



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Nick Bennett

MONDAY, 25 SEPTEMBER 2017 AT 2.00 PM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 18 July 2017 (*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 to carry out new and joint traffic evaluation studies on the A259 South Coast Road between Newhaven and Brighton Marina (*Pages 7 - 14*)
Report by the Director of Communities, Economy and Transport
- 5 Petition in relation to the Traffic Calming at Brisbane Quay, Eastbourne (*Pages 15 - 16*)
Report by the Director of Communities, Economy and Transport
- 6 East Sussex County Council (Eastbourne 108A, 108B and 108C) Cycle Track Order 2017 (*Pages 17 - 20*)
Report by the Director of Communities, Economy and Transport
- 7 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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15 September 2017

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 18 July 2017 at County Hall, Lewes

Councillor Godfrey Daniel spoke on items 4 and 5 (see minutes 11 and 12)

9 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 19 JUNE 2017

9.1 The Lead Member approved as a correct record the minutes of the meeting held on 19 June 2017.

10 REPORTS

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

11 PARKING SERVICES COMMISSIONING REVIEW

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

11.2 Officers agreed to clarify the appeals process, which includes a right of appeal to the Parking Adjudicator.

DECISIONS

11.3 RESOLVED to (1) note the commissioning work on the need for undertaking the Parking Service; and

(2) approve the commencement of procurement work on the contracting out of the parking enforcement service.

Reasons

11.4 The review has demonstrated the continued need for the parking service, both in its support of meeting the Local Transport Plan 3 objectives as well as the legal duty for the County Council to operate civil parking enforcement.

12 STATEMENT OF COMMUNITY INVOLVEMENT REVISION

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

12.2 Officers clarified that Table 3 set out the minimum publicity requirements demanded by the Development Management Procedure Order, and that the County Council currently exceeds those requirements, which will be made more explicit. Officers also agreed to clarify the frequency and timing of Planning Committee meetings, as specified in paragraph 4.19 of the draft Statement.

DECISIONS

12.3 RESOLVED to approve the revised draft Statement of Community Involvement for public consultation, subject to the minor amendments set out at minute 12.2.

Reasons

12.4 The Council has to meet the statutory requirement to produce a Statement of Community Involvement. The draft Statement updates the existing document to take into account changes in national government planning policy and the Localism Act and reflects experiences in undertaking public consultation over the past four years. It reflects the changes to development management delegation arrangements within the South Downs National Park.

13 STATEMENT OF COMMON GROUND ON SOFT SAND BETWEEN THE SOUTH EAST MINERAL PLANNING AUTHORITIES

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

DECISIONS

13.2 RESOLVED to authorise the Director of Communities, Economy and Transport to sign the Statement of Common Ground and review/update it and agree to amendments to it as necessary.

Reasons

13.3 The draft Statement of Common Ground is welcomed as a collaborative attempt to address supply issues facing an important mineral used by the construction industry. Participating in this joint approach to soft sand planning will also help the County Council to fulfil its duty to cooperate obligations. The measures set out in the Statement do not conflict with existing policies, and any additional requirements can be reviewed as part of the forthcoming review of the Waste and Minerals policies.

14 COUNCIL ORDER FOR THE EAST SUSSEX PERMIT SCHEME

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

DECISIONS

14.2 RESOLVED to approve the authorisation of a Council Order to be made in response to recent amendments to the East Sussex Permit Scheme.

Reasons

14.3 The Traffic Management Act 2004 empowered Highway Authorities to operate a permit scheme whereby all public utilities and statutory undertakers had to secure a permit before working in the public highway. In 2016 the South East Permit Scheme (SEPS) management steering group identified the need for greater control of utility works on minor roads.

14.4 The option to charge on minor roads requires the County Council's current permit scheme to be amended and a Council Order to be re-issued, if it is to continue to operate in parity with other SEPS members.

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Report to: Lead Member for Transport and Environment

Date of meeting: 25 September 2017

By: Director of Communities, Economy and Transport

Title: Petition to carry out new and joint traffic evaluation studies on the A259 South Coast Road between Newhaven and Brighton Marina

Purpose: To consider the petition submitted to the County Council.

RECOMMENDATION: The Lead Member is recommended to recommend that the County Council advise the lead petitioners that the request to undertake a joint traffic evaluation study and economic impact study with Brighton & Hove City Council and Lewes District Council will not be progressed and that a package of mitigating transport interventions to support the planned growth in the coastal towns in Lewes District has already been identified, with the County Council continuing to develop, design and deliver this package of interventions for the A259 corridors with partner authorities.

