



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment

MONDAY, 21 MAY 2018 AT 10.00 AM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 19 March 2018 (*Pages 3 - 4*)
- 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 Traffic Management in Alfriston High Street (*Pages 5 - 58*)
Report by the Director of Communities, Economy and Transport
- 5 Grass Cutting and Vegetation Service Management Policy change (*Pages 59 - 76*)
Report by the Director of Communities, Economy and Transport
- 6 Provision of an on-street advisory disabled bay - Osborne Close, Hastings (*Pages 77 - 82*)
Report by the Director of Communities, Economy and Transport
- 7 Enforcement and issuing of Regulation 10 Penalty Charge Notices by DfT approved devices for the offence of driving along bus lanes contraventions (*Pages 83 - 88*)
Report by the Director of Communities, Economy and Transport
- 8 Any urgent items previously notified under agenda item 3

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11 May 2018

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 19 March 2018 at County Hall, Lewes

40 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 26 FEBRUARY 2018

40.1 The Lead Member approved as a correct record the minutes of the meeting held on 26 February 2018.

41 REPORTS

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

42 CAPITAL PROGRAMME FOR LOCAL TRANSPORT IMPROVEMENTS 2018/19

42.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with a proposed amendment to Recommendation 2.

DECISIONS

42.2 RESOLVED to (1) agree the programme of local transport improvements for 2018/19 as set out in Appendix 1 of the report; and

(2) agree, subject to appropriate provision being made within the Capital Programme which would require a variation to the current provision, the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2018/19 programme.

Reasons

42.3 The programme set out in Appendix 1 represents a balanced programme of improvements which will deliver not only the objectives of the County Council's Local Transport Plan but also contribute to achieving broader corporate objectives.

43 EAST SUSSEX STATEMENT OF COMMUNITY INVOLVEMENT ADOPTION

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

DECISION

43.2 RESOLVED to recommend that the County Council (1) agrees the response to representations on the draft Statement of community Involvement and agree the proposed changes to the document; and

(2) adopt and publish the revised Statement of Community Involvement.

Reason

43.3 The Council has to meet its statutory duty to produce a Statement of Community Involvement. The revised Statement updates the existing document to take in account changes in national government planning policy and the Localism Act and reflects experiences in undertaking consultation over the past four years.

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 21 May 2018

By: Director of Communities, Economy and Transport

Title: Traffic Management in the High Street, Alfriston

Purpose: To consider the outcomes of the design review for the introduction of traffic signals in the High Street, Alfriston and the recommendation to carry out a trial traffic signal scheme

RECOMMENDATION: The Lead Member is recommended to:

- (1) Note the conclusions of the design review undertaken on the traffic signal scheme, as presented by East Sussex County Council at their consultation exercise in 2016;**
 - (2) Note the review of the alternative measures, as presented by the Conserve Alfriston Group in May 2017;**
 - (3) Agree that the proposals for a trial traffic signal scheme, as set out in this report, should be taken forward alongside a further four week trial of a 20mph speed limit so that the local community can consider the two schemes independently of one another and the results from this exercise shall be presented to Lead Member in Spring 2019 for further consideration.**
-

1. Background

1.1 In May and June 2016 a public consultation exercise was held by East Sussex County Council (ESCC) to seek views about proposals for traffic management improvements in Alfriston High Street. The measures presented included the introduction of traffic signals at either end of the High Street, with an accompanying 20mph speed limit and limited widening of the footway in the narrow section of the High Street.

1.2 A total of 389 questionnaires were returned from the consultation exercise. 315 returned questionnaires were from Alfriston postcodes. Of the responses received from the consultation exercise, the majority agreed that there are traffic related problems in the High Street causing congestion, problems for pedestrians and damage to pavements and buildings. In total 54% of those who responded to the consultation supported the introduction of the proposed traffic signal scheme and 20mph speed limit in the centre of the village, with 39% opposed or strongly opposed. Of the two options that were presented for consultation at the southern end of the High Street, a majority supported full signalisation of Weavers Lane (Option 1). The 2016 consultation material is at Appendix 1 to the report.

1.3 In September 2016 the Lead Member for Transport and Environment approved the recommendation that the scheme involving the introduction of traffic signals at either end of the narrow section of the High Street, with the full signalisation of Weavers Lane, be taken to detailed design. This would enable the costs of the scheme to be determined with a view that a further report would be presented to a future Lead Member decision making meeting, to advise whether the scheme should progress to construction.

2. Appraisal

2.1 Following the September 2016 Lead Member decision making meeting, our Highways team were commissioned to progress with the detailed design of the project. Before further design was undertaken, Highways carried out a review of the proposals presented at the 2016 consultation event, to confirm the viability of the scheme and take account of the feedback obtained during the consultation process.

2.2 As part of this review several observations on the scheme's impact were identified, notably at Market Square. The current situation at Market Square affords both northbound and southbound traffic the opportunity to select which side of the island to pass depending on traffic conditions. The introduction of traffic signals south of Market Square, as presented in the 2016 consultation

proposals, would result in northbound traffic having to pass on the west side of the island because southbound traffic would be queuing at the traffic signals and using the carriageway to the east of the island. This in turn creates a one-way system. To enforce and regulate this arrangement, additional signing and road lining would be required, leading to additional street furniture being introduced within this historic setting.

2.3 The proposed arrangement to Market Square would also cause operational problems to bus services. Through consultation carried out during February 2017, local bus operators raised concerns about the impact to their services resulting from the proposed one-way operation of Market Square. Currently southbound buses wait on the west side of the island at Market Square out of the way of passing traffic (as shown in Photo 1 at Appendix 2). This would no longer be possible if the 2016 proposals were introduced, as the carriageway to the west of the island at Market Square will be for northbound traffic only. There are limited alternative locations for the bus to stop away from passing traffic if the west side of the central island could no longer be used.

2.4 In respect of social impact, Market Square is a key focal point within the village, with numerous social events held here throughout the year. These events often informally make use of the carriageway space west of the island. For most of these events, through traffic is not impeded as this can pass to the east of the island (as shown in Photo 2 at Appendix 2). Without a road closure in place the current proposals would prevent these social events from using Market Square, given that northbound traffic would always be using the carriageway on the west side of the island.

2.5 In terms of safety, poor visibility coupled with the narrow carriageway width does not make the junction with North Street conducive as the primary thoroughfare for northbound traffic. Northbound vehicles having to pass on the west side of the island would need to make a tight left turn manoeuvre back into North Street to continue their journey north. Vehicle tracking has been carried out which demonstrates that larger vehicles would encroach into the opposite southbound side of the road to make this manoeuvre, as shown in Layouts 1 and 2 at Appendix 2.

2.6 To mitigate the impacts on Market Square, it is recommended that the northern set of traffic signals are repositioned further south, near Star Lane. By moving the traffic signals away from Market Square, it is envisaged that traffic behaviour around the Square can remain unchanged. Further traffic modelling was conducted in November 2017 to assess this option and evaluate how well traffic signals can operate in the Village. The traffic model was based on traffic signals being proposed at Star Lane junction, outside The George, and Weavers Lane (Option 1 of the 2016 consultation plan). To support this exercise further traffic and video surveys were undertaken in July and August 2017.

2.7 The traffic modelling confirmed that average network journey times would not significantly increase during the peak periods that have been assessed. The modelling also confirmed parking could not be permitted at the approaches to the northern set of traffic signals at Star Lane to ensure northbound vehicles could pass southbound traffic waiting at traffic signals. Currently 40 metres of restricted parking (not between 8am and 7pm) is in place on the west side of the High Street north of Star Lane. The modelling also identified that 'average maximum' queue lengths of 140m in a northbound direction and 100m in a southbound direction are predicted during the peak periods being assessed with the 'absolute-maximum' queue length recorded in the southbound direction being approximately 200m. The modelling report is at Appendix 3.

2.8 Given the predicted queue lengths from the modelling exercise, to fully assess the implications of traffic signals throughout the day, and in particular the impact to Market Square, it is recommended that a trial signal scheme is carried out. The trial would enable any effects that the proposals may have to be observed in a live traffic situation. Whilst a traffic signal trial was carried out in 2006, this only covered the extent of the High Street between The Star to a point north of Weavers Lane and utilised fixed time signals only, of the type used for temporary roadworks. In the proposed new trial, linked signal control equipment will be used allowing traffic signal timings to be altered to react to any adverse effects of queueing traffic. It is proposed the trial will be carried out over a four-week period. The traffic signal technology will replicate, as much as reasonably practicable, the operation of a permanent traffic signal scheme. Traffic speed surveys, video surveys and queue lengths will be recorded during the trial period and residents and businesses will have the opportunity to provide feedback on the trial, either through the consultation pages of the East Sussex Highways website or via feedback forms.

2.9 To facilitate the trial scheme the existing waiting restricting (single yellow line) in the High Street north of Star Lane will be temporarily revoked. Vehicle turning bans at Star Lane (northbound

left in and right out) will also be temporarily revoked. In addition, a 20mph speed limit, as presented in the 2016 consultation, will be proposed. This will be introduced under a temporary Traffic Regulation Order (TTRO). To reflect feedback received from representatives from Alfriston Parish Council (APC), ESCC will consider extending the trial of the temporary 20mph speed limit for a further four weeks beyond the initial four-week traffic signal trial period so that the community can consider the two measures independently from each other. East Sussex Highways will also use the trial scheme to provide evidence on its impact on air quality, something that APC have raised concerns about. It is intended to run the trial from September 2018. The outcomes of the trial scheme together with the feedback obtained from residents and businesses will be presented at a Lead Member decision making meeting in Spring 2019 for further consideration as to how the scheme progresses.

2.10 Since the 2016 Lead Member meeting, Highways Officers have been providing updates to key stakeholder groups, namely, South Downs National Park, Alfriston Parish Council and the Safe Alfriston for Everyone (SAFE) group. In addition our Highways team have been in communication with the Conserve Alfriston Group (CAG), who in April 2017 carried out their own public consultation exercise on an alternative option to the traffic signal scheme and subsequently in May 2017 presented a petition to the County Council to consider this option. The petition letter, a copy of the measures proposed and a summary of the feedback received from their April 2017 exhibition are at in Appendix 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.

