



LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS to be made by the Lead Member for Communities and Safety,
Councillor Bill Bentley

THURSDAY, 20 JULY 2017 AT 10.00 AM

CC1, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 28 June 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 - Measures to reduce speed on Priory Street and Southover High Street, Lewes (*Pages 7 - 12*)
- 5 Road Safety Audit Policy (*Pages 13 - 14*)
- 6 Any urgent items previously notified under agenda item 3

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

12 July 2017

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LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 28 June 2017 at County Hall, Lewes

Councillor Barnes spoke on Items 4 and 7 (see minutes 4 and 7)
Councillor Wallis spoke on Item 6 (see minute 6)

1 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 14 DECEMBER 2016

1.1 The Lead Member confirmed as a correct record the minutes of the meeting held on 14 December 2016.

2 DISCLOSURE OF INTERESTS

2.1 Councillor Barnes declared a personal interest in Item 4 as the Chair of Etchingham Parish Council, but he did not consider this to be prejudicial.

3 REPORTS

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

4 PETITION TO SUPPORT TRAFFIC CALMING MEASURES IN ETCHINGHAM

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

4.2 Ms Lawrence and Ms Campbell, the Lead Petitioners, gave a presentation of further evidence in support of their petition.

4.3 The Lead Member suggested the commissioning of a feasibility study, which could be used to support any future bid to the Community Match Fund.

DECISIONS

4.4 RESOLVED to advise petitioners that (1) traffic calming measures incorporating a 20mph speed limit and a pedestrian crossing in Etchingham are not a priority for the County Council at the present time;

(2) Step down markers are not permitted in advance of a speed limit and it has been determined that the Vehicle Activated Sign outside of the school is in the correct position;

(3) the Sussex Safer Roads Partnership's criteria requirements are not met for a speed camera to be installed in Etchingham due to its good safety record; and

(4) Etchingham Parish Council may wish to consider funding traffic calming measures incorporating an advisory 20mph speed limit and pedestrian crossing facilities in Etchingham through the Community Match Fund scheme.

Reasons

4.5 Additional traffic calming measures incorporating an advisory 20mph speed limit on the A265 near Etchingam Primary School and a pedestrian crossing in the High Street are not presently a priority for funding from the County Council's budget. However, they could be supported if an alternative source of funding becomes available or if an application through the Community Match Scheme was successful.

5 PETITION FOR THE PROVISION OF A SCHOOL CROSSING PATROL IN PRINCE EDWARDS ROAD, LEWES

5.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with written representations from the Lead Petitioner and the Local Member.

5.2 Officers confirmed that the survey had been done in a suitable location, but that a further survey at the location suggested by the Lead Petitioner and Local Member would be conducted. The Lead Member confirmed that he would consider a further report should the further survey provide findings contradicting the first survey.

DECISIONS

5.3 RESOLVED to advise the petitioners that (1) the provision of a School Crossing Patrol on Prince Edwards Road is not a priority for the County Council at the present time; and

(2) Wallands School and/or local community groups may wish to consider sponsoring a School Crossing Patrol.

Reasons

5.4 There is no statutory requirement to provide School Crossing Patrols and removal of the service was considered as part of the Reconciling Policy and Performance Resources (RPPR) process. However, Members recognised the value of the service and agreed to continue funding those sites that met policy criteria. The approval of additional School Crossing Patrols at sites of local concern was recognised at the time and Members agreed that these should be supported, as long as there were no financial implications on the Road Safety Budget. There is in place a scheme which allows School Crossing Patrols to operate at sites not meeting the national criteria, if local sponsorship can be found.

6 TRAFFIC CALMING MEASURES AROUND BOURNE SCHOOL, EASTBOURNE

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

6.2 Ms Ratusniak Silva, the Lead Petitioner, spoke in support of the petition and provided photographs of the local conditions. The Lead Petitioner and Local Member were encouraged to work with the school to address anti-social driving and parking.

DECISIONS

6.3 RESOLVED to advise the petitioners that (1) traffic calming measures around Bourne School are not a priority for the County Council at the present time;

(2) consideration has been given to the installation of school warning signs in locations deemed appropriate by the Local Traffic and Safety Team; and

(3) additional parking restrictions have been included for consideration as part of the Parking Team's 2017 Eastbourne Parking Review.

Reasons

6.4 The County Council has a limited amount of funding to develop local transport improvements and resources need to be targeted to those schemes which will be of greatest benefit to our local communities. To help prioritise the numerous requests for improvements a process to determine which schemes should be funded through our Integrated Transport programme was developed. A traffic calming scheme for the roads around Bourne School has been assessed to determine if it might be a priority for future consideration. The proposal did not meet the benchmark score to enable it to be taken forward at this time.