1 Background Information

1.1 At the County Council meeting on 23 May 2017, Councillor Enever presented a petition to the Chairman relating to the unacceptable levels of delays and queueing on the A259 South Coast Road between Newhaven, Peacehaven, Rottingdean, Ovingdean and Brighton Marina. The petition highlights that these problems are caused by ever increasing levels of traffic which exceed the capacity of the local road infrastructure and that this degree of congestion has adverse safety, economic and health implications that need to be identified and quantified. The petition also indicates that with the further development planned in the local development plans this will impact on local infrastructure and exacerbate the current unacceptable situation.

1.2 Accordingly, the petition states:

1. "We call upon East Sussex County Council, Lewes District Council and Brighton & Hove City Council (keeping the Highway Authority informed) to carry out new and joint traffic evaluation studies on the A259 South Coast Road between Newhaven, Peacehaven Rottingdean, Ovingdean and Brighton Marina.
2. We also call upon East Sussex County Council, B&HCC and LDC to carry out an economic impact study of the detrimental effects caused by traffic congestion on the A259 between Newhaven Peacehaven, Rottingdean, Ovingdean and Brighton Marina (particularly at the now spreading peak times) on the local economy for these areas as well as the impact on the Air Quality Management Areas (AQMAs) in Newhaven and Rottingdean and the quality of life for residents in this whole area.
3. Once the results of these studies have been reviewed by officers and the public, we call upon East Sussex County Council, Lewes District Council and Brighton & Hove City Council (keeping the highway authority informed) to clearly identify what new physical road infrastructure improvements will be required to meeting any identified capacity shortfall, along with a schedule of works for when those improvements will need to be implemented prior to further development taking place.

1.3 The full text of the petition is at Appendix 1. Similar petitions have been considered by Brighton & Hove City Council and Lewes District Council. The resolution of Lewes District Council of 17 July 2017 is attached at Appendix 2.

1.4 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 in support of the petition. The Chairman has referred this petition to

the Lead Member for Transport and Environment. Standing Orders also provide that where a petition has over 5000 signatures it will be debated at Full Council. This petition will be considered at the Full Council meeting on 17 October 2017, and a spokesperson for the petitioners will be invited to address the Council.

2 Supporting Information

Transport Studies – assessing the transport impacts of development on the A259

2.1 Lewes District Local Plan Part 1: Joint Core Strategy (JCS) was adopted in May 2016 and sets out the number and distribution of new homes within the district over the period to 2030.

2.2 A key influence on the amount of growth that could come forward in the District through its Local Plan was the ability of the local road network to accommodate the additional transport demands and the opportunities to mitigate this. Accordingly the County Council, in partnership with Lewes District Council and the South Downs National Park Authority, commissioned a series of transport studies to assess the transport impacts of the development proposed by the District Council for the south coast towns on the A259 corridor and then identify a robust, viable and deliverable package of mitigation measures that would be required to support the level of growth. In modelling the impact of the proposed level of development in Lewes, the studies incorporated forecast traffic growth external to Newhaven and Peacehaven using the government's standard 'Trip End Model Presentation Program' (TEMPRO), to forecast and reflect traffic growth generated by development elsewhere in the District as well as in adjacent authorities. Brighton & Hove City Council were also consulted on the Joint Core Strategy and did not raise any concerns on the transport evidence base used to inform the development of the plan development, nor on the development strategy itself.

2.3 The South Downs National Park Authority (SDNPA) boundary hugs the edge of the built up areas of Seaford, Newhaven, Peacehaven and Telscombe Cliffs. As such, the introduction of any kind of relief road north of the A259 or a new link to the A27 to relieve congestion on the A259 between Peacehaven and Rottingdean, as well as accommodate housing and employment growth in the towns, would be very challenging to deliver, as both would cross the protected landscape of the SDNPA to the north of these towns.

Proposed package of transport measures for A259 corridor

2.4 Accordingly, in the context of the A259, our advice recommended a strategy to manage and improve the efficiency and effectiveness of the existing network as well as improving travel choices to meet existing and future travel needs arising from planned housing and employment growth in the area.

2.5 As such, the studies identified that the proposed level of development was contingent on improvements to the following being delivered to increase capacity of the network relieving traffic congestion and supporting the housing growth in the area:

- junction improvements and the co-ordination of the traffic signals on the Newhaven Ring Road;
- improvements to the junctions of the A259 with Sutton Avenue and Telscombe Cliffs Way;
- a robust and co-ordinated package of enhanced bus services along the A259 utilising the existing A259 bus lanes and serving the residential areas in Telscombe, Peacehaven and Newhaven; and
- Improvements for pedestrians and cyclists along the A259 corridor.