2.11 Highways Officers have undertaken a review of CAG's proposals which are at Appendix 5. In summary, several of the proposals CAG have proposed will be considered further by ESCC, namely improvements to HGV signing and the introduction on a 20mph speed limit. As for the remaining measures being promoted by CAG, although some may improve driver awareness and encourage a change in driver behaviour through the village, it is considered that these measures will not address the issue of managing opposing traffic flow through the narrow sections of the High Street or provide a suitable alternative to traffic signals to positively control traffic.

3 Conclusion and Reason for Recommendation

3.1 The results of the initial design review conducted by our Highways team has indicated that the location of the traffic signals near Market Square, as presented in the 2016 consultation exercise, will cause operational problems at the Square. Traffic modelling carried out in November 2017 on the proposal for traffic signals at Weavers Lane and at Star Lane indicate that average network journey times would not significantly increase. However, predicted queue lengths may still cause operational problems at Market Square.

3.2 In view of this, it is recommended that the Lead Member for Transport and Environment agrees that a four-week trial using temporary traffic signals is conducted to enable any effects that the proposals may have to be observed in a live traffic situation. It is also recommended that a 20mph speed limit is introduced but extended four weeks beyond the initial four-week period so the community can consider the two measures independently from each other.

3.3 The outcomes of the trial scheme together with the feedback obtained from residents and businesses will then be presented at a Lead Member decision making meeting in Spring 2019 for further consideration as to how the scheme progresses.

RUPERT CLUBB

Director of Transport and Environment

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LOCAL MEMBER

Councillor Stephen Shing

BACKGROUND DOCUMENTS

None

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Appendix A – ESCC 2016 Consultation Material

Appendix 3 – Exhibition Material (text and plans from exhibition boards)

Traffic in Alfriston High Street

The narrow High Street in Alfriston is a bottleneck creating conflict between vehicles and pedestrians. The Parish Council and local action groups have tried to develop potential solutions in the past, but have been unable to achieve a consensus about which option should be taken forward. East Sussex County Council has appointed traffic consultants to review the previous work and take forward potential solutions.

What options have been considered?

The following proposals have been considered:

- a one way system
- a shared space scheme
- traffic signals.

One way system

The one way system would start at Star Lane, with all southbound traffic using the High Street. Northbound traffic would turn into Weavers Lane, right into Star Lane and then left onto the High Street. Larger heavy goods vehicles travelling northbound would be unable to make the left turn from Star Lane onto the High Street and so would have to use a longer diversion route involving The Furlongs or The Broadway, North Road, and West Street with vehicles crossing the Dene Car Park to access North Street. Wealden District Council own The Dene Car Park and are unable to support this proposal owing to concerns about the health and safety of car park users, the impact on local businesses and loss of spaces in the car park. As a result, the one way proposal cannot be taken forward.

Shared space scheme

This would involve removing the segregation between vehicles and pedestrians with the introduction of a level surface across the street to create a shared space. However, the restrictions on the width of the street mean that vehicles would still have difficulties passing one another, which would mean there would still be the risk of conflict between vehicles and pedestrians. As a result, this proposal cannot be taken forward.

Traffic signals

The traffic signal scheme would be similar to the signals at the bottleneck in Lewes High Street. As in Lewes, the speed limit through the centre of the village would be reduced to 20mph.

Advantages of traffic signals:

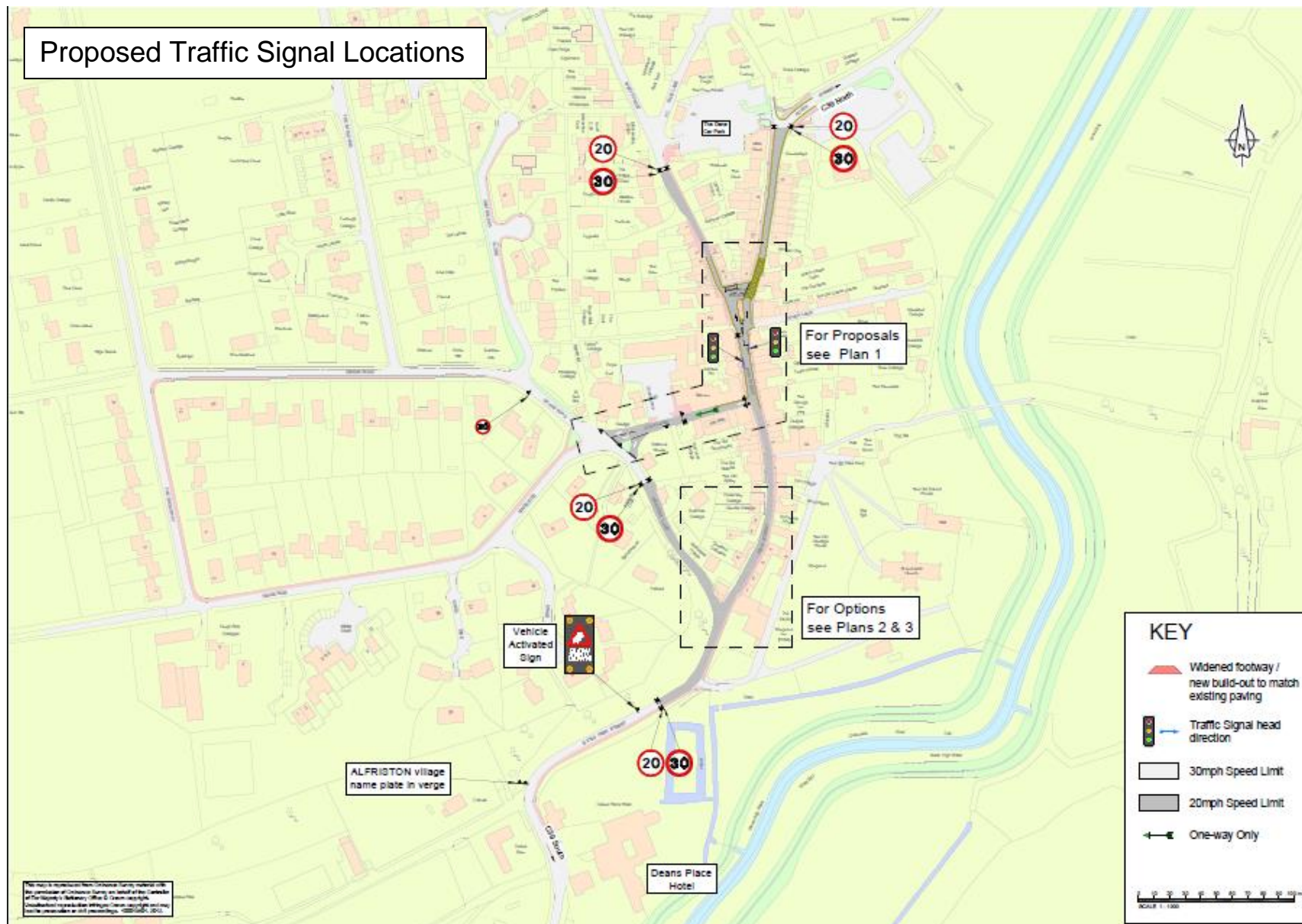
- Would prevent conflict between vehicles trying to pass one another in the narrow section of the High Street.
- Would improve conditions for pedestrians as vehicles would no longer have to mount the footways to pass one another.
- Reduce the likelihood of vehicles hitting buildings
- Create the opportunity for footway widening at various locations

Disadvantages of traffic signals:

- Visual impact of traffic signals and controller box equipment on the village;
- Some journey time delays, although the temporary traffic signal experiment undertaken in 2009 showed any queues cleared during the next green light phase;
- On-street parking would be prohibited on the approaches to the signals;
- There would need to be changes to traffic flow through Waterloo Square.

Proposed traffic signal locations

Traffic signals would need to be introduced at the northern and southern end of the High Street. The signals at the northern end of the High Street would be located just north of Star Lane. At the southern end of the High Street the signals would either have to be located at the junction of Weavers Lane (Option 1) or just to the north of Weavers Lane (Option 2).



**Option 1 –
Weavers Lane traffic signals**

The main advantage of this option is that left turns out of Weavers Lane would still be permitted. In Option 2 the left turn would be banned.

The main disadvantage of this option is that it would mean longer waiting times for drivers, due to the increase distance between the northern and southern signals, when compared with Option 2.

**Option 2 –
Traffic signals to the north of Weavers Lane**

The main advantage of this option is that it would mean shorter waiting times due to reduced distance between northern and southern signals, compared to Option 1.

The main disadvantage of this option is that the left turn out of Weavers Lane would need to be banned due to the restricted visibility. In Option 1 this movement would still be possible.



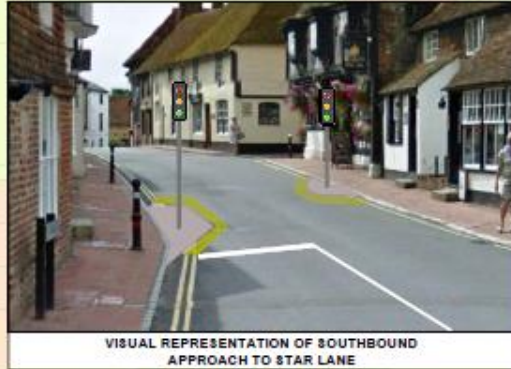


Northern traffic signals

In Waterloo Square the traffic movements would need to be changed as follows:

- northbound vehicles would pass the west side of the memorial island;
- southbound vehicles would continue to use the east side of the island;
- the north side of the square would remain two way; and
- a yellow 'keep clear' box would need to be introduced to prevent southbound vehicles queuing back from the lights from blocking northbound traffic.

Northern traffic signals



We need your views

Please complete the consultation questionnaire and hand it in to staff. Further copies will be available from Steamer Trading and C and J Hicks Newsagents during the consultation period.

The questionnaire and the consultation material will also be available on line at:
eastsussex.gov.uk/haveyoursay

The consultation closes on Friday 24 June 2016

What happens next?

All the responses, comments and ideas will be analysed.
A report with recommendations for the next steps will be considered by the East Sussex County Council Lead Member for Transport and Environment in late summer 2016. This report will be made available on our website.

Thank you for taking part, your views are important to us.

Appendix B – Market Square

Photo 1 – Southbound buses waiting on west side of Market Square



Photo 2 – Example of social events using west side of Market Square, whilst east side of island remains open to traffic.

