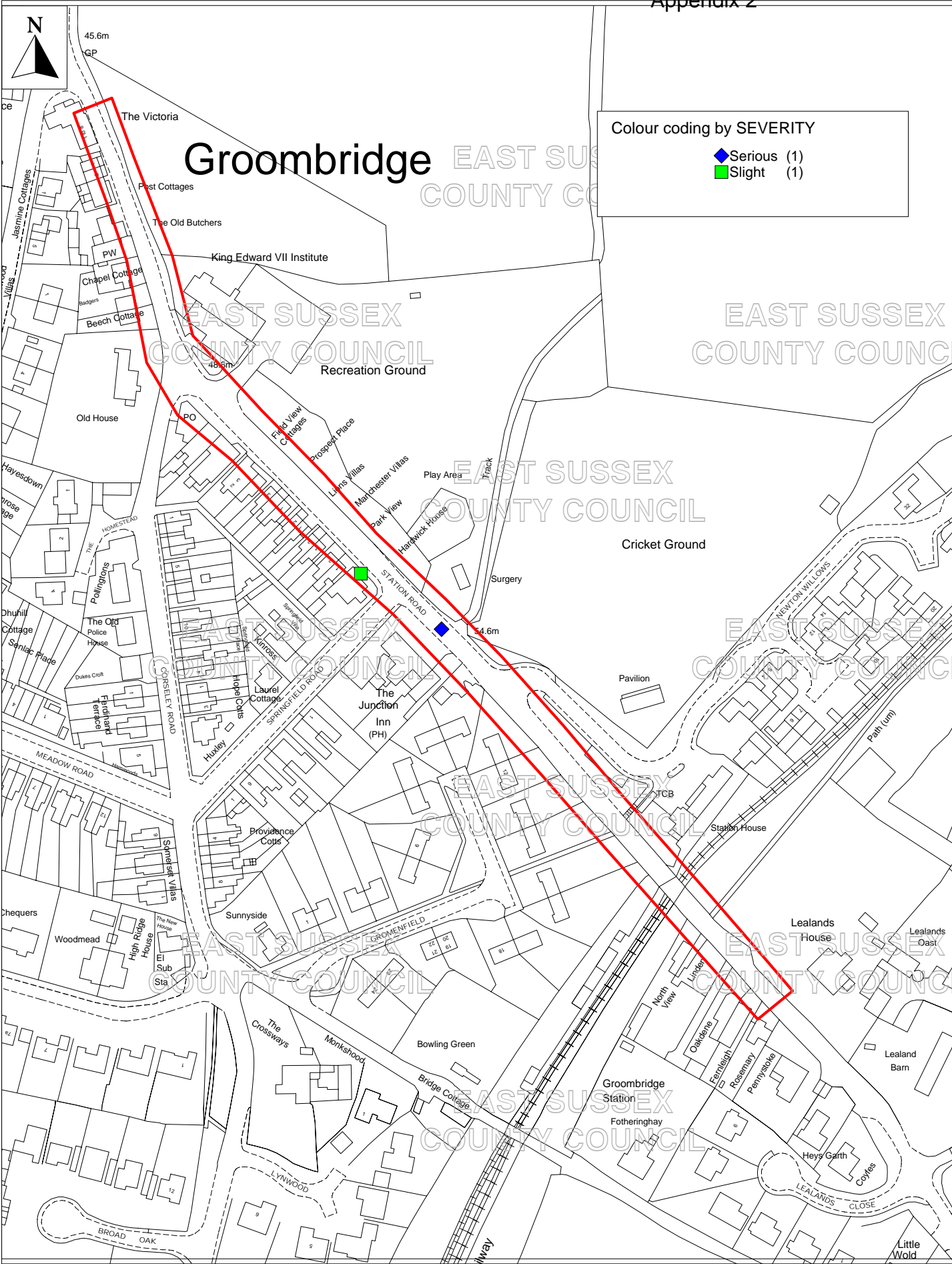
None



Speed Survey Results
Station Road - Groombridge

SCALE	1 : 2000
DATE	17/06/2015
DRAWING NO.	
DRAWN BY	MJH
ORIGINAL SIZE	A4

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Colour coding by SEVERITY

- ◆ Serious (1)
- Slight (1)



Station Road - Groombridge
Crashes between 01/04/2012 and 31/03/2015
Type of Crash : Injury Only

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SCALE	1 : 2000
DATE	16/06/2015
DRAWING NO.	
DRAWN BY	MJH
ORIGINAL SIZE	A4

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Committee: **Lead Cabinet Member for Transport and Environment**

Date: **20 July 2015**

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

Title of Report: **Petition calling on the County Council to improve safety on the roads around Arlington, due mainly to its use as a 'rat run' from the A27 to the A22 at Hailsham.**

Purpose of Report: **To consider the petition to improve safety on the roads and lanes around Arlington.**

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

(1) That a lower speed limit on the roads and lanes around Arlington is not presently a priority for the County Council; and

(2) A review of warning signs, road markings and verge marker posts in the area will be undertaken to help make drivers more aware of the alignment of the road.