6.5 The provision of School warning signs has been assessed against the national criteria by the Local Traffic and Safety Team who have arranged for appropriate signing to be installed. Additional parking restrictions will be considered as part of the ongoing review of parking in Eastbourne and, subject to their prioritisation, will be progressed as part of this review.

7 PROPOSAL FOR THE REGISTRATION SERVICE TO CHARGE FEES FOR CERTAIN SERVICES

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

DECISIONS

7.2 RESOLVED to (1) approve that the Council charge fees for Registration Services in line with legislation;

(2) delegate authority to the Director of Communities, Economy and Transport to approve any future changes in fees payable for Registration Services in line with legislation; and

(3) if necessary, write to the General Register Office, to request clarity over future intentions for changes to the fees regime.

Reasons

7.3 The General Register Office will shortly be imposing fees on local authorities for services that were previously provided for free. The services identified in the report are for the benefit of individuals, and the Registration Service will be charging fees on a cost recovery basis. The Registration Service will retain a discretion to waive fees in cases of genuine financial hardship or registrar error.

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Report to: Lead Cabinet Member for Communities and Safety
Date of meeting: 20 July 2017
By: Director of Communities, Economy and Transport
Title: Petition for increased traffic calming measures in Priory Street and Southover High Street, Lewes
Purpose: To consider the need for additional traffic calming measures in Priory Street and Southover High Street

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

- (1) The current 20mph zone and associated traffic calming has been shown to be effective at restraining vehicle speeds;
 - (2) The removal of the cobbled features that form part of the zone is likely to result in increased vehicle speeds unless alternative features are implemented;
 - (3) Amendments to the current traffic calming scheme are not a priority for the County Council at the present time;
 - (4) The provision of upright 20mph repeater signs is not appropriate within a designated 20mph zone; and
 - (5) Lewes District Council do not support the provision of 20mph roundels painted within the Conservation Area
-

1. Background Information.

1.1 At the County Council meeting on 21 March 2017 Councillor O’Keeffe presented a petition to the Chairman from residents of Priory Street and Southover High Street, Lewes stating:

“We the undersigned call for additional measures to reduce traffic speeds on Priory Street and Southover High Street to the speed limit of 20mph in order to help reduce traffic noise and pollution and make walking here a more pleasant and safer experience. This should include 20mph signs painted on the carriageway”

And

“In the interests of road safety, we (the undersigned) support any traffic calming efforts by ESCC in Priory Street”

A covering statement also requested consideration of three specific areas:

- *“Increased road signage to remind motorists that they are travelling in a 20mph speed limit”*
- *“Removal of the cobbled areas, which only lead to increased noise levels for residents and have absolutely no impact upon speeding motorists”*
- *“The high volumes of traffic using these streets has led to increased concerns for the hundreds of pedestrians, particularly school children and students from Western Road Primary, Priory School and South Downs College”*

In addition, two emails have been received from the local Headteachers at Southover CE Primary School and Priory School in support of the petition.

1.2 A copy of the petition and all correspondence received 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. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2. Supporting Information

2.1 Priory Street and Southover High Street (location plan attached as Appendix 1) are included in an area wide 20mph zone which was introduced in the early 1990’s. The zone includes a number of features such as raised tables (raised section of road with a ramp on both sides), cobbled surfacing and mini-roundabouts designed to restrain vehicle speeds. The two roads are included in a designated

Conservation Area and the design and implementation of any highway scheme needs to be sensitive to the special character of this part of Lewes.

2.2 Speed surveys were conducted in two locations on Southover High Street in March 2013 (results attached as Appendix 2) and these demonstrated that mean vehicle speeds were well within the expected ranges for a 20mph zone. Whilst it is some time since these surveys were undertaken it is unlikely that vehicle speeds have risen significantly. In addition, Sussex Police records show that there have been no road traffic casualties recorded on either Priory Street or Southover High Street in the three years to April 2017. With low vehicle speeds and an excellent casualty record, changes to the existing traffic calming arrangements would not be identified as a priority for the County Council at the present time.

2.3 Legislation sets out the requirements for signing in a 20mph zone and additional upright repeater signs cannot be provided. The legislation does permit the provision of painted roundels on the road surface to be provided. Lewes District Council have been consulted on the provision of 20mph roundels and they have advised that these would be detrimental to the character of the Conservation area. As the zone is operating well, and respecting their view, the provision of roundels is not considered appropriate.

2.4 The cobbled areas form part of the overall traffic calming scheme that supports the lower speed limit. Although residents consider that they have little impact they are an important feature in changing the visual character of the road for drivers so that they understand the need for lower speeds. Simply removing the cobbled areas and replacing them with a standard tarmac surface would be detrimental to the impact of the traffic calming scheme and would not be considered.