Video

5:00PM - 6:00PM

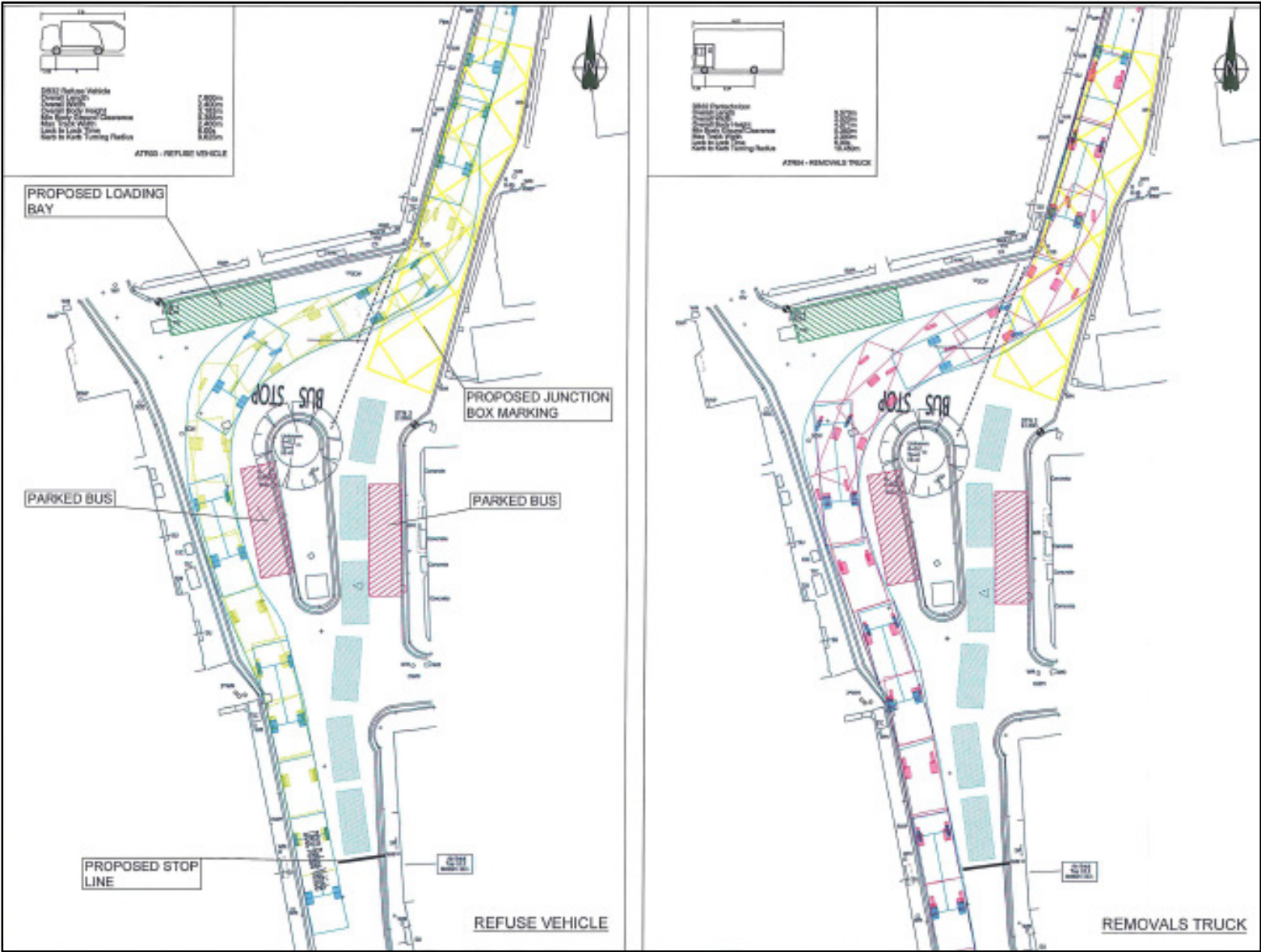
 Download



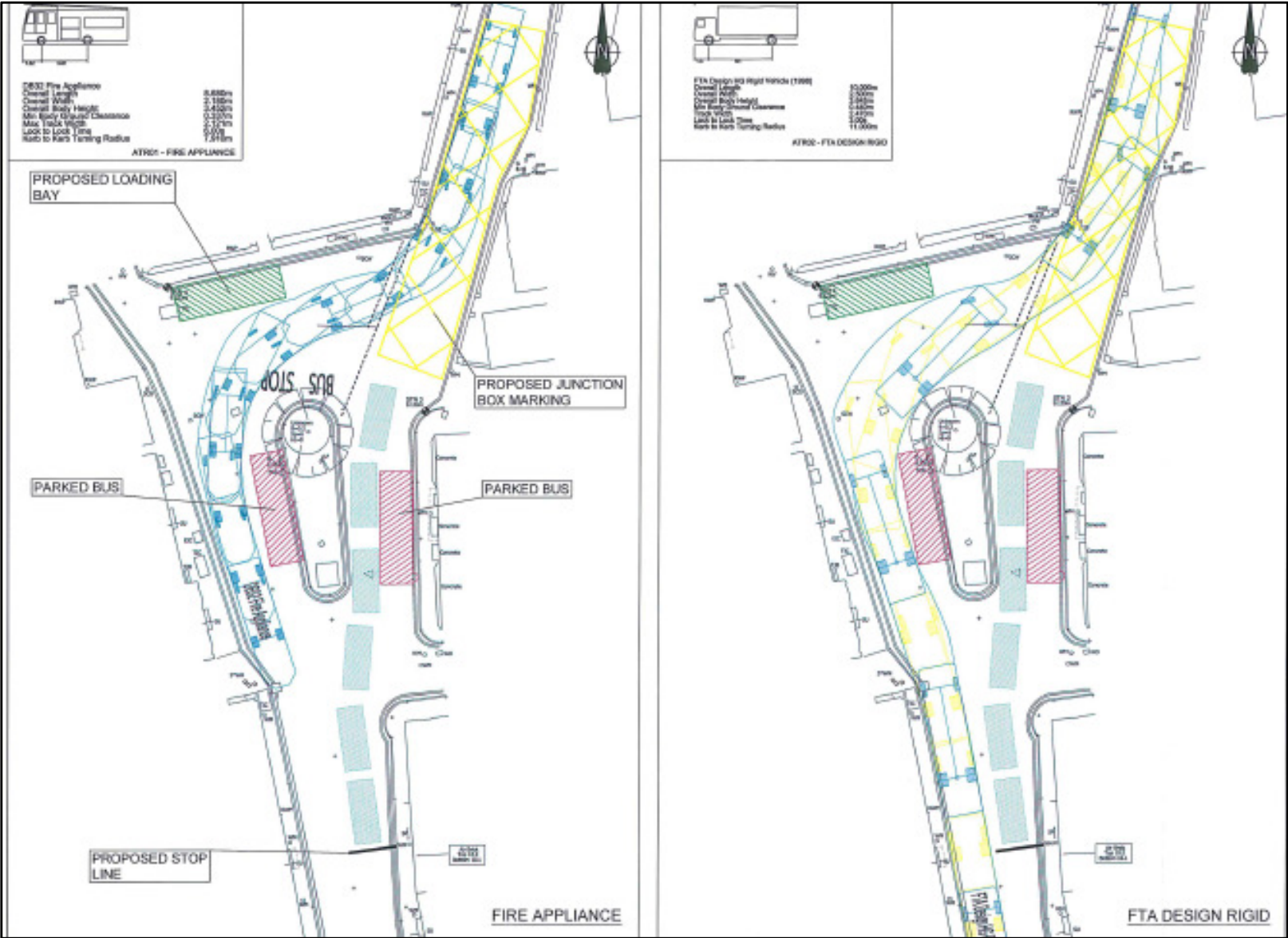
SCU5ML Village Square, Alfriston, August 2017
Sat Aug 5, 2017 7AM-7PM

☒ Show Approach Labels

Layout 1 – Vehicle track assessment showing refuse vehicle and removals van turning into North Street



Layout 2 – Vehicle track assessment showing fire appliance and rigid vehicle turning into North Street



Appendix C – Traffic Modelling Report

Alfriston VISSIM Model: Base Model Development and Scheme Testing

Prepared for

East Sussex County Council

October 2017



1 The Square
Temple Quay
Bristol
BS1 6DG

Document History

Client Name:

This document has been issued and amended as follows:

Version	Date	Description	Created By	Checked By	Approved By
1	31.10.2017	DRAFT	Jevgenija Guliajeva	Stuart Gibb	Andrew Holt
2	16.11.2017	UPDATED	Jevgenija Guliajeva	Stuart Gibb	Andrew Holt

Contents

Section	Page
Introduction.....	1-2
1.1 Overview	1-2
1.2 Report Purpose	1-2
Model Specification	2-3
2.1 Software	2-3
2.2 Model Extents	2-3
2.3 Model Durations	2-3
2.4 Model Assignment	2-4
2.5 Network	2-5
2.5.1 Highway Layout.....	2-5
2.5.2 Junctions	2-5
2.5.3 Public Transport Stops	2-5
2.6 Driver Behaviour	2-5
Model Calibration	3-6
3.1 Traffic Flow Inputs	3-6
3.1.1 Traffic Flow Input Data	3-6
3.1.2 Public Transport.....	3-6
3.2 Goodness of Fit	3-6
3.2.1 Overview	3-6
Proposed Scheme Testing.....	4-8
4.1 Scheme Overview	4-8
4.2 Scheme Impacts.....	4-8
4.2.1 Network Performance Indicators	4-8
4.2.2 Weekday Evening Peak.....	4-8
4.2.3 Weekend Peak	4-11
Model Summary	5-14
5.1 Overview	5-14
5.2 Model Calibration	5-14
5.3 Scheme Performance.....	5-14

Introduction

1.1 Overview

CH2M has been commissioned by East Sussex County Council (ESCC) to develop a series of micro-simulation traffic models of Alfriston High Street.

The models will be used to test the impacts of proposed signalisation along the High Street including the introduction of one-way shuttle working.

1.2 Report Purpose

This report provides a summary of the development and testing of 2017 Base and proposed Scheme models.

Model Specification

2.1 Software

The models have been developed using PTV VISSIM version 9.00 service pack 04.

2.2 Model Extents

The models encompass the stretch of High Street between The Tye and Sloe Lane, inclusive of the following modelled junctions:

- High Street / Weavers Lane;
- High Street / Star Lane;
- High Street / River Lane; and
- High Street / West Street / North Street.

The full extents of the model can be seen in **Figure 1**.