1. Background Information

1.1 At the County Council meeting on 10 February 2015 Councillor Bennett presented a petition to the Chairman requesting East Sussex County Council;

"To improve safety on our roads and lanes around Arlington, due mainly to its use as a 'Rat Run' from the A27 to A22 Hailsham route, speed restrictions should apply, particularly as it is an important area for tourists, cyclists, equestrians and walkers".

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 predominant factors to be considered when determining an appropriate speed limit for a particular road are the number of properties that are clearly visible to drivers and the average speed of traffic already using the road. Although it is acknowledged that there are some properties in Arlington, the lanes are predominantly rural in nature with continuous development over a relatively short length of road. As a result, it is not the type of road where a driver would expect a reduced speed limit.

2.2 It is recognised nationally that the majority of drivers will travel at the speed they consider to be safe for the conditions of the road. The majority of responsible drivers using the roads and lanes around Arlington will already be choosing to travel at a speed below the national speed limit due to the geometry and alignment of the rural lanes.

2.3 The County Council has agreed to carry out speed surveys on the C340 The Street, C340 Wilbees Road and C210 Caneheath. The speed survey locations have been agreed with representatives of the petitioners. The survey results should be available for the Lead Member meeting and they will indicate the speed and volume of traffic using the lanes as a 'rat run' during the peak hours of the day. The location of the three surveys is indicated in Appendix 1.

2.4 The crash data provided by Sussex Police indicates that there has been 1 serious injury crash and 2 slight injury crashes on the The Street, Wilbees Road and Caneheath in the latest 3 years. The severity and location of the crashes near Arlington are shown in Appendix 2. Excessive speed has not been identified as a main contributory factor in any of these crashes and the contribution a lower speed

limit would make to casualty reduction would therefore be limited and not a priority for the County Council at the present time.

2.5 As the national speed limit applies on The Street, Wilbees Road and Caneheath it is not necessary to provide repeater signs indicating the limit. If a lower speed limit was introduced it would be necessary to provide repeater signs at regular intervals along the roads. Experience has shown that there is a risk that some drivers would see repeater signs as a target and be encouraged to increase their speed accordingly. The results of the speed surveys will help to provide us with a clearer idea of the speed of traffic using the rural country lane around Arlington.

2.6 The resources available for the introduction of lower speed restrictions are limited. A report was considered by the Lead Member for Transport and Environment at the meeting on 27 April 2015. The roads around Arlington were not identified as a priority for funding from the Capital Programme for Speed Management in the 2015/2016 Financial Year.

3. Conclusion and Reason for Recommendation

3.1 It is therefore recommended that the Lead Member advises the petitioners that a lower speed limit on the roads and lanes around Arlington would not produce a significant reduction in driver speeds due to the geometry and alignment of the roads.

3.2 A lower speed limit on the roads and lanes around Arlington is not a priority for the County Council at the present time. It may also not be the most appropriate way to reduce the number of injury crashes on the lanes. To improve safety on The Street, Wilbees Road and Caneheath it would be more appropriate to ensure that appropriate warning signs, road markings and verge marker posts are in place to help make drivers more aware of the alignment of the road.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Michael Higgs

