

## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 16 October 2017 at County Hall, Lewes

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### 20 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 25 SEPTEMBER 2017

20.1 The Lead Member approved as a correct record the minutes of the meeting held on 25 September 2017.

### 21 REPORTS

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

### 22 GHYLL ROAD TRAFFIC CALMING PROPOSALS, HEATHFIELD

22.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with the comments of the local Member, Councillor Simmons, and local District Councillor, Councillor Thomas, who supported the proposals.

#### DECISIONS

22.2 The Lead Member RESOLVED to (1) note the results of the consultation;

(2) agree that the proposals for traffic calming along Ghyll Road as set out in the report should be taken forward to construction as part of the 2018/19 Capita Programme for Local Transport Improvements; and

(3) agree to explore the feasibility of providing additional traffic calming features in Sheepsetting Lane with a view to include these measures in the scheme.

#### Reasons

22.3 There have been requests from local residents over a number of years for the extension of the existing Tilsmore traffic management scheme into Ghyll Road as traffic speed surveys have shown that drivers are not complying with the current 30 mph speed limit. Whilst the scheme initially sought to address the speed problem in Ghyll Road in the vicinity of Ghyll Bridge, through the design process, the safety audit identified a number of concerns about the high approach speeds to the first of the proposed traffic calming features. This has resulted in exploring a number of alternative scheme options that has made it been necessary to extend the scheme over the whole length of Ghyll Road.

22.4 The results of the public consultation showed significant support for the proposed traffic calming scheme. The detailed design work should include the additional traffic calming measures in Sheepsetting Lane between Cross in Hand Primary School and the A267 as an extension to the existing traffic management scheme if they are considered technically viable and acceptable to the residents of Sheepsetting Lane.

## 23 HIGHWAY POLICY REVIEW

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

### DECISIONS

23.2 The Lead Member RESOLVED to (1) rescind the policies set out in Appendix 3;

(2) approve the proposed amendments to the policies set out in Appendix 5; and

(3) approve the proposed new policies set out in Appendix 6.

### Reasons

23.3 The policies have been reviewed to ensure they support: the latest national legislation, guidance and best practice; the county council's corporate priorities and local transport policy; and the new Highways Infrastructure Services Contract outcomes.

## 24 GUIDANCE FOR PARKING AT NEW RESIDENTIAL DEVELOPMENTS

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

### DECISIONS

24.2 The Lead Member RESOLVED to approve the use of the revised "Guidance for Parking at New Residential Development" as a policy document of the Highway Authority in the assessment of car parking provision at new residential development proposals in East Sussex.

### Reasons

24.3 Assessing car and cycle parking provision for new residential development is one key aspect of assessing planning applications. This guidance document has been developed based on the most up-to-date East Sussex specific car ownership ward data available to reflect the different characteristics that occur at district level. The calculation tool has been designed to offer developers a user friendly method to ascertain the optimum car/cycle parking provision whilst not compromising road safety for all users.

## 25 ROAD SAFETY AUDIT POLICY FOR DEVELOPMENTS

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

### DECISIONS

25.2 The Lead Member RESOLVED to approve the use of the revised "Road Safety Audit Policy for Developments" as a policy document of the highway authority for assessing the safety implications of development proposals in East Sussex.

### Reasons

25.3 Assessing road safety implications of a planning application for a development is a key aspect of considering planning applications. The policy document has been developed based

on the latest national guidance regarding Road Safety Audits to ensure that, where appropriate, suitable Road Safety Audits are provided as part of the planning application. This will allow safety implications to be fully assessed before any planning consent is granted. This will help reduce safety risk on the highways of East Sussex.