Figure 1: VISSIM Model Extents

2.3 Model Durations

Traffic flow data provided by ESCC was analysed to establish the peak periods for modelling. This led to the development of the following two 2-hours models, inclusive of 'warm-up' periods:

- Weekday Evening Peak between 16:00 and 18:00; and
- Weekend Peak between 12:00 and 14:00.

A breakdown of observed traffic flows during the Weekday and Weekend periods can be seen in **Figure 2** and **Figure 3**.

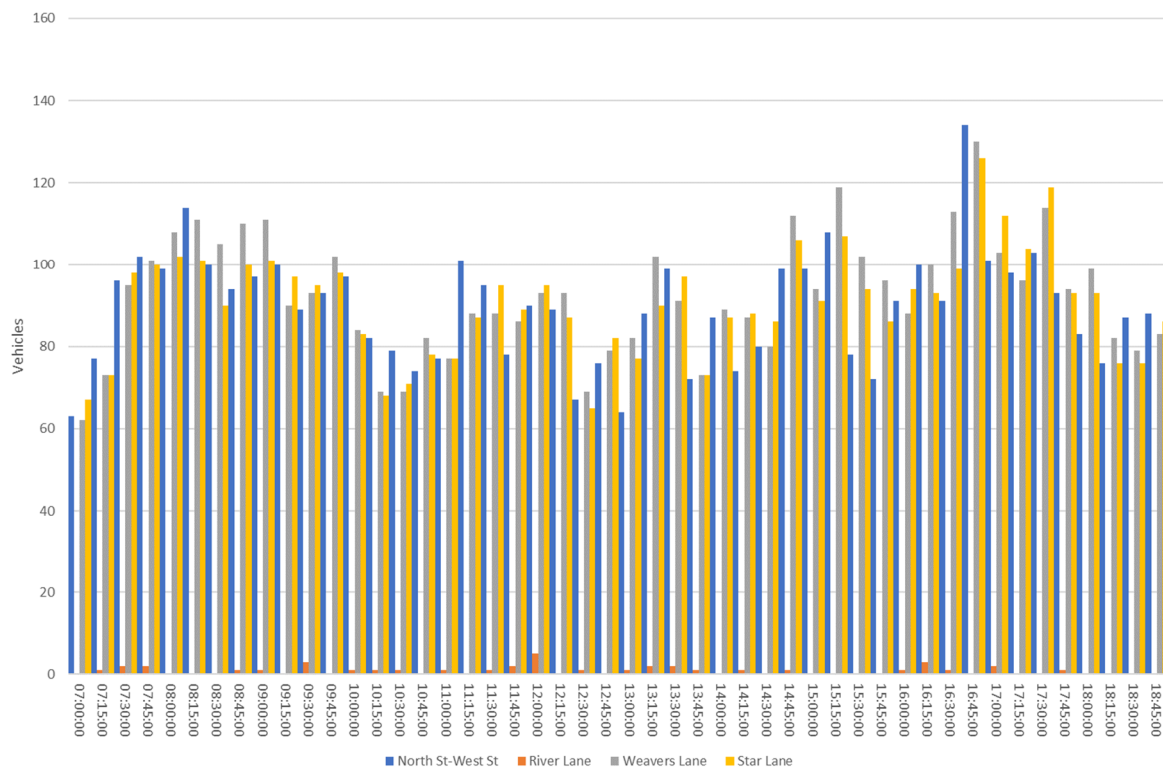


Figure 2: Weekday Evening Peak Flow Summary

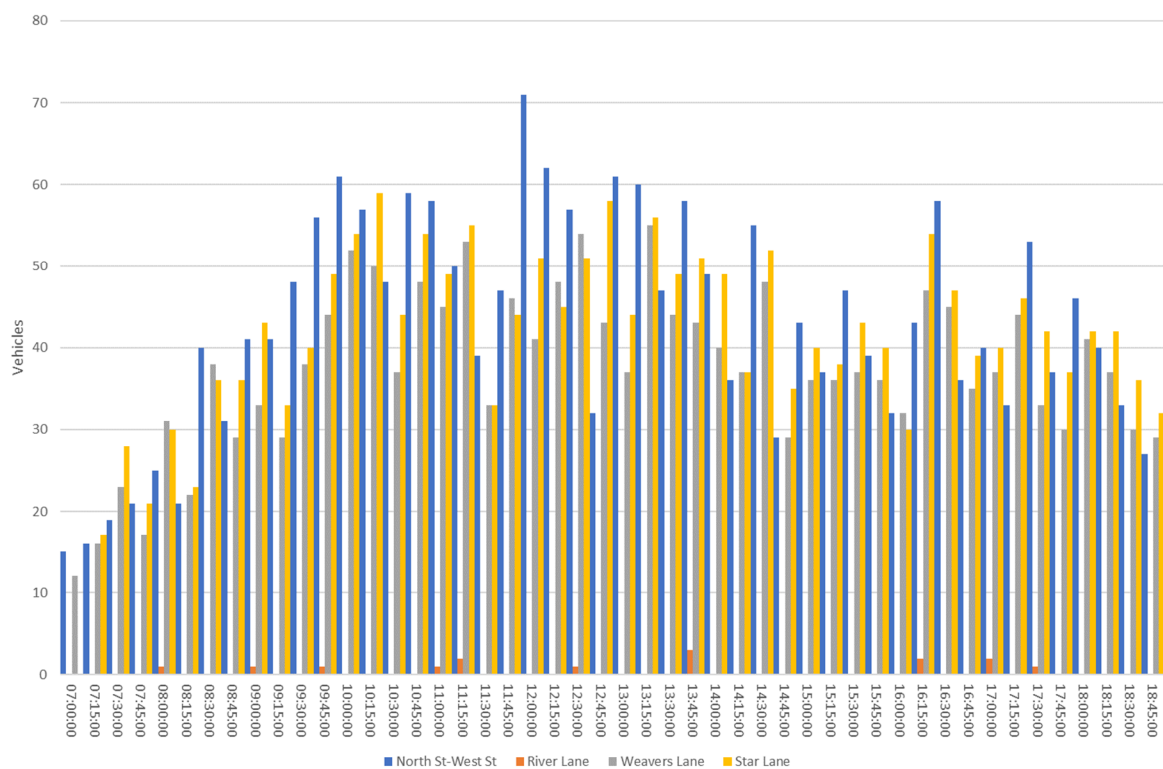


Figure 3: Weekend Peak Flow Summary

2.4 Model Assignment

Static traffic assignment utilising vehicle inputs and routing decisions based on observed turning proportions at individual junctions has been used.

In the case of Market Square, a 'partial' route has been used to allow northbound traffic to pass to the east of the island if no southbound traffic is detected. Otherwise, vehicles are routed via the western side.

2.5 Network

2.5.1 Highway Layout

CAD drawings of the study area were provided by East Sussex Highways and used as the basis for coding the road network within the models. Aerial and streetview imagery as well as manual observations of the corridor in operation were used to refine the network and overall functionality of the models.

2.5.2 Junctions

The modelled area includes only give-way junctions. To replicate their operation, a combination of priority rules and conflict areas have been used. Default values for headway and gap acceptance times were used as a starting point and then adjusted accordingly during the calibration of the models.

2.5.3 Public Transport Stops

The location of bus stops along the corridor was identified from aerial and streetview imagery. The only bus stop existing within the modelled area is located within Market Square.

2.6 Driver Behaviour

A record of manual observations taken at various points along the High Street corridor was provided by ESCC. This was reviewed by CH2M in conjunction with video, aerial and streetview imagery and used to influence driver behaviour within the models as accurately as possible.

Based on the information available, instances of drivers 'mounting' the kerb to allow two-way operation along the section of High Street between Weavers Lane and Star Lane is a common occurrence. Sadly, with the software unable to model this type of unorthodox behaviour, a number of proxies have had to be implemented. This includes the use of dynamic 5mph speed reductions and priority rules along the High Street, the section of North Street between Market Square and Sloe Lane and along Star Lane. Whilst the workarounds are acknowledged as being somewhat limited, they do allow for a degree of 'friction' to be replicated within the models in the appropriate areas.

Northbound parking outside of the Star Inn has also been simulated within the Base models through the use of dynamic parking spaces and partial routes to enable overtaking on the southbound carriageway providing suitable gaps in the traffic.

Model Calibration

3.1 Traffic Flow Inputs

3.1.1 Traffic Flow Input Data

3.1.1.1 Manual Classified Counts

Manual classified traffic count (MCC) data collected on Thursday the 13th of July 2017 and Saturday the 5th of August 2017 at the following junctions has been used to develop the Weekday Evening Peak and Weekend Peak models:

- High Street / Weavers Lane;
- High Street / Star Lane;
- High Street / River Lane; and
- High Street / West Street / North Street.

3.1.1.2 Vehicle Inputs

The MCC data was aggregated by vehicle type to form traffic flow inputs for the following vehicle classes:

- Cars;
- LGVs; and
- HGVs.

Input flows were assigned within the models in 15-minute intervals to account for the variance in traffic across the modelled periods. Since the MCC data was recorded in 15-minute intervals, no additional manipulations were required to derive the flow profiles.

3.1.2 Public Transport

Bus services operating within the modelled area were identified using information available on the official ESCC website¹. Corresponding model entry times have been coded as per the online timetables.

3.2 Goodness of Fit

3.2.1 Overview

2017 Weekday Evening and Weekend Base models have been calibrated to ensure they pass the correct traffic flows with the GEH statistic adopted as the main indicator of the 'goodness of fit' between modelled and observed flows. In keeping with recommendations set out in the Design Manual for Roads and Bridges (DMRB), GEH values of less than 5 have been targeted.

A summary of the fit achieved by the Weekday Evening Peak model, based on the average of 10 simulation seed runs, can be seen in **Table 1**.

¹ <https://www.eastsussex.gov.uk/roadsandtransport/public/buses/routes/>

Period	Counts	GEH<5		Max GEH	Max Difference
16:00 - 17:00	22	22	100%	3.44	46
17:00 - 18:00	22	22	100%	3.13	34

Table 1: Model Calibration Results – Weekday Evening Peak

Based on the results presented, the Weekday model can be shown to display an acceptable level of fit against the corresponding observed data in both of the modelled hours.

A summary of the fit achieved by the Weekend Peak model can be seen in **Table 2**.