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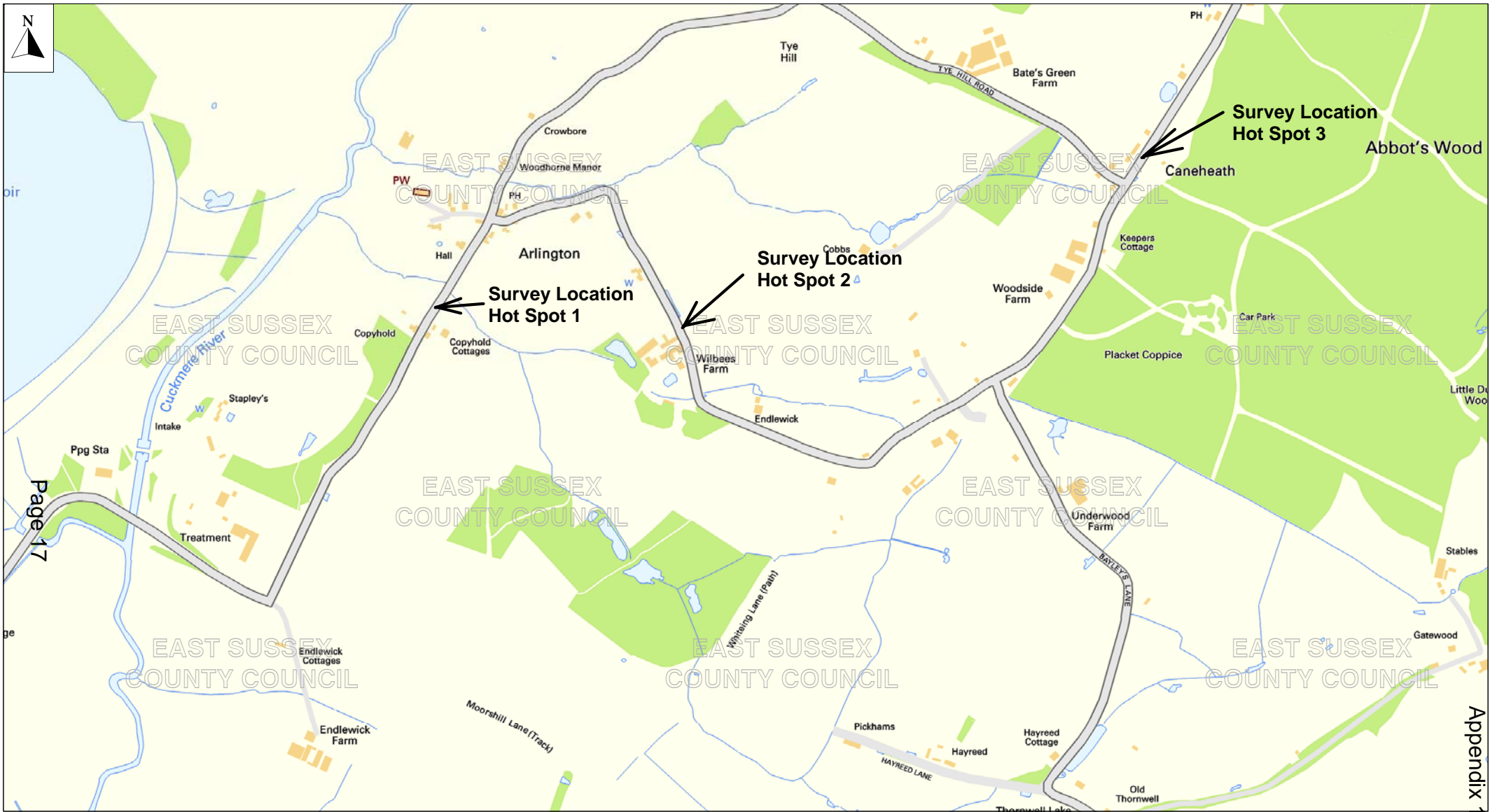
Email: Michael.higgs@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Bennett

BACKGROUND DOCUMENTS

None



Approximate Speed Survey Locations in Arlington

SCALE	1 : 10000
DATE	19/06/2015
DRAWING NO.	
DRAWN BY	MJH
ORIGINAL SIZE	A4

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Crash Locations
Crashes between 01/04/2012 and 31/03/2015
Type of Crashes: Injury Only

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SCALE	1 : 10000
DATE	25/06/2015
DRAWING NO.	
DRAWN BY	MJH
ORIGINAL SIZE	A4

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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 20 July 2015

By: Director of Communities, Economy and Transport

Title: Road Safety Priorities

Purpose: To consider the outstanding requests for road safety and traffic management interventions and identify the most appropriate way to take them forward.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Approve the process of prioritisation relevant to each scheme type; and
 - (2) Approve the Road Safety Team to assess requests for road safety and traffic management interventions on a regular basis and progress the highest priority scheme(s) within the available budgets.
-

1 Background Information

1.1. The Road Safety Engineering and Local Traffic and Safety Teams receive in excess of 4,000 logged enquiries each year. The vast majority of these enquiries are requesting that some form of intervention is undertaken. These interventions can include, but are not restricted to: traffic calming, road signs, road markings, parking restrictions, speed limits and HGV bans.

1.2. All requests are assessed on their individual merits and action undertaken as appropriate:

- Requests for signing and road markings are assessed against national legislation and guidelines.
- Requests for traffic calming, or other engineering measures, are assessed against the County Council's approved process for consideration of Capital Funding.
- Requests that would require the backing of a Traffic Regulation Order (TRO) are prioritised to identify those sites of greatest need.
- Individual parking restrictions identified through the prioritisation process are considered as part of a wider area review to ensure consistency and the most efficient use of resources.

1.3. The Road Safety Team has been prioritising requests based on a number of criteria for a number of years. However, with the increase in requests for intervention from the public and the pressure on the Road Safety Team's limited resources, they now seek Lead Member approval for adopting this approach on a more permanent basis.

1.4. Any approved interventions need to be funded from the Road Safety Revenue Budget. Currently £58,000 is allocated for casualty reduction work to address identified road safety issues and £65,000 is allocated for traffic management work including the provision of traffic signs and road markings, vehicle speed surveys, parking restrictions including disabled bays and work associated with local Parish Council meetings.

2 Supporting Information

2.1. The Road Safety Team presently holds in excess of 1,000 requests for parking restrictions to be considered within 67 towns/villages across the County (outside of the areas covered by Controlled Parking Zones).

2.2. A further 208 sites have been identified for investigation of a new or revised speed limit and numerous requests are being held for other traffic management interventions such as HGV prohibitions, one way orders or turning bans.

2.3. The use of an approved prioritisation process that is clear and simple to use would not commit the County Council to expensive procedures that would divert the limited resources away from implementing works. The process would also give clarity to what can realistically be achieved within the available resources and may help local communities to consider alternative measures such as the Community Match Initiative.