2.6 This advice was reflected in the Joint Core Strategy, and was examined extensively by the Planning Inspector at the examination hearings held in January and December 2015, ahead of the Plan being found sound in 2016. These schemes are identified in the Infrastructure Delivery Plan (IDP) which accompanies the Joint Core Strategy.

2.7 Whilst we continually monitor traffic levels across the County, including along the A259 and at its key junctions through our routine base transport monitoring programme, the purpose of these studies was to support the development of the Lewes District Joint Core Strategy and identify a package of mitigating transport interventions. As this package has been identified and there are no current proposals to review the policies in the Joint Core Strategy, we have no plans to update the transport studies.

Air Quality issues

2.8 Under the Environment Act 1995, Lewes District Council is responsible for assessing and reporting on air quality and regularly monitors nitrogen dioxide levels at strategic locations along the A259 in accordance with its duties under Part IV of the Environment Act 1995. It has declared an Air Quality Management Area (AQMA) in Newhaven, where a number of locations exceed the annual mean nitrogen dioxide objective, and an Air Quality Action Plan (AQAP) for the AQMA was published in 2016, which includes the improvements identified in the mitigating transport intervention package for the Lewes Local Plan Part 1: Joint Core Strategy.

2.9 In addition, the Joint Core Strategy (Core Policy 9) seeks to address air quality issues and requires all planning applications for development that could impact on an existing AQMA to:

- Have regard to any relevant AQAP and to seek improvements in air quality through implementation of measures in the AQAP; and
- Provide mitigation measures where the development and/or associated traffic would adversely affect any declared AQMA (both within and outside of the district).

2.10 Core Policy 9 also requires all applications to provide mitigation measures where the proposed development and/or associated traffic could lead to the declaration of a new or extended AQMA, and to ensure that the development will not have a negative impact on the surrounding area in terms of its effect on health, taking into account the cumulative impacts. This policy approach was extensively debated at the Local Plan Examination in Public and found sound by the Inspector.

Delivering local transport improvements on the A259 corridor

2.11 The bus lanes, introduced in 2008, between Peacehaven and Brighton are an integral part of the package of measures which support the strategy for the A259 of managing and improving the efficiency and effectiveness of the existing network as well as improving travel choices to meet existing and future travel needs arising from planned housing and employment growth in the area. This has resulted in the number of peak hour buses along the Coast Road almost doubling, with a recent Brighton & Hove Buses survey identifying that 48% of the actual number of people travelling into the city along the Coast Road in the morning peak are travelling in just 2% of the vehicles (eg. buses).

2.12 In addition, over the last four years we have taken forward the outcomes of the strategic transport studies and funded a package of local transport measures which improve travel choices for journeys along the A259 to mitigate the impact of planned development in Newhaven and Peacehaven and help address the air quality issues in Newhaven. This has included:

- improvements for pedestrians and cyclists with a footway/cycleway along the A259 on the northern side of the road as well as providing improvements for cyclists at Bishopstone and along Seaford seafront which means there is a continuous route between Newhaven and Seaford;
- improved bus stop facilities including the upgrading and extending of the real time passenger information system (RTPI) on the corridor; and
- improving the interchange for buses and taxis at Newhaven Town Station;
- revenue based initiatives which encouraged travel behavioural change and promote sustainable transport funded using monies secured from the Government's Local Sustainable Transport Fund as well as the Active Access Fund; and
- Incentives within travel plans for developments in the area which encourage public transport incentives (for example free bus tickets for new residents).

2.13 To further support the delivery of the package of transport interventions identified in the strategic transport studies, we have allocated funding within our County Council Capital Programme for Local Transport Improvements from 2017/18 towards:

- the design and delivery of the improvements to the Newhaven Ring Road;
- the design and delivery of the further improvements for pedestrian, cyclists and public transport users on the A259 west of Newhaven; and

- continuing the design process for cycle improvements in Newhaven.

2.14 We will continue to develop, design and deliver local transport improvements on the A259 in accordance with the outcomes of the strategic transport studies which, subject to their availability, we will seek to fund either using development contributions (secured through Section 106 agreements and/or Community Infrastructure Levy (CIL) monies), monies secured through external funding bids to Government or the Local Enterprise Partnerships (LEPs), or the County Council's funding allocation for local transport improvements.