Period	Counts	GEH<5		Max GEH	Max Difference
12:00 - 13:00	22	22	100%	4.72	67
13:00 - 14:00	22	22	100%	1.99	27

Table 2: Model Calibration Results – Weekend Peak

Based on the results presented, the Weekend model also shows an acceptable level of fit against the corresponding observed data in both of the modelled hours.

Proposed Scheme Testing

4.1 Scheme Overview

The proposed scheme includes the signalisation of the High Street corridor between Weavers Lane and Market Square. The proposed four stage method-of-control can be seen in **Figure** .

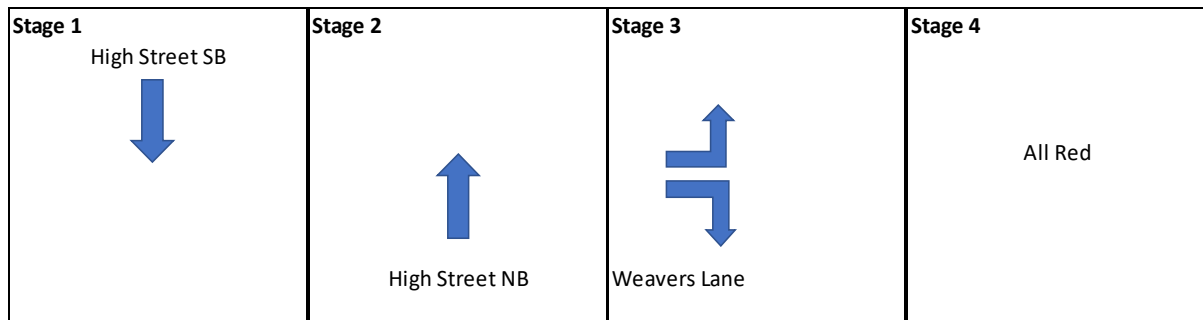


Figure 4: Proposed Method-of-Control

The proposed scheme changes also includes:

- The downgrading of the High Street / Star Lane junction to allow for westbound traffic movements only. Due to kerb realignment as part of the accommodation of the northbound traffic signals, LGV and HGV will be unable to left-turn into Star Lane. Within the models, all affected vehicles have been assumed to enter/exit the network on Weavers Lane.
- The removal of parking within 50m either side of the new High Street southbound stop line located to the north of Star Lane.

4.2 Scheme Impacts

4.2.1 Network Performance Indicators

The performance of the proposed scheme has been appraised on the basis of average-maximum queue lengths and journey times along the High Street corridor.

4.2.2 Weekday Evening Peak

4.2.2.1 Queue Lengths

Table provides an indication of ‘average maximum’ queue lengths during the Weekday Evening Peak period. The values shown represent the average of the single largest queues recorded at any point during each of the 5 simulation runs.

Approach	Average Maximum (metres)
High Street Northbound	71
Weavers Lane	25
High Street Southbound	141

Table 3: Queue Lengths (m) - Weekday Evening Peak

In addition to the ‘average-maximum’ queue lengths shown in **Table 3**, ‘average-absolute’ queue lengths broken down into 60-second intervals can be seen in **Figures 5 to 7** for the High Street

northbound, southbound and Weavers Lane stop lines. Queue profiles have been produced for a single seed run, namely the worst performing seed across the 10 runs undertaken.

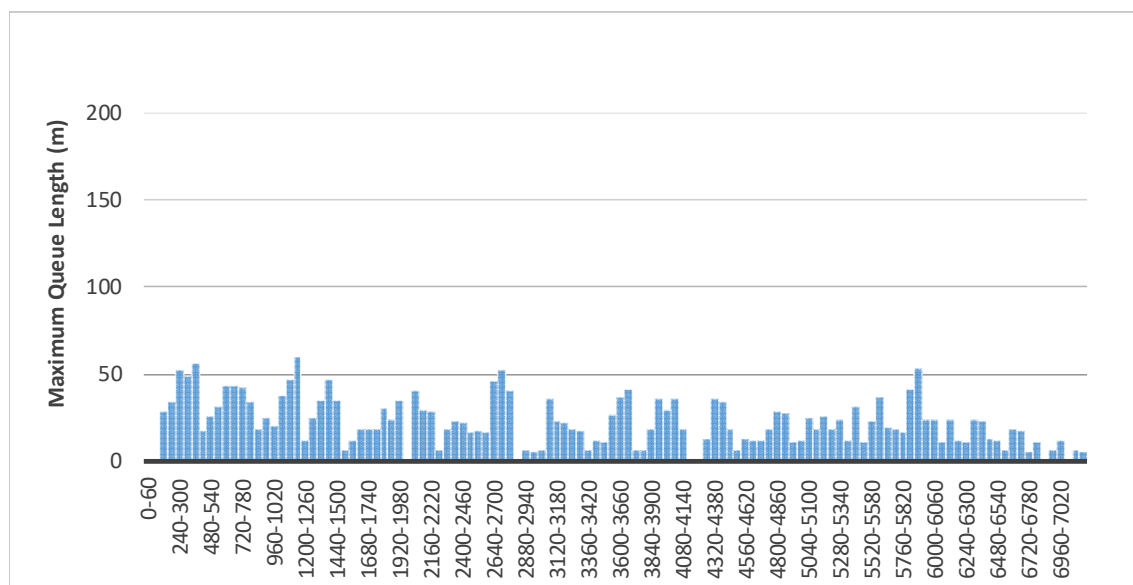


Figure 5: Weekday Evening Peak Queue Profile: High Street Northbound

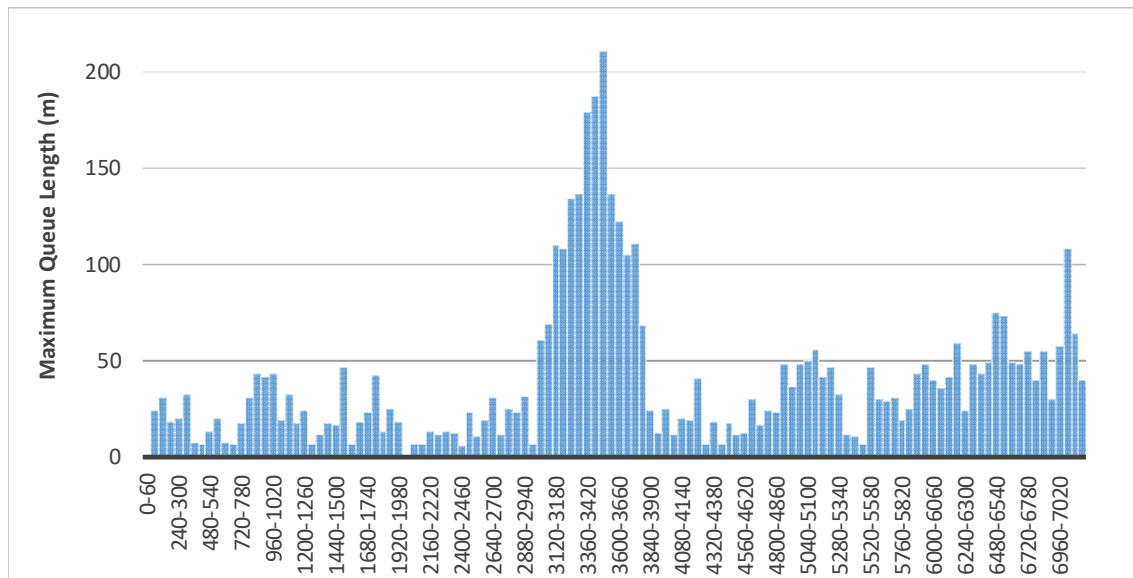


Figure 6: Weekday Evening Peak Queue Profile: High Street Southbound

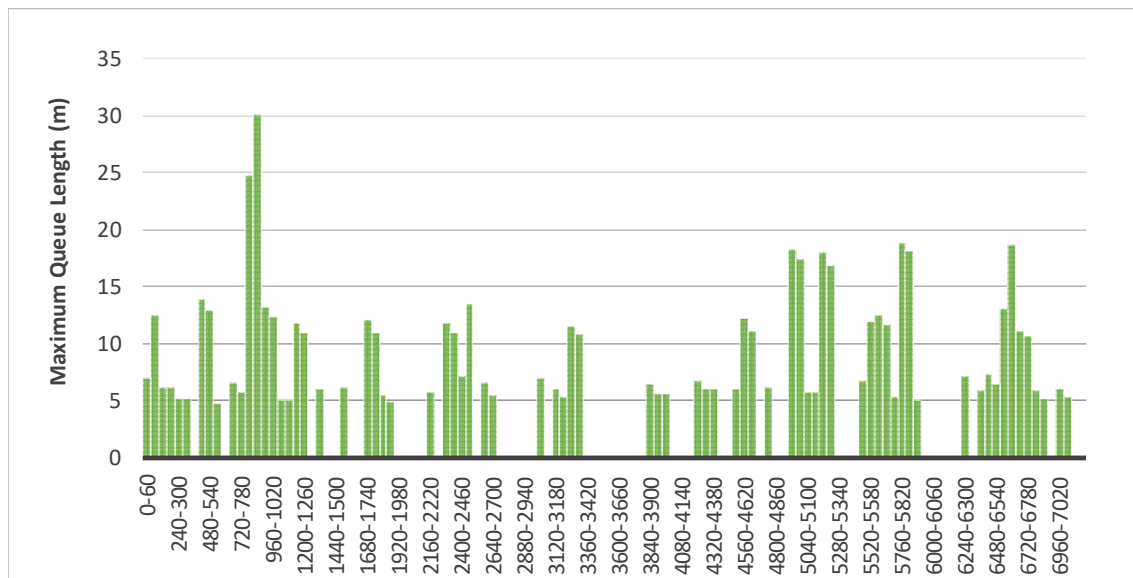


Figure 7: Weekday Evening Peak Queue Profile: Weavers Lane

4.2.2.2 Journey Times

A comparison of journey times along the High Street corridor in the Base and Proposed Scheme models can be seen in

.

Hour	Route Number	Route Name	Base Model - Travel Time (seconds)	Scheme - Travel Time (seconds)	Difference
16:00 - 18:00	1	High Street Northbound	134	126	-9
	2	High Street Southbound	96	127	31

Table 4: Network Journey Times (s) - Weekday Evening Peak

4.2.3 Weekend Peak

4.2.3.1 Queue Lengths

Table 5 provides an indication of ‘average maximum’ queue lengths during the Weekend Peak period. The values shown represent the average of the single largest queues recorded at any point during each of the 10 simulation runs.