2.4. The management of parking across the County is handled in two distinct ways. Within the Boroughs of Hastings and Eastbourne and the District of Lewes Civil Parking Enforcement (CPE) schemes are in operation. Revenue is generated to support the management and enforcement of parking restrictions within these CPE areas. The Districts of Rother and Wealden are not part of a CPE scheme and the management of parking restrictions falls to the Local Traffic and Safety Team, with any TROs funded from the Road Safety revenue budget. The enforcement of parking restrictions within Rother and Wealden is a matter for Sussex Police.

2.5. The level of enforcement that Sussex Police will devote to parking restrictions within Rother and Wealden is minimal, to the degree that there is no effective enforcement regime. It is therefore unreasonable to commit limited public resources to the management of parking restrictions within these areas. It is therefore proposed to only prioritise parking restrictions within Rother and Wealden if they will positively contribute to the reduction of an identified road safety issue. Appendix 1 indicates the prioritisation process for parking restrictions.

2.6. Requests for reduced speed limits will initially be assessed to ensure that they are justified and appropriate and will meet the criteria requirements of the County Council's approved speed limit policy. They will also need to be agreed 'in principle' with Sussex Police. The prioritisation of these 'appropriate' speed limits is undertaken by comparing each road's recorded injury crash rates per kilometre, with priority given to roads where a high proportion of the crashes are attributed to speed.

2.7. All other requests for traffic management interventions that require the backing of a TRO will be prioritised in line with the criteria scoring indicated in Appendix 2. Scoring is similar to the parking restriction model but with greater weighting being given to road safety implications.

3 Conclusion and Reasons for Recommendations

3.1. The Road Safety and Local Traffic and Safety Teams are unable to address all concerns that are brought to their attention. An approved prioritisation process would provide a consistent approach and ensure an efficient use of the limited resources.

3.2. An approved prioritisation approach would give clarity to members of the public, Town and Parish Councils and Local Members about the scale of the requests received and ensure that priority is given to the reduction of crashes occurring on our road network.

3.3. It is therefore recommended that approval is given to the prioritisation approach and that those schemes identified as being the top priority are progressed within the resources available.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

None

Parking Restriction Prioritisation Scoring

Sites are assessed against a number of criteria to give a score:

Within CPE areas (but not the Controlled Parking Zones which include pay and display, resident permit parking etc.)

1. Crash History (Sussex Police crash data for the preceding three year period)
 - Fatal – 10 points
 - Serious – 8 points
 - Slight – 6 points
2. Road Classification
 - A class urban/rural – 10 points
 - A class inter-urban – 8 points
 - B Class – 6 points
 - Other – 4 points
3. Local Conditions
 - Junction – 10 points
 - Shops – 8 points
 - Schools/elderly/disabled – 6 points
 - Hospital/Clinic – 6 points
 - Residential with high frontage development – 4 points
 - Residential with low frontage development – 3 points
 - Rural – 2 points
4. Link to an existing approved County scheme
 - Current / Future scheme – 10 points
 - Proposed Scheme – 5 points
5. Problem Duration
 - 24 hours – 10 points
 - Daytime – 8 points
 - Peak hours only – 6 points
 - Night-time – 4 points
 - Short periods – 2 points

Outside of CPE areas

Sites will only be considered for parking restrictions if;

1. There is an identified road safety issue relating to the presence of parked vehicles
2. Any restrictions imposed are likely to be self-enforcing.
3. Where there is no crash history a site inspection undertaken by an appropriately qualified officer identifies a specific road safety issue.
4. Sites meeting 1 – 3 above will be prioritised as per the points scoring process for CPE areas

Traffic Management Schemes Prioritisation Scoring

1. Crash History (Sussex Police crash data for the preceding three year period)
 - Fatal – 10 points
 - Serious – 8 points
 - Slight – 6 points
2. Road Classification
 - A class urban/rural – 10 points
 - A class inter-urban – 8 points
 - B Class – 6 points
 - Other – 4 points
3. Local Conditions
 - Junction – 10 points
 - Shops – 8 points
 - Schools/elderly/disabled – 6 points
 - Hospital/Clinic – 6 points
 - Residential with high frontage development – 4 points
 - Residential with low frontage development – 3 points
 - Rural – 2 points
4. Link to an existing approved County scheme
 - Current / Future scheme – 10 points
 - Proposed Scheme – 5 points

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Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	20 July 2015
By:	Director of Communities, Economy and Transport
Title:	Pre-Application Charges for Drainage Advice
Purpose:	To establish the charging regime for pre-application advice and data provision in the County Council's role as a technical advisor on surface water management and drainage design as part of the development process.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree the schedule of charges set out in Appendix 1 to this report as the County Council's tariff for pre-application advice and the provision of data; and**
 - (2) Delegate authority to the Director of Communities, Economy and Transport to agree annual reviews of the tariff.**
-

1 Background Information

1.1 This report sets out the need, and the proposed tariff, for charging for advice and data relating to the management of surface water and drainage design by the County Council as Lead Local Flood Authority (LLFA) for East Sussex. Following changes to the Development Management Procedure Order 2015 (DMPO) the County Council in its capacity as LLFA is now a statutory consultee to the planning system on major development applications that have drainage implications. This role took effect on 15 April 2015.