3 Conclusion and Reasons for Recommendations

3.1 As highlighted in paragraphs 2.1 to 2.10, significant work has already been undertaken by the County Council in partnership with Lewes District Council and the SDNPA to assess the impacts of the planned growth up to 2030 in the coastal towns in Lewes District, as set out in the Lewes District Local Plan Part 1: Joint Core Strategy, and the air quality impacts on the A259. A deliverable package of mitigating transport interventions has been identified focussed on improving the efficiency and effectiveness of the network as well as improving travel choices along the corridor rather than any significant physical road infrastructure improvements (eg, relief road).

3.2 As the package of mitigating transport interventions has been identified and there are no current proposals to review the Lewes District Joint Core Strategy, the Lead Member is therefore recommended to recommend that the County Council, at its meeting on 17 October 2017, advise the petitioners (1) that the County Council has no proposals to undertake further transport or economic impact studies relating to the A259 between Newhaven and Brighton; and (2) that the County Council will continue to implement the package of transport interventions identified for the A259 corridor, as highlighted in paragraphs 2.11 to 2.14, which are within the Lewes District Infrastructure Delivery Plan and Newhaven Town Centre AQAP. In doing so, the County Council will continue to work in close partnership with Lewes District Council and Brighton & Hove City Council to fully address the impact of future housing development both on the capacity and operation of the A259 between Newhaven and Brighton and on the Air Quality Management Areas at Newhaven and Rottingdean.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillors Enever, Grover, Osborne, Smith.

BACKGROUND DOCUMENTS

New housing in Peacehaven & Newhaven: Impacts on the A259 west of Peacehaven and on Newhaven ring road, and consequences for housing numbers. –

http://www.lewes.gov.uk/Files/plan_TransportAdvice_2012.pdf

Traffic associated with new housing in Peacehaven -

http://www.lewes.gov.uk/Files/plan_peacehaven_transport_advice_2011.pdf

Lewes District Council: Response to Petition – A259 - [Lewes District Council - response to A259 petition 17 July 2017](#)

The Big Petition – A259 South Coast Road Congestion

We the undersigned petition the council to:

1. To carry out new and joint traffic evaluation studies on the A259 South Coast Road between Newhaven and Brighton Marina.
2. We also call upon the councils to carry out an economic impact study of the detrimental effects by traffic congestion on the A259 from Newhaven to Brighton Marina (particularly at peak times) on the local economy for this area as well as looking at air quality and quality of life in this whole area.
3. Once the results of these studies have been reviewed we call upon the councils to clearly identify what new physical road infrastructure improvements will be required to meet any identified capacity shortfall, along with a schedule for when those improvements will need to be implemented before any further development takes place.
4. We call upon East Sussex County Council, Lewes District Council (LDC) and Brighton & Hove City Council (B&HCC), (keeping the Highway Authority informed) to carry out new and joint traffic evaluation studies on the A259 South Coast Road between Newhaven, Peacehaven Rottingdean, Ovingdean and Brighton Marina.
5. We also call upon East Sussex County Council, B&HCC and LDC to carry out an economic impact study of the detrimental effects caused by traffic congestion on the A259 between Newhaven, Peacehaven, Rottingdean, Ovingdean and Brighton Marina (particularly at the now spreading peak times) on the local economy for this areas as well as the impact on the AQMAs in the Newhaven and Rottingdean and the quality of life for residents in this whole area.
6. Once the results of these studies have been reviewed by officers and the public, we call upon East Sussex County Council, LDC and B&HCC, (keeping the highway authority informed) to clearly identify what new physical road infrastructure improvements will be required to meeting any identified capacity shortfall, along with a schedule of works for when those improvements will need to be implemented prior to further development taking place.

There are certain aspects of historical studies which are of concern and require inclusion, clarification and measurements in current studies to address our concern. New studies should include but not be limited to:

- Clearly documented capacity calculations for the A259 between Newhaven and Brighton Marina (both on links and junctions) and at key pinch points. These should be in accordance with the Design Manual for Roads and Bridges and at the least, take account of road widths, bus lanes and stops, entry and egress limitations, gradients, bends on roads, visibility and other traffic limitation/impact circumstances.
- Traffic volumes, traffic types and the degree and timing of any over capacity usage
- Identification and quantification of ‘rat run’ traffic volumes and capacity and the impact on the local communities
- Traffic initiation, destination, purpose and average speeds (current and projects within local development plans)

We the undersigned are experiencing and have been experiencing for some years, unacceptable levels of delays and queueing on the A259 South Coast Road between Newhaven, Peacehaven, Rottingdean, Ovingdean and Brighton Marina.