Approach	Average Maximum (metres)
High Street Northbound	82
Weavers Lane	33
High Street Southbound	146

Table 5: Queue Lengths (m) - Saturday Peak

In addition to the ‘average-maximum’ queue lengths shown in **Table 5**, ‘average-absolute’ queue lengths broken down into 60-second intervals can be seen in **Figures 8 to 10** for the High Street northbound, southbound and Weavers Lane stop lines. Queue profiles have been produced for a single seed run, namely the worst performing across the 10 runs undertaken.

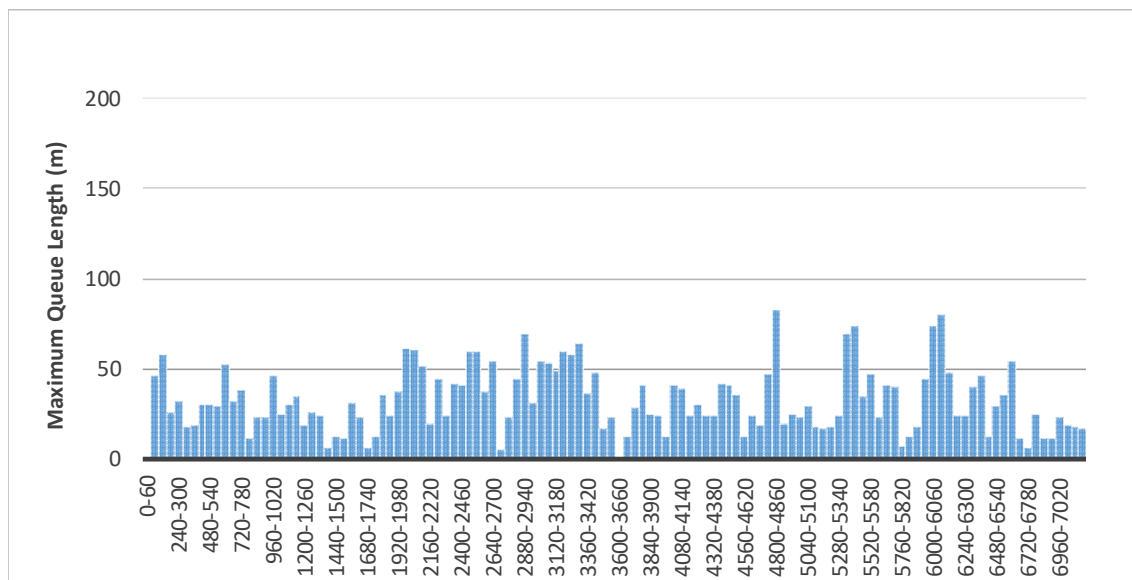


Figure 8: Saturday Queue Profile: High Street Northbound

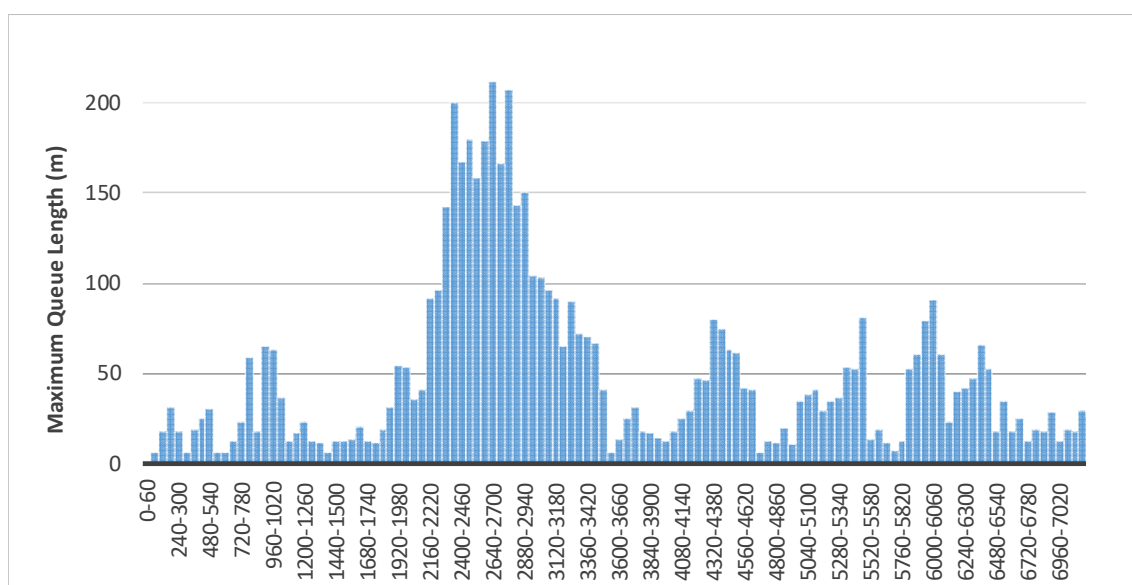


Figure 9: Saturday Queue Profile: High Street Southbound

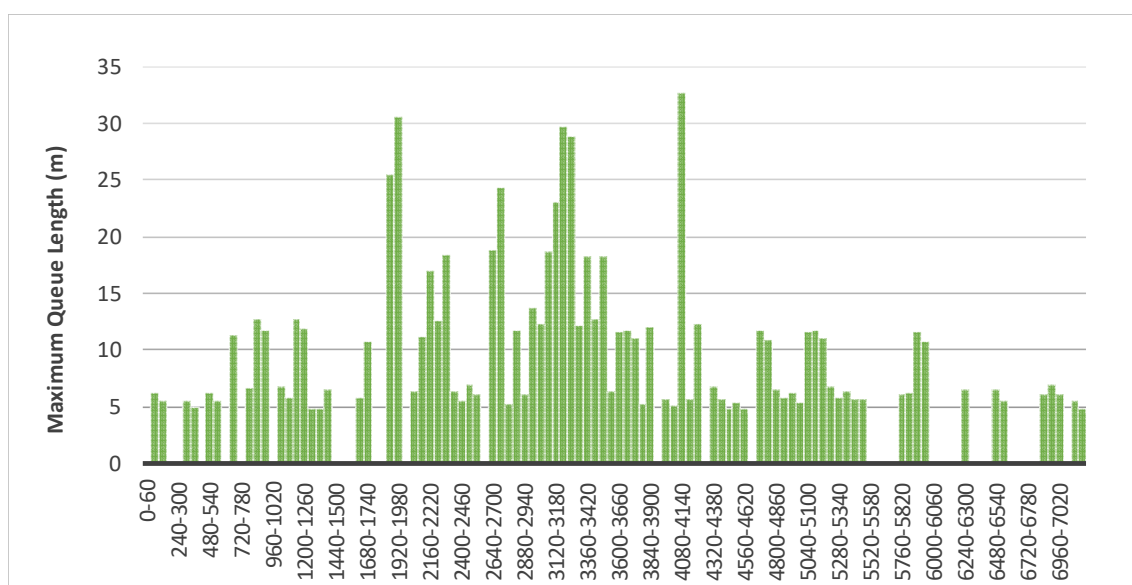


Figure 10: Saturday Queue Profile: Weavers Lane

4.2.3.2 Journey Times

A comparison of journey times along the High Street corridor in the Base and Proposed Scheme models can be seen in **Table 6**.

Hour	Route Number	Route Name	Base Model - Travel Time (seconds)	Scheme - Travel Time (seconds)	Difference
12:00 - 14:00	1	High Street Northbound	145	133	-12
	2	High Street Southbound	97	137	40

Table 6: Network Journey Times (s) - Weekend Peak

Model Summary

5.1 Overview

This report has been produced by CH2M to provide a summary of the development and testing of Base and proposed Scheme VISSIM models for Alfriston High Street corridor.

5.2 Model Calibration

2017 Base models have been developed for Weekday Evening and Weekend Peak periods. As expected, both models can be shown to display a good fit against the corresponding observed traffic flow data.

Due to the nature and layout of the High Street, unorthodox driver behaviours such as 'mounting' of the kerb to enable two-way operation is a common occurrence. Sadly, with the software unable to model this type of unconventional behaviour directly, a number of proxies have had to be implemented. This includes the use of dynamic 5mph speed reductions and priority rules along the High Street, the section of North Street between Market Square and Sloe Lane and along Star Lane. Whilst these workarounds are acknowledged as being somewhat limited, they do allow for a degree of 'friction' to be replicated within the models in the appropriate areas.

Taking all factors into account, it is CH2M's opinion that the models developed offer as realistic a representation of actual network operation as is possible.

5.3 Scheme Performance

The performance of the proposed scheme has been appraised on the basis of maximum queue lengths and journey times along the High Street corridor.

Based on the results presented, the introduction of traffic signal control and shuttle working along the section of High Street between Weavers Lane and Market Square can be shown to have a minimal impact on average network journey times. This equates to a negligible reduction in northbound times and an increase of circa 30 seconds in evening peak and 40 seconds in weekend peak in southbound direction.

When considering the extents of queueing on approach to the High Street, 'average-maximum' queue lengths in the region of approximately 140m in a northbound direction and 100m in a southbound direction are predicted. In the case of the latter, the 'absolute-maximum' queue length recorded on this approach was circa 200m; something which may prove 'undesirable' given the significance of Market Square as a focal point for the town.

When considering the removal of parking within 50m of the new High Street southbound stop line, modelling would suggest this to be necessary. Without it, the model can be shown to gridlock after a short period of time due to the limited stacking capacity available.

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Appendix D – Conserve Alfriston Group Proposals

Conserve Alfriston is supported by around 225 villagers and local businesses. We seek a thriving village centre, where community life, pedestrians, equestrians, cyclists, and local traffic have priority, and where large vehicle movements are minimised. We promote a village (and valley) wide traffic scheme that is sensitive to our historic environment, a key area of the National Park. Our group has unified previously competing initiatives, and we are building consensus around our practical proposals locally and with wider stakeholders through consultation and dialogue.

www.conservealfriston.com
conservealfriston@gmail.com

Petition submitted by: Bill Rendall 07977 456851, Hannah Parkinson 07951 232272

Conserve Alfriston
c/o Todhurst
West Street
Alfriston
BN26 5UX

23rd May 2017

Dear Chairman, Chief Executive, and Councillors,

Today, Conserve Alfriston is presenting a petition from our village to the Chairman of East Sussex County Council.