1.2 The definition of major development is set out in Appendix 1.

1.3 The Flood and Water Management Act 2010 (FWMA) was enacted following the report of Sir Michael Pitt examining the impact of the floods of the summer of 2007. The FWMA designated upper tier authorities (e.g. County Councils) as Lead Local Flood Authorities with a range of responsibilities, amongst these was to act as the Sustainable Drainage Systems (SuDS) Approving Body. Developers under these arrangements would have had to submit a separate application for drainage approval. The process was intended to be supported by application fees which could be partly used to provide the technical resource necessary to process applications. A major issue was identifying how to fund the ongoing monitoring and maintenance, because any system the County Council approved, it would then be obliged to adopt and maintain in perpetuity. Agreeing a sustainable funding regime to maintain drainage systems has proved difficult for DEFRA to resolve.

1.4 Commencement of the Approving Body role had been anticipated for some time but had been delayed by Government on a number of occasions. The Government then indicated it intended to take an alternative approach to the one envisaged in the FWMA. It now wished to deliver SuDS through changes to the current planning regime. The Government consulted on its proposals to deliver sustainable drainage systems through the planning system in the autumn of 2014 and the County Council's response was considered by the Lead Member for Transport and Environment on 10 November 2014.

1.5 As a statutory consultee, the County Council will be obliged to comment upon all consultations on "major" planning applications from the Districts and Boroughs, the South Downs National Park Authority, and ESCC in relation to surface water drainage matters. The County Council is also required by the DMPO to report annually to Government on its performance in responding. Current estimates indicate that the County Council can expect to be consulted on some two hundred planning applications each year. These cases will range in scale and complexity, and will involve assessing the surface water drainage aspects of development proposals.

1.6 The Leader of the County Council wrote to the Government in his capacity as the chair of the South East 7 (Appendix 3), expressing profound concern over the inadequacy of funding for this new role. The proposed levels of funding, allied with a 30% cut in the Local Services Support Grant for the LLFA role, places unsustainable pressures on service delivery. As a consequence there is a need to consider whether to charge for action outside the specific consultee role.

2 Supporting Information

2.1 The County Council, along with other LLFAs across the country, have had little time to prepare for this considerable change in direction. However, it is evident from the New Burdens Assessment provided by DCLG, that the County Council is expected to comment upon planning applications for major development (as defined by the DMPO) within the standard 21 day consultation period which takes place once the planning authority has received the application and has begun to determine it.

2.2 This fails to recognise the need to provide pre-application advice, data that is held (and has been developed at cost to the service), subsequent negotiations entered into with an applicant once comments have been submitted and any work associated with appeal hearings should an application be refused on the County Council's advice.

2.3 The Government has provided a one off payment of £80k for the 2015/16 financial year to meet establishment and running costs. Given resource constraints, there is a need to charge for those services which are necessary to improve the quality of planning applications and ensure that applicants get the right strategy in place at the earliest possible stage. This will minimise costs to developers and the County Council in the long term, and ensure that local flood risk affecting the development and its environment is reduced to acceptable levels.

2.4 The proposed charges are set out in Appendix 1 to this report and the draft pre-application advice request form is in Appendix 2.

2.5 Progress on developing and publishing tariffs in the South East is limited, although, nationally, a number of Lead Local Flood Authorities have published their charging regimes. These regimes have been taken into account when developing this tariff, as has the Environment Agency's approach to providing flood risk pre-application advice.

2.6 The tariff recognises that as a statutory consultee, the County Council is obliged to provide a substantive response to the planning authorities free of charge.

2.7 Critically, the tariff reflects current hourly rates, makes allowance for costs and does not seek to place an undue burden on the development industry which is recovering from a protracted down turn. It is also proposed that this tariff is reviewed annually and that delegated authority should be given to the Director of Communities Economy and Transport to agree any changes to the tariff.

3 Conclusion and Reason for Recommendation

3.1 The County Council as LLFA is a statutory consultee on major applications having drainage implications, the response is provided free of charge. However, it is appropriate to charge for other actions which are not part of the statutory consultee role, but still contribute to the management of flood risk.

3.2 The proposed tariff for providing pre-application advice and relevant data is set out in Appendix 1. The Lead Member for Transport and Environment is requested to approve the charges set out in Appendix 1 as the County Council's approved charging regime for pre-application advice and the provision of data, and that the delegated authority is given to the Director of Communities Economy and Transport to agree subsequent reviews of the tariff.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Lead Local Flood Authority Planning Pre Application Advice and Data Tariff

This document establishes East Sussex County Council's tariff for the provision of advice and data relating to the management of local flood risk and provision of sustainable drainage as part of new development proposals. These charges will be made in accordance with s.93 of the Local Government Act 2003.