We understand that the problems are caused by ever increasing levels of traffic which exceed the capacity of the local road infrastructure. This degree of congestion has adverse safety, economic and health implications that need to be identified and quantified.

The related local development plans indicate that further developments are planned, which will impact on this local infrastructure and exacerbate the current unacceptable situation.

This section of the A259 was included with erroneous base data in the Lewes District Council Core Strategy Local Plan in 2016. Based on the Newhaven travel study in 2010 and subsequent transport modelling. This has not included any provision for the Cumulative Impact of housing development in neighbouring Brighton and Hove Fringe areas (identified in their Local Plan) or increased housing/school placement numbers from Newhaven to Brighton Marina undertaken since 2012.

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Appendix 2

RESOLUTION agreed by Lewes District Council on 17 July 2017

(1) To note the petition in accordance with the Council's petition scheme.

(2) To continue to work in close partnership with East Sussex County Council, Brighton and Hove City Council and all relevant Town and Parish Councils, to fully address the current situation with regards to the Air Quality Management Areas at Newhaven and Rottingdean, taking into account peak flow circumstances and the impact of future housing development on the capacity and operation of the A259 between Newhaven and Brighton, these actions to include referral to Scrutiny

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Report to: Lead Member for Transport and Environment

Date of meeting: 25 September 2017

By: Director of Communities, Economy and Transport

Title: Petition in relation to the Traffic Calming Features at Brisbane Quay, Eastbourne

Purpose: To consider the petition and independent consultant's report in relation to a raised table traffic calming feature in Pacific Drive adjacent to Brisbane Quay, Sovereign Harbour North, Eastbourne

RECOMMENDATION: The Lead Member is recommended to inform the Petitioners that the findings of the independent "Noise and Vibration Assessment" conducted in December 2015 are applicable and that no action is required to address the traffic calming feature.

1 Background

1.1 At the County Council meeting on 7 February 2017, Councillor Elkin presented the petition to the Chairman. The petition asks East Sussex County Council to "*address the traffic calming at 10 Brisbane Quay, Sovereign Harbour North, Eastbourne*".

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 this petition to the Lead Member for Transport and Environment.

1.3 Traffic calming features, including raised tables of blockwork construction, were installed along Pacific Drive as part of the estate's development in approximately 2000 with the primary intention of managing vehicle speeds but also providing pedestrians with convenient places to cross the road.

1.4 Pacific Drive was formally adopted as maintainable highway by East Sussex County Council in 2010.

1.5 Complaints have been received since 2012 from the Petition Organiser, regarding excessive noise and vibrations due to the traffic driving over the traffic calming feature adjacent to their property. The raised table has been inspected on a number of occasions as a result of the complaints since 2012 with only two safety defects having been identified in that time. One was identified in March 2013 the other in April 2015. Both were rectified within the appropriate intervention timescales.

1.6 The Petition Organiser escalated their complaint to the Local Government Ombudsman (LGO) on 2 January 2015. The LGO recommended that the County Council commission an independent organisation to investigate whether a significant disturbance existed, and if so, the likely cause of the disturbance. It was also noted in the LGO report that the two safety defects identified in March 2013 and April 2015 had been repaired in line with the Council's Traffic Asset Management Plan. The LGO found no fault in relation to these defects.

1.7 An independent report was commissioned and completed in December 2015 by Southdowns Consultants. The report concluded that the recorded levels of vibration and noise generated by

traffic passing over the feature did not indicate an increase in levels of either vibration or noise sufficient that would result in adverse effects on those inside the closest residential properties.

1.8 The Petition Organiser raised a further complaint to the LGO following on from the report produced by the consultants. In a final decision dated 21 October 2016, the LGO stated that they would not be investigating the complaint further as the Council had engaged professionally qualified independent experts to carry out the survey and, as the survey had been carried out in accordance with Transport Research Laboratory procedures, it was unlikely that fault on the part of the Council would be found.

1.9 Further points of clarification were sought by the Petition Organiser regarding the approach taken by the consultants in undertaking the tests. These have subsequently been responded to directly to the Petition Organiser by the Council under separate cover. These further points and the responses provided relate to the methodology and approach used by Southdowns Consultants and do not alter or change the conclusion of the report.