2.5 The comments about the high volumes of traffic using these streets are noted but could only be verified by the collection of additional data allowing comparisons to be made with the 2013 survey results. As improvements in this area have not been identified as a priority for further investigation by the County Council, any new survey would need to be funded by the community as part of a study into overall possible improvements. It is suggested, however, that the disruption on the railway network, including the regular movements of rail replacement buses along these two roads, may have contributed to this potential increase in traffic

3. Conclusion and Reason for Recommendation

3.1 The existing 20mph zone and associated traffic calming scheme does restrain vehicle speeds to the appropriate levels and both roads have a good safety record. As the existing scheme is effective, changes to the features within the scheme would not be a priority for funding from the County Council's budget. In addition, the provision of additional road markings within the Conservation area are not supported by Lewes District Council.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor O'Keeffe

BACKGROUND DOCUMENTS

None

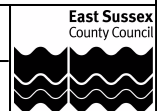
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Mean Speed:	85th%ile Speed
Eastbound: 21mph	25mph
Westbound: 20mph	25mph
Combined: 20mph	25mph

Survey A4823 March 2013	
Mean Speed:	85th%ile Speed
Eastbound: 19mph	23mph
Westbound: 20mph	24mph
Combined: 19mph	24mph

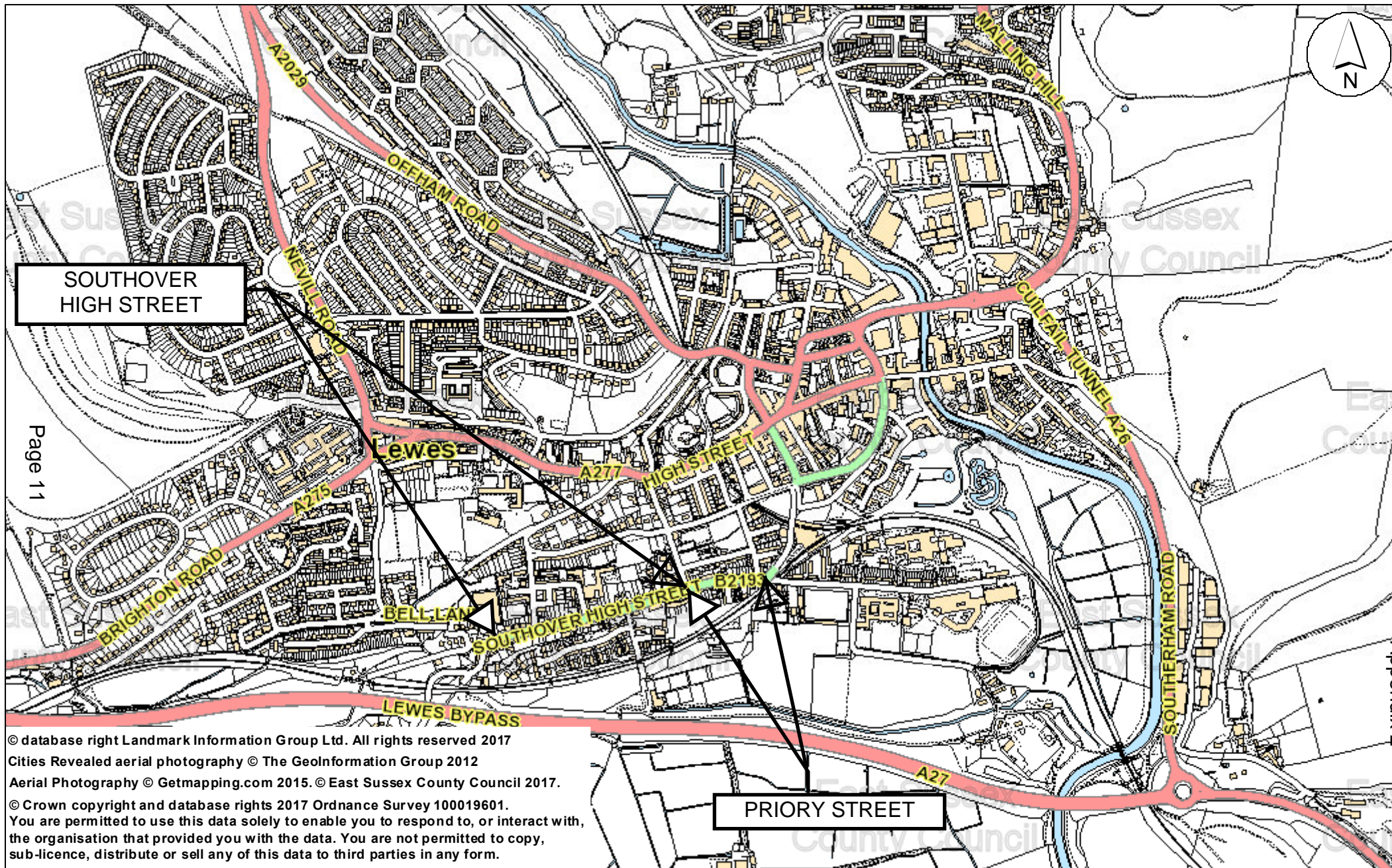
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**SOUTHOVER HIGH STREET
 SPEED SURVEY RESULTS**