As a statutory consultee the County Council is obliged to provide a substantive response to consultations on major development (as defined by the Development Management Procedure Order 2015 and set out below) received from planning authorities. It is also obliged to provide free advice on the scope of information necessary to enable it to provide a substantive response at the application stage. In addition, the County Council cannot charge for data which is required to be placed on a public register. Items 1 and 2 under the Levels of Service section clarify what is not chargeable.

However, the Lead Local Flood Authority welcomes and encourages discussions with a developer before submission of a planning application whether it is outline, reserved matters, full or for the discharge of conditions. The benefits of seeking pre-application advice from the Lead Local Flood Authority include:

- the potential for reducing the time and associated costs that professional teams spend working up the proposals:
- an indication of those proposals that may present an unacceptable flood risk to the development and/or properties elsewhere:
- the provision of advice on the maintenance implications of drainage and surface water management strategies and techniques:
- avoiding "show stoppers" at a late stage in the development process and the minimising the costs associated with this
- detailed interpretation of the information required to support the application as set out in the Guide to Sustainable Drainage Systems in East Sussex and our surface water drainage checklists both of which can be found on the flooding pages of the the County Council's website: and
- written confirmation of the advice that can be submitted formally as part of any subsequent application which will help to speed up the decision making process.

It is desirable that developers engage with the County Council on the drainage and local flood risk implications of their proposals as often these issues cannot be incorporated into a design retrospectively without considerable cost to the applicant or potentially jeopardising the scheme.

Entering into discussions at an early stage will assist in designing more resilient, sustainable development which will be adapted to the predicted increase in the force and frequency of short duration high intensity rain fall events.

The County Council also holds data which it has developed at its own cost this includes investigations into land drainage problems, the analysis of surface water risk and the recording of flood incidents. This information is available at a charge at the rates set out below.

Levels of advice

To assist the County Council in processing requests for advice developers will be required to complete a form setting out key details of the proposal and its location.

1. The County Council as Lead Local Flood Authority will provide advice free of charge relating to the extent of information required to assist it in responding in a substantive manner to a planning application. Whilst these requirements are outlined in our Guide to Sustainable Drainage Systems in East Sussex, we will provide a clarification where necessary.
2. Where the County Council is aware of the presence of assets which may have an impact on the management of local flood risk (and are not the responsibility of the Highway Authority, Environment Agency or a Water and Sewerage Company) information will be provided on their location, general condition and ownership free of charge.
3. A checking service reviewing data held by the Lead Local Flood Authority relevant to the management of local flood risk will be undertaken at a cost of £100 + VAT. This will take the form of a report detailing (where appropriate) the following:
 - a. Any records of local flood incidents (including dates and extent where available) that have occurred since the submission of the last Preliminary Flood Risk Assessment for East Sussex to the Environment Agency
 - b. The outputs of detailed surface water modelling (where available)
 - c. The outputs of detailed topographic surveys (where available)
 - d. The outputs of detailed asset surveys (where available)

Other relevant data will be held by the Environment Agency, Southern Water and the Highway Authority and developers will be recommended to consult them separately.

4. All other requests for advice, meetings or correspondence will be chargeable at a rate of £85/hour plus VAT.

Exemptions

East Sussex County Council reserves the right to adjust (or waive) charges in exceptional circumstances. Please be aware that no advice, subject to a pre application charge, will be given over the phone.

Major Development

For the avoidance of doubt The Development Management Procedure Order 2015, defines “major development” as:

...development involving any one or more of the following:

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwellinghouses where -
 - (i) the number of dwellinghouses to be provided is 10 or more; or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more

Guidance Notes

Please read the following notes before completing this form:

This form should be used where you require pre application advice from East Sussex County Council relating to a specific site.

The advice provided is informal and does not bind the County Council to any course of action.

Where you intend to submit a planning application to a Local Planning Authority (LPA) we recommend that you contact the relevant LPA to determine the likelihood of your proposed development receiving planning permission before submitting a pre-application enquiry to East Sussex County Council.

We will give you our pre application advice within 21 days of receiving your request, but if we are unable to do this, we will contact you to request further time to respond.

Please submit the completed form to

**Flood Risk Management Team
Communities Economy and Transport
East Sussex County Council
County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE**

or

SUDS@eastsussex.gov.uk

East Sussex County Council
Pre-Application Advice Request Form



Please complete this form using block capitals and black ink. You should read the guidance notes before completing this form.

Section 1 – Contact Details			
Title:		Organisation:	
First name:		Last name:	
Address:			
Postcode:		Phone number:	
Email:			
Section 2 – Invoice Address (if applicable)			
Title:		Organisation:	
First name:		Last name:	
Address:			
Postcode:		Phone number:	
Section 3 – Site Details			
Address:			
Postcode:		Grid Ref:	
Existing site use:			

Previous use of site

Development Proposals (including proposed layout, if available):	
--	--

Location Plan (Submit a location plan

A location plan clearly showing the boundary of the proposed development must be submitted with your enquiry. This should be at a scale between 1:100 and 1:2500

If there are any watercourses or water features on or within the vicinity of your development site, you will need to identify these on your location plan.)

If possible, please include a shapefile delineating the site boundary.