2. Conclusion and reasons for recommendations

2.1 The conclusion of the independent report states:

“The results of the assessment indicate that the traffic calming feature does not increase noise and vibration levels to the degree that would have an adverse effect on people inside the closest residential properties.”

2.2 The Lead Member is therefore recommended to advise the petitioners that no action is required to address the traffic calming feature.

2.3 The road will continue to be inspected regularly and any immediate safety issues will be addressed as appropriate.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor David Elkin

BACKGROUND DOCUMENTS

Southdowns Consultant Report

Area Map

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 25 September 2017

By: Director of Communities, Economy and Transport

Title: East Sussex County Council (Eastbourne 108a, 108b and 108c) Cycle Track Order 2017

Purpose: To seek authority to seal the Order to convert the existing public footpath alongside Crumbles Sewer (between grid reference TQ62822/01243 and TQ62762/01508, and between TQ62713/01426 and TQ62705/01620) to a cycle track pursuant to Section 3 of the Cycle Tracks Act 1984

RECOMMENDATION: The Lead Member is recommended to approve the sealing of the Order for the conversion of a section of newly created public footpath alongside Crumbles Sewer in Eastbourne into a cycle track

1. Background Information

1.1 East Sussex County Council has developed proposals for an off road pedestrian and cycle route known as the Horsey Way that will link the Town Centre with Sovereign Harbour in Eastbourne. The objective of the scheme is to provide a safe alternative route for cyclists who are currently using the busy A259 Seaside. The Horsey Way has several phases which have been designed and constructed at different times due to scheduling, planning, deliverability and financial considerations. A plan showing the location of the route and the phases is shown in Appendix 1.

1.2 Phase 1A of the Horsey Way between the Railway Station and Susans Road has already been constructed but will not become operational until Phase 1B between Susans Road and Ringwood Road is constructed in 2018/19. Phase 2 of Horsey Way between Ringwood Road and Lottbridge Drove has already been constructed and is fully operational.

1.3 The Phase 3 of the route between Lottbridge Drove and Langney roundabout is currently being constructed and involves the need to convert a section of existing footpath to a cycle track that can be used by both pedestrians and cyclists. The scheme is being funded from the South East Local Enterprise Partnership (SE LEP) Local Growth Fund programme allocation to the Eastbourne/South Wealden Walking and Cycling package, alongside development contributions. The location of the section of footpath to be converted to a cycle track is shown on the plan in Appendix 2.

2. Supporting Information

2.1 The majority of the land ownership over the route has been ascertained and negotiations with the various landowners to gain control of the land have been completed with dedication agreements under Section 38 of the Highways Act 1980 being secured. Part of the land required adjacent to that owned by the Chatsworth Settlement is unregistered. This has been adopted following a process involving the creation of a public footpath across this land under Section 25 of the Highways Act 1980 and then subsequently converting this newly created footpath to a cycle track under the Cycle Tracks Act 1984.

2.2 There is one section of the route that involves construction over land owned by East Sussex County Council. Although the County Council owns this section of the route it is proposed that adoption of this land for a cycle route be progressed using the same Footpath creation/conversion to cycle track process as for unregistered land referred to in paragraph 2.1.

2.3 The creation of the public footpath under the Highways Act 1980 was undertaken following the completion of a consultation process on 21 October 2016. This involved the placing of a Notice at each end of the section of land involved for a 28 day period, advertising the County Council's intention, as well as consultation with statutory consultees and a range of interested groups, including all the utility companies, Auto Cycle Union, British Horse Society, Byways and Bridleways Trust, Open Spaces Society, Ramblers Association, The Cyclist Touring Club, and Eastbourne Borough Council. No objections were received and therefore the public footpath came into effect on 21 October 2016.

2.4 The same process as detailed above was followed in order to convert the newly created footpath to a cycle track under the Cycle Tracks Act 1984 in January 2017. A consultation was undertaken over a period of 21 days and no objections were made against the proposed Order. The Order can now be validated.

2.5 Under the County Council's Scheme of Delegation there is no specific reference to any delegated authority to make Orders under the Cycle Tracks Act 1984, therefore Lead Member authority is being sought to make an Order under this Act.

3. Conclusion and Reason for Recommendation

Once completed, the Horsey Way cycle route will provide a continuous route for pedestrians and cyclists between the Town Centre and Sovereign Harbour. The third phase of the scheme, which is currently being constructed, will consist of a traffic free route extending for a total length of over 900m between Lottbridge Drove and Langney roundabout. It is therefore recommended that Lead Member approval is given to the sealing of the East Sussex County Council (Eastbourne 108a, 108b and 108c) Cycle Track Order 2017, in order to enable cyclists to use the route being constructed between Lottbridge Drove and Langney roundabout.