Many of you will be aware that the Conserve Alfriston group (supported by around 225 villagers and businesses) is campaigning for an appropriate solution to the issue of traffic management in the village of Alfriston.

The petition states:

We, the undersigned, believe that the proposed ESCC traffic scheme will have a detrimental impact on lives and businesses in Alfriston. We believe that an alternative scheme of the type proposed at this exhibition can improve the situation for all road users, whilst enhancing our historic village. We therefore urge ESCC not to take its own proposal beyond the design stage, but instead to work with villagers on the proposals presented at the exhibition weekend on the 29th and 30th April 2017.

The petition refers to our alternative proposal to address the traffic concerns in our village, which was presented at an exhibition held in the OCC hall in Alfriston, and to which all villagers, local businesses, and several stakeholders were invited. It is signed by 365 people, overwhelmingly from Alfriston and the Cuckmere Valley. This is far more than any previous petition on this topic, and also the numbers who indicated support for the current traffic light based proposals during your consultation process.

We are writing to you to set out the background to our proposals, and to request you to respond positively to the wishes of the petitioners and to work with us.

We enclose a copy of the petition, together with this supporting documentation:-

- Our alternative proposals for traffic management;
- The quantitative results of the survey we carried out at our exhibition (96% of respondents supported our ideas);
- Some qualitative survey comments in response to our work; and
- Our earlier quantitative study demonstrating the degree of concern from those villagers and businesses who would be most affected by the current traffic lights based proposals.

Background

It may be helpful to summarise some of the issues that have led us to submit this petition, and the rationale behind our proposals.

Sadly, traffic management in Alfriston has been a divisive issue for many years – it seems the only thing everyone agrees on is that there is no perfect solution. We understand that ESCC has a duty to respond to evidenced concerns about safety, or where there is a detrimental impact on the quality of lives as a result of traffic issues. And we realise that the different and deeply held views regarding the appropriate action to take in the case of such a special village as Alfriston make managing the situation difficult. So we sincerely thank ESCC for its well-meant work seeking to address this difficult issue.

ESCC's approach has been to focus specifically on "the narrows", the narrow part of our High Street, in an attempt to improve the lives of people in this area. As you are aware, the current traffic light scheme that has been proposed has been very divisive. We maintain our deep concerns regarding the appropriateness of a hard engineering solution in the conservation area, and many aspects of the consultation process, including the limited information provided. However, it has stimulated further thought about a more appropriate solution. We understand that the imperative for action is not the official safety record (comprising a single incident), but quality of life considerations. The (anecdotal) evidence base and the experience of villagers is that traffic problems occur throughout the village and are often related to large vehicles. A solution that seeks to improve things in one area but has negative secondary impacts in the heart of our High Street and the Market Square where there are most pedestrians, and also does not address the large vehicle problem, is bound to attract criticism on grounds of effectiveness as well as appropriateness.

Your consultation, and our experience, demonstrates that there is a clear groundswell of support for change which led to some people supporting traffic lights in the absence of any other choice, but that did not equate to support for traffic lights per se. We ask you to review the enclosed "Lessons from the Responses to ESCC's Consultation" which shows that the very villagers and businesses most affected by the current traffic light proposals - those it seeks to help - are strongly opposed to it.

However, we believe we can build on the work of ESCC, and in particular, the study being undertaken by James Vaks. James has been very helpful and the topographical analysis and other work that is in progress could be leveraged to develop our proposals.

Key Points Regarding Our Proposal

Our proposal is attached and we ask you to consider it. Here, we highlight three key aspects:-

1) The Proposal Framework is Based on Evidence and the Concerns of Villagers

The results from our exhibition survey (see “Conserve Alfriston: 2017 Exhibition Responses”) support our contention that traffic issues occur throughout the village (84% agree), and are related to large vehicles (98% agree). Respondents also overwhelmingly feel that conservation and economic issues are important in developing a solution (97% agree) and that we should seek to change driver expectations and behaviour along the valley (91% agree).

We have sought to create a structured framework of modular developments built on these principles that can improve our safety, the quality of our lives, our village economy, and its special heritage, as well as improving traffic flows for through drivers. As a result, we received overwhelming support – 96% of respondents support our proposals (69% strongly support) and 90% feel they will benefit their quality of life. Conversely, even though most think something must be done, 89% of respondents oppose the current traffic light plans (74% strongly oppose) with 84% of people saying that they would be detrimental to the quality of their life.

2) The Proposal is Designed to Build Consensus

We are serious in our intent to build as wide a consensus as possible for our proposals amongst village residents and businesses, as well as with wider stakeholders. Our proposals are not simply what a few people want. Instead, they result from listening to multiple viewpoints before creating a structured framework that we believed could attract wide support.

At our exhibition, we were therefore delighted that support came from residents, businesses, and visitors from across our village. These included many whose concerns ESCC have focused on: residents of the narrows; people who walk our pavements with disabled relatives; a bus driver; owners of listed buildings in the High Street; and many who had supported the current traffic lights proposals on the grounds that “something must be done”, but now prefer our ideas. We intend to continue this approach as we review the qualitative response to our survey and reflect on any widely expressed views and new suggestions.

More widely, we seek the support of stakeholders, many of whom attended our exhibition. We are very grateful for the backing of our County Councillor, Stephen Shing, and of Maria Caulfield and Kelly-Marie Blundell, the Conservative and Liberal Democrat candidates in our constituency at the upcoming General

Election. Alfriston Parish Council has responded positively to our ideas, and we believe will grant us support next month. We have sought advice from an Inspector in the Wealden Neighbourhood Policing Team who validated our basic approach and is contributing further ideas. We are now sending our documentation to the South Downs National Park Authority, to seek their support and expert input. If elements of our proposals (e.g. the use of mirrors / VAS) need the support of the Department of Transport, we believe stakeholders will help us gain this.

We want to combine the local knowledge of villagers with the expertise of stakeholders, not least ESCC, to produce the best possible scheme for Alfriston, and to maximise support for it, leaving behind the conflict that has characterised this issue in the past.

3) The Proposal Supports a Phased Implementation

Our scheme is cumulative and incremental in the way that it aspires to change driver expectations and behaviour on the approaches to Alfriston. Although for maximum effect we wish to see it implemented in full, our modular approach allows a staged implementation. This could have several benefits, practically, financially, and politically.

- Practically, some elements will be easier to implement than others, for example those concerning signage, parking or improvements outside the centre of the village. These could be implemented quickly, whilst more difficult issues are being resolved. This would also enable their incremental effects to be studied.
- Financially, and during times of austerity, we believe that our plans will be more cost effective for ESCC, but clearly we need your help in costing them. Staged implementation could help smooth funding issues, and our consensual approach will hopefully encourage a dialogue regarding financial contributions from multiple official bodies.
- Politically, the historic difficulty with progressing this issue means that many have become frustrated, believing that nothing will ever happen. We believe that a few “quick wins” from our proposals would reassure villagers that appropriate action is being taken.

We understand that Alfriston has been difficult for ESCC to work with and that your proposals have been a well-intentioned response to what you have perceived as a specific problem raised in one part of the village. We hope that our documentation demonstrates that a wider approach is needed. Our scheme is more evidence-based, makes traffic management and environmental improvements the length of the village/valley, and is attracting far greater support from residents, businesses, and visitors. Whilst much policy formulation is understandably about quantitative metrics, emotions are important - it is love for our village that drives our campaign. As one respondent commented “*this is a*

proposal to save Alfriston and improve it for the residents, from the residents who understand the problems". Much more qualitative support is shown in the document "General Praise for Conserve Alfriston's Proposals".

The positive response to our plans creates a new opportunity to unite stakeholders and take action. As we hand in this petition, we ask you to respond positively to the wishes of the petitioners, and for the support of ESCC in working with us to develop and implement our proposals. By so doing, you will help to Conserve Alfriston.

Yours Faithfully,

The Conserve Alfriston Committee

Bill Rendall / Caroline Adcock / Graham Skelcey / Hannah Parkinson

Julie Garvin / Liz Uridge / Neil Parkinson / Ray Savage / Russ Uridge / Sylvia Daw

on behalf of the 365 petition signatories and our 225 supporters.

To:

Councillor Michael Ensor, Chairman of the County Council

Becky Shaw, Chief Executive

Councillor Carl Maynard, Lead Member for Transport and the Environment

Councillor Stephen Shing, Councillor, Willingdon & South Downs

East Sussex County Council,

County Hall,

St Anne's Crescent,

Lewes,

East Sussex

BN7 1UE

A Comprehensive, Structured Proposal

Approaches

Gateways

Centre

Gateways

Approaches



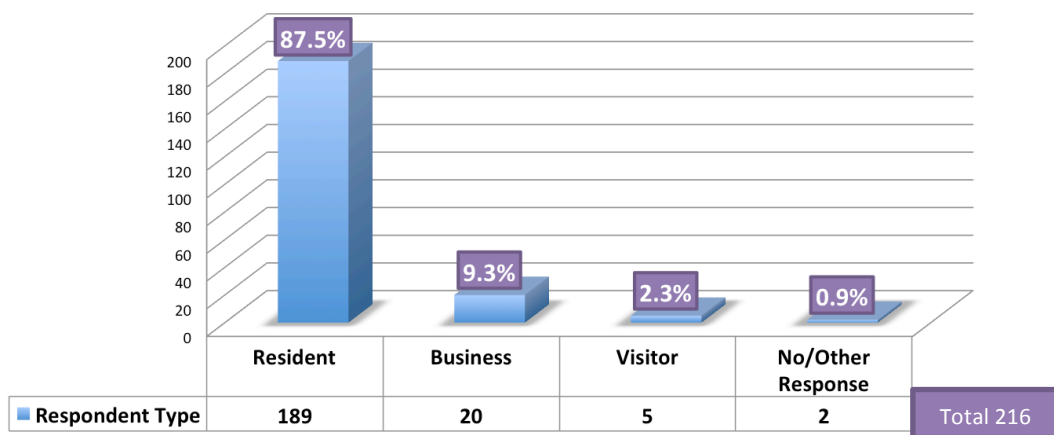
Conserve Alfriston: 2017 Exhibition Responses

300+ Exhibition Visitors. **c.200** Presentation Attendees.
216 Feedback Form Respondents. **365** Petition Signatures.

Our exhibition was held over the weekend of 29th/30th April. All residents and businesses were invited via leafleting to their addresses and posters around the village and High St. Seven formal presentations were given over the weekend and volunteers were available to discuss our proposals at all times. Questionnaires & petitions were available; most were returned at the event, others over the next week.