Section 4 – Flood Risk at Site

Is the Site located within Flood Zone 2 or 3	Yes		No	
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Is the Site affected by a surface water flow path?	Yes		No	
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Please provide images as appropriate showing the flood risk to the site.

Section 5–Surface Water Drainage

How will the foul drainage be dealt with for the proposed development? (please tick):

Main Sewer	
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Package Treatment Plant	
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Septic Tank	
-------------	--

Cesspool	
----------	--

Other (please state)	
----------------------	--

Section 6 – Attachments / checklist

Please ensure the following are attached to your application:

- Completed application form
- Location map, showing the site of proposed works
- Site plan showing existing drainage assets
- Shapefile of site boundary (if available)
- Images showing flood risk to site

Section 8 – Declaration

By signing below, you are declaring that as far as you know, the information given in this application, including any maps and supporting documents is true.

Signature		Date	
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Title:		Position:	
--------	--	-----------	--

First name:		Last name:	
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Additional notes

Cllr. Keith Glazier
Chairman of South East 7
East Sussex County Council, County Hall,
St. Anne's Crescent, Lewes, East Sussex BN7 1UE



Rt. Hon Eric Pickles MP
Secretary of State for Communities and Local Government
2 Marsham Street
London
SW1P 4DF
eric.pickles@communities.gsi.gov.uk

16 March 2015

Dear Secretary of State,

Lead Local Flood Authorities – New Statutory Consultee Role

I write in my capacity as the Chairman of the South East 7 (SE7) partnership of seven county and unitary authorities in the South East of England with regard to the imminent new role for Lead Local Flood Authorities (LLFAs) as statutory consultees to the planning system.

As this issue affects both the Department of Environment, Food and Rural Affairs (Defra) and the Department for Communities and Local Government (DCLG), I have also written in a similar manner to Rt. Hon Elizabeth Truss MP, Secretary of State for Environment, Food and Rural Affairs.

As you are aware, the Local Government Association has been involved in discussions with Government on the draft New Burdens Assessment for this new role. Officers from the SE7 authorities have discussed the implications of this proposed role with their Local Planning Authorities and the Environment Agency and the outcomes of these discussions inform the contents of this letter.

As Lead Local Flood Authorities, we are profoundly concerned that both DCLG and Defra have significantly underestimated what is required of LLFAs if they are to provide the technical advice and support necessary to deliver national policy on flood risk. The speed with which these new arrangements are being prepared have added to the challenge. The overwhelming view of respondents to the autumn 2014 consultation was that the new arrangements will not secure the benefits that the Government anticipates.

Expanding upon the twin issues of the overestimation of benefits and the underestimation of resource implications, it is the view of LLFAs and Local Planning Authorities that the Government is establishing a framework which will lead to the failure of national policy with

the consequent adverse impacts on growth and local communities. The reasons for this are set out below:

- This change in policy appears to be based on the assumption that, by using the planning system, delays and costs will be minimised in comparison with the SuDS Approving Body. The SE7 considers that the nature and extent of work necessary to support Local Planning Authorities has not significantly altered;
- The draft New Burdens Assessment assumes that the LLFAs' involvement occurs during the small window of consultation on a planning application. This is not the case as LLFAs need to be engaged in all stages of development to deliver policy objectives;
- We contest the assumption set out in the New Burdens Assessment that applications can be processed within six hours, with 40% of applications processed in an hour in year two onwards. Experience demonstrates that if the task is to be done effectively and efficiently, the LLFA must be involved throughout the process;
- Without pre-application discussions, it is highly unlikely that a development proposal will be acceptable. In such cases, where there is no negotiation to find an acceptable resolution, applications will be refused or permitted contrary to LLFA advice (due to under resourcing);
- With a refusal there comes the risk of an appeal and the need for the LLFA to provide its evidence without any additional funding;
- If conditions are used, these must be discharged, monitored and enforced. Government assumes that Local Planning Authorities will perform these tasks (despite their specialist technical nature). We do not believe that this can be done without appropriate funding;
- There is a need for reassurance that the current poor practice will not be reinforced by the Government's proposals as there is no concrete evidence that the proposed (minor) amendments to national policy will secure the ongoing maintenance of new drainage systems; and
- We are concerned that these proposals will lead to more delays in the system, greater flood risk, and more costs imposed upon Local Government and their communities.

The LLFAs are aware of the need to meet the Government's objective of reducing the deficit; for example, our Local Services Support Grant for 2015/16 is set to reduce by one third. Also, as a partnership of upper tier authorities, the SE7 is developing and delivering greater savings by capitalising on our collective skills, the use of technology and purchasing power.

Nevertheless, many of us have undertaken what is now abortive work as a consequence of the Government's sudden change in policy. We are now in the position of having to prepare for a new role with the prospect of wholly inadequate funding and no clarity on what this role will actually involve. With under a month before the changes are set to take effect, LLFAs are presented with the scenario of an ill-defined, under-resourced role, which we believe will not deliver the desired policy objectives but act as a brake on development.