RUPERT CLUBB

Director of Communities, Economy and Transport

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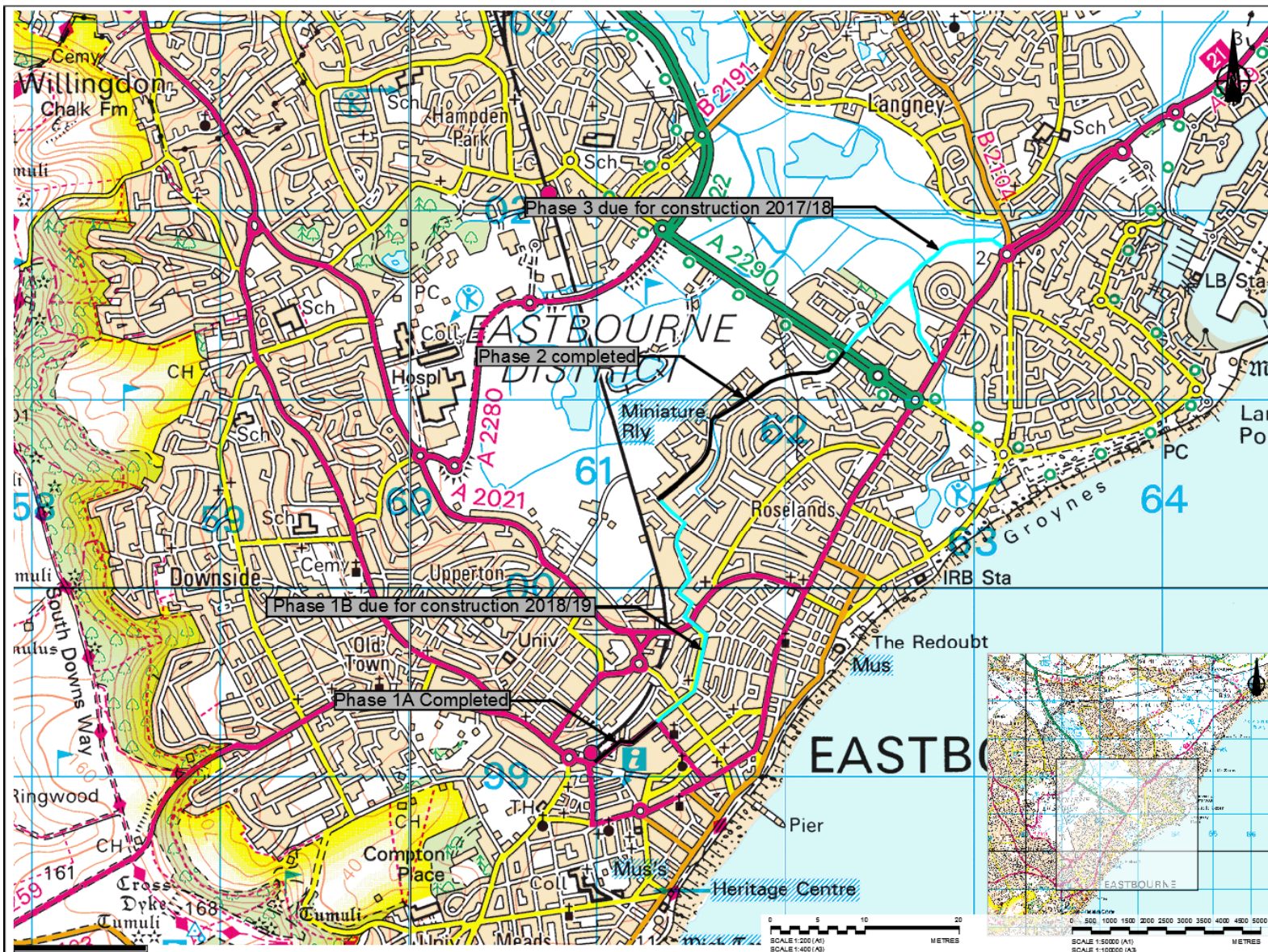
LOCAL MEMBERS