About Respondents

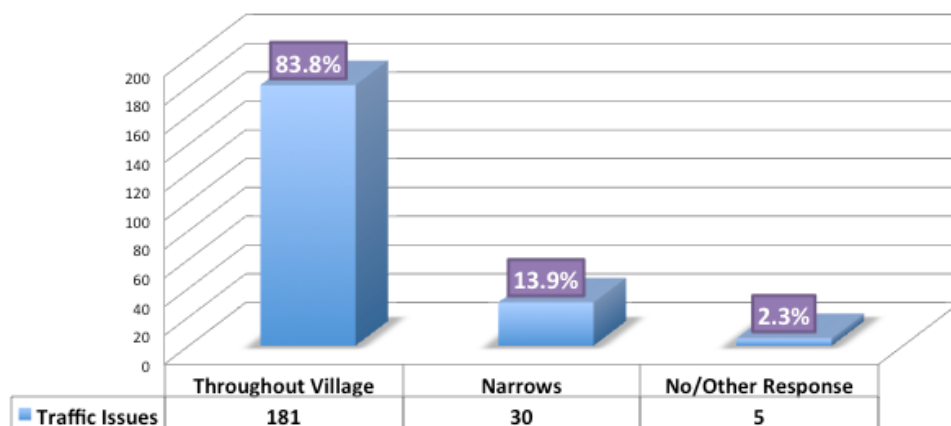
Are you a **resident / business / visitor**?



217 forms were submitted. One form was a duplicate and omitted from this analysis.
 Some respondents were residents who run businesses. These were categorised as businesses.

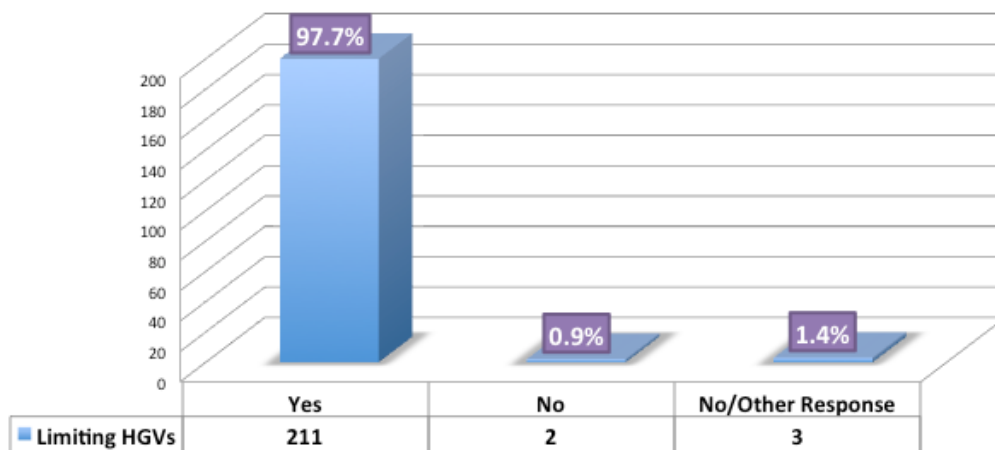
Traffic In Alfriston and Possible Solutions

Do you think that **existing** traffic issues are only in the Narrow section of the High Street OR throughout the Village

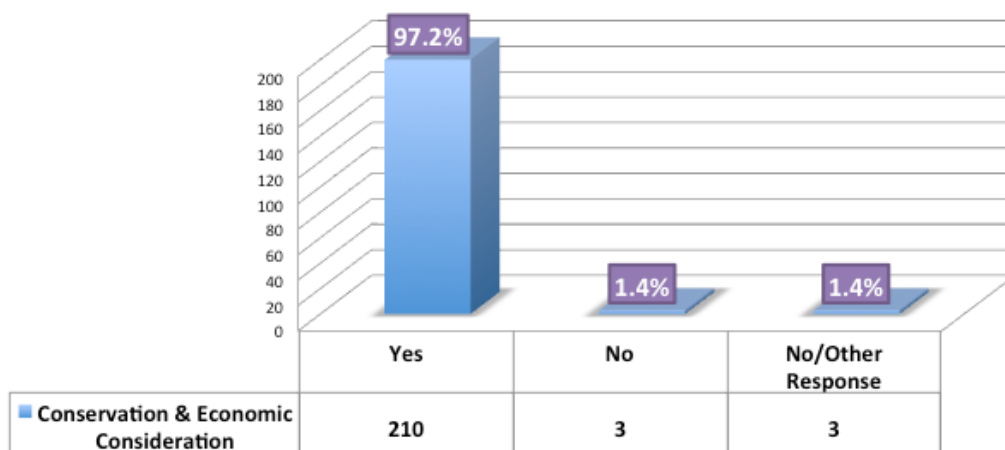


A few respondents selected both choices. Since the narrows are part of the village, these were classified as throughout.

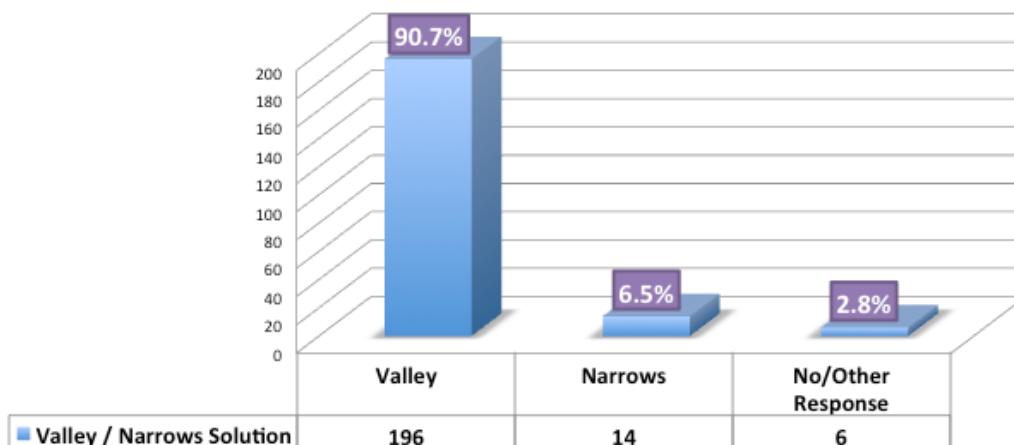
Do you support **limiting the number of large vehicles** passing through the village (whilst enabling access)?



In developing a solution, do you think that **conservation and economic issues** are important, alongside **safety and congestion** considerations?

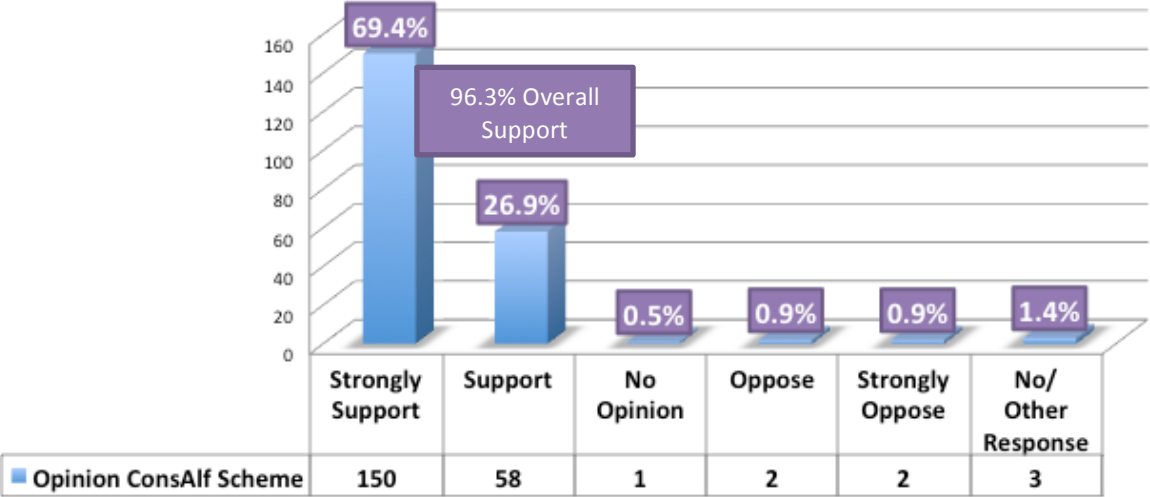


In developing a solution, do you think it should **change behaviour** along the valley, or solely focus on the narrow part of the High Street?



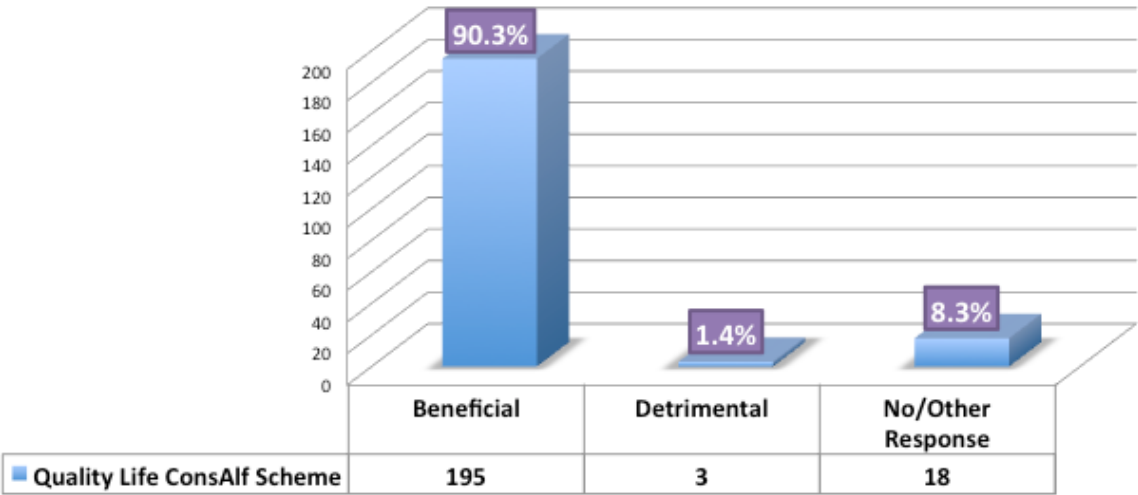
The Conserve Alfriston Proposals

What is your overall opinion regarding our proposals?