As public bodies charged with the economic, social and environmental wellbeing of our communities, we are profoundly concerned that our duty to manage localised flood risk will be compromised and that much needed growth in our communities will be delayed.

Given the significant risks outlined above, we urge the Government to acknowledge these very real and legitimate concerns and to provide a reasonable and fair level of funding to meet national policy requirements.

Yours sincerely,

Cllr. Keith Glazier on behalf of SE7 Leaders

Chairman of SE7 and

Leader of East Sussex County Council

SE7 additional information

The SE7 Councils are: Brighton & Hove City Council, East Sussex County Council, Hampshire County Council, Kent County Council, Medway Council, Surrey County Council, West Sussex County Council.

The SE7 is a partnership of upper tier Local Authorities in the South East that are committed to working together in a set of key work areas.

The initiative is led by Councillors and aims to find opportunities to reduce costs; improve service delivery; and enhance public facilities and services in our region. The SE7 authorities cover a population of 5.8 million and have responsibility for net budgets worth approximately £3.5 billion per year.

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 20 July 2015

By: Director of Communities, Economy and Transport

Title: Bexhill Parking Review

Purpose: To consider the sites in Bexhill where formal parking restrictions have been requested and identify the most appropriate way to take them forward.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Approve the re-assessment of outstanding requests for parking restrictions in Bexhill to identify those sites that will contribute to the reduction of an identified road safety issue; and
 - (2) Approve the progression of sites identified as being a top priority within the resources available.
-

1 Background Information

1.1 At the Lead Member meeting of 9 June 2014 two reports were considered following petitions relating to parking in the Bexhill area requesting East Sussex County Council to:

- Extend the Prohibition of Motor Caravans restriction to include West Parade; and
- Review the parking in the Collington Area of Bexhill with a view to introducing further parking restrictions.

The wider issue of parking in Bexhill was discussed at length and the resolution was made to:

- Request the Director of Communities, Economy and Transport to undertake a parking review across the whole of Bexhill within the current financial year.

2 Supporting Information

2.1 The implementation of parking restrictions is a time consuming and expensive process. East Sussex County Council, as the local highway authority, has the power to implement restrictions on the public highway, subject to the requirements of the Road Traffic Regulations Act 1984. It is therefore the working practice of the Road Safety Team to undertake Parking Reviews by area, within the availability of resources.

2.2 Lewes District and the two Boroughs of Hastings and Eastbourne are covered by Civil Parking Enforcement (CPE) schemes. Reviews are undertaken on a regular basis in conjunction with the Parking Team. These reviews are funded by the revenue generated by the Controlled Parking Zones.

2.3 At present, Rother and Wealden Districts have not adopted CPE and funding to implement any parking restrictions must be found from the Road Safety revenue budget. The enforcement of parking restrictions in these areas remains the responsibility of Sussex Police. Sussex Police have indicated that the enforcement of parking restrictions is not a priority for them and would only be undertaken at a local level 'if a significant safety matter arises and where dangerous obstruction and repeated parking on double yellow lines occur'.

2.4 Parking restrictions are funded from the Traffic Management element of the Road Safety Revenue budget, currently £65,000. This budget covers the implementation of new traffic signs and road markings, traffic surveys, disabled bays, reflector posts, bollards and other small scale schemes identified through work with the local parish and town councils.

2.5 A meeting with Bexhill County Councillors and Rother District Council Members was held on 30 June 2015 to discuss the wider issues of parking in the district. The position of Sussex Police was discussed and the implications this will have in terms of priority and resources that would be committed by the County explained.

2.6 As the level of enforcement that Sussex Police will devote to parking restrictions within Rother is minimal, to the degree that there is no effective enforcement regime, it is unreasonable to commit limited public resources to the management of parking restrictions within the district. It is therefore proposed to only prioritise requests for parking restrictions within Rother if they will positively contribute to the reduction of an identified road safety issue.

2.7 A separate Lead Member report considers the pressure being placed on the Road Safety Team by the level of enquiries and the number of outstanding schemes. This report looks at the relative priorities of their workload and makes recommendations about how the limited resources should be committed to achieve the greatest outcome in terms of benefit to all road users.

2.8 It is therefore proposed to review all outstanding requests for parking restrictions within Bexhill in line with the recommendations made in the Road Safety Priorities Report. The report recommends that sites will only be considered for parking restrictions if;

1. There is an identified road safety issue relating to the presence of parked vehicles.
2. Any restrictions imposed are likely to be self-enforcing.
3. Where there is no crash history a site inspection undertaken by an appropriately qualified officer identifies a specific road safety issue.

3. Conclusion and Reasons for Recommendations

3.1 There are presently a total of 269 individual sites identified for investigation as part of a Bexhill Parking review. In light of the wider consideration of the priorities of the Road Safety Team and the level of enforcement that can be expected from Sussex Police, the Lead Member is recommended to agree to identify those sites that will positively contribute to road safety and prioritise these within the available resources.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Brian Banks

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LOCAL MEMBERS

Councillors Earl, Ensor, Phillips and Clark.

BACKGROUND DOCUMENTS

None