Councillor Tutt

BACKGROUND DOCUMENTS

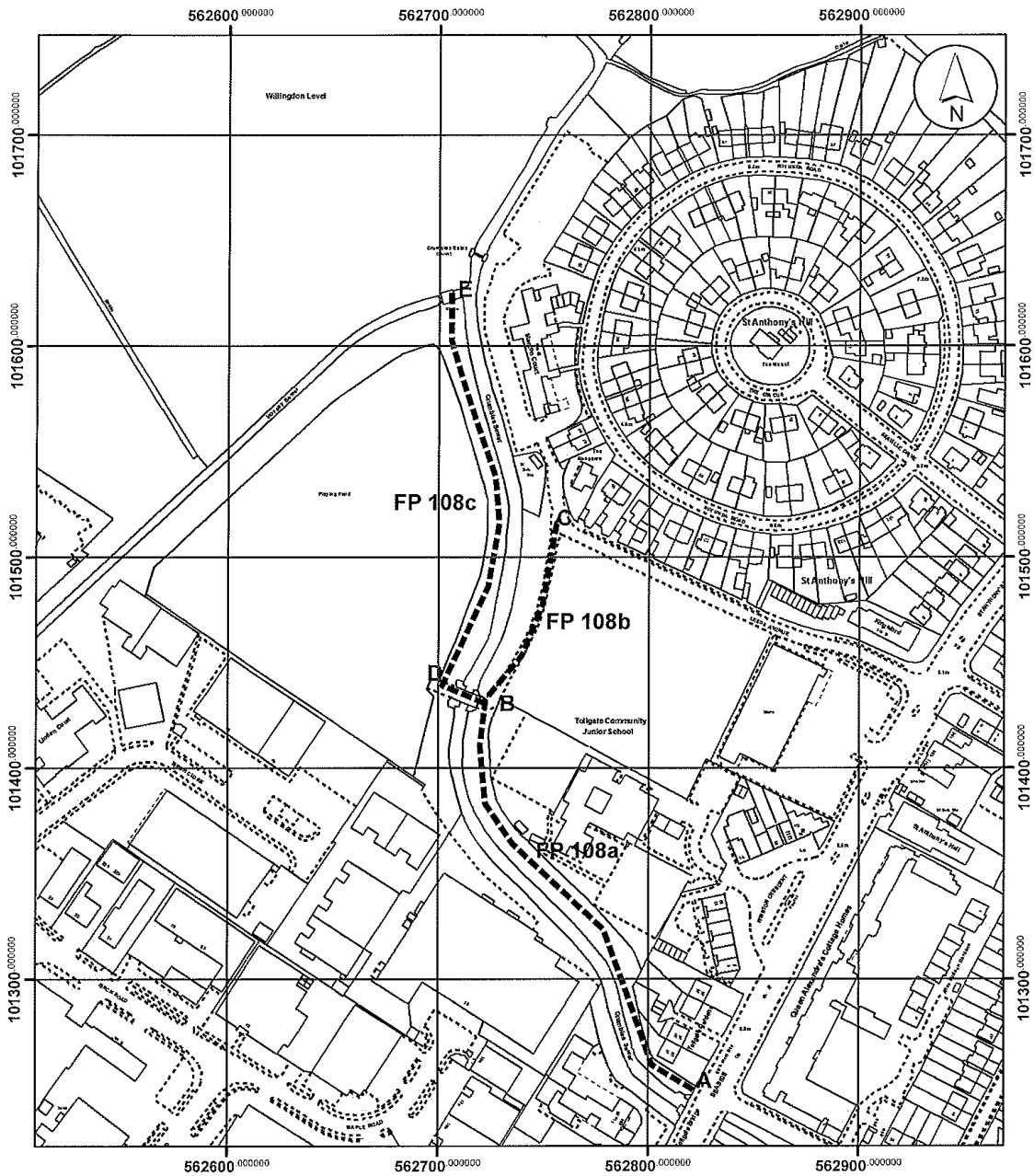
None


ROUTE OF THE HORSEY WAY CYCLE ROUTE



APPENDIX 2

SECTION OF FOOTPATH TO BE CONVERTED TO A CYCLE TRACK



Map Title: Dedication of a public footpath Eastbourne 108a 108b and 108c		East Sussex County Council County Hall St Annes Crescent Lewes  eastsussex.gov.uk	
Key: Footpath Eastbourne 108a & 108b A - - - - B - - - - C Footpath Eastbourne 108c B - - - - D - - - - E		<small>© East Sussex County Council 2016. Aerial Photography © Getmapping.com 2016. This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018521.2016.</small>	
Date:	12 10 2016	Map No:	EAS/FP108a, b & c/ded/mapV1
Scale:	1:2,500	Author:	NMc