Scale: 1:2,500
 Date: 25/05/2017



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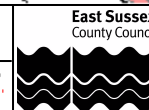
SOUTHOVER
HIGH STREET

PRIORY STREET

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**SOUTHOVER HIGH STREET AND PRIORY STREET
 LOCATION PLAN**

Scale: 1:12,500
 Date: 26/05/2017



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Report to: Lead Cabinet Member for Communities and Safety
Date of meeting: 20 July 2017
By: Director of Communities, Economy and Transport
Title: Road Safety Audit Policy
Purpose: To seek approval of a revised policy

RECOMMENDATION: The Lead Member is recommended to approve the revised policy for Road Safety Audit set out as Policy Summary PS5/3 in Appendix A

1. Background Information.

1.1 The Lead Member for Transport and Environment approved a policy setting out how Road Safety Audit is conducted on roads for which the County Council is the Highway Authority in July 2006. The Department for Transport has published revised national guidance and it is appropriate to review and update the local policy in the light of that new standard, adjusted as necessary to take account of local conditions.

2. Supporting Information

2.1 The current policy document is prescriptive, requiring Road Safety Audit to be carried out in line with the national guidance, setting out only a limited number of exceptions where the requirements are relaxed. The national standard has been developed to set out the process to be carried out on the heavily trafficked, high standard trunk road network and, whilst it is appropriate for some schemes implemented in East Sussex, it is disproportionate for the many smaller scale schemes that are implemented on the local road network. The national standard is not statutory for use on the County road network and some schemes undertaken are considered to have too minor an effect upon road users to warrant the full implementation of the national standard.

2.2 The revised policy, shown in Appendix A, sets out the requirement for Road Safety Audit to be undertaken for all schemes, except like for like maintenance schemes, on the local road network. The detailed process for undertaking audits no longer forms part of the Policy Statement. This allows a more flexible approach whereby changes in national guidance and improvements in recognised good practice can be quickly adopted into the Road Safety Audit processes.

3. Conclusion and Reason for Recommendation

3.1 The current policy for Road Safety Audit needs to be updated following revisions to the national guidance. It is necessary that Road Safety Audit policies and procedures conform to best practice in this field. Adopting the revised policy set out in Appendix A will ensure that this is done in the best interests of all highway users and the County Council.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

ROAD SAFETY AUDIT	PS5/3
<p><u>Purpose of Policy</u></p> <p>To define the Policy for Road Safety Audit on roads for which the County Council is the Highway Authority</p>	
<p><u>Specific Policies</u></p> <p>The County Council requires that Road Safety Audits or Road Safety Assessments are conducted for all schemes on roads for which it is the Highway Authority. The Department for Transport has published a standard for Road Safety Audit on Motorways and Trunk Roads in the Design Manual for Roads and Bridges. This standard is not statutory for use on the County road network and some schemes undertaken are considered to have too minor an effect upon road users to warrant the full implementation of the national standard. Road Safety Audits and Assessments will be undertaken in accordance with the following Policy Statements:</p> <ol style="list-style-type: none"> 1. All highway improvement schemes on the County road network, except like for like maintenance schemes, will be subject to an audit or assessment by a road safety specialist who meets the training and experience standards set out in the national standard. 2. The construction of new roads or large schemes affecting a wide area or heavily trafficked roads will be audited to the national standard. 3. The Road Safety Team will maintain a working practice, based on the current national standard and recognised best practice, which sets out the process which will be followed for the safety audit or assessment of all other schemes promoted by the County Council. 4. The working practice will be peer reviewed and periodically updated to ensure that it always reflects current best practice in road safety. 5. Road Safety audits or assessments will be conducted by a member of the Road Safety Team or commissioned from a suitable external consultant who must be required to meet any standards set out in the current working practice. 6. Schemes promoted by other organisations and submitted for approval by the County Council as highway authority must be accompanied by a road safety audit to the national standard or as set out in the East Sussex Road Safety Audit Policy for Development. 	
<p><u>Supporting Statement</u></p> <p>The County Council is committed to the reduction of the number of road traffic casualties on our road network. Road Safety Audit is an essential procedure to ensure that no additional hazards are built into the existing highway network. However, some schemes undertaken are considered to have too minor an effect upon road users to warrant the full implementation of the national standard.</p>	
<p><u>References – Further Information</u></p> <p>Lead Member for Transport and Environment – Agenda Item 8 Lead Member for Communities and Safety – Agenda Item East Sussex Road Safety Audit Policy for Development</p>	<p style="text-align: center;"><u>Date of Approval</u> 24.07.2006 -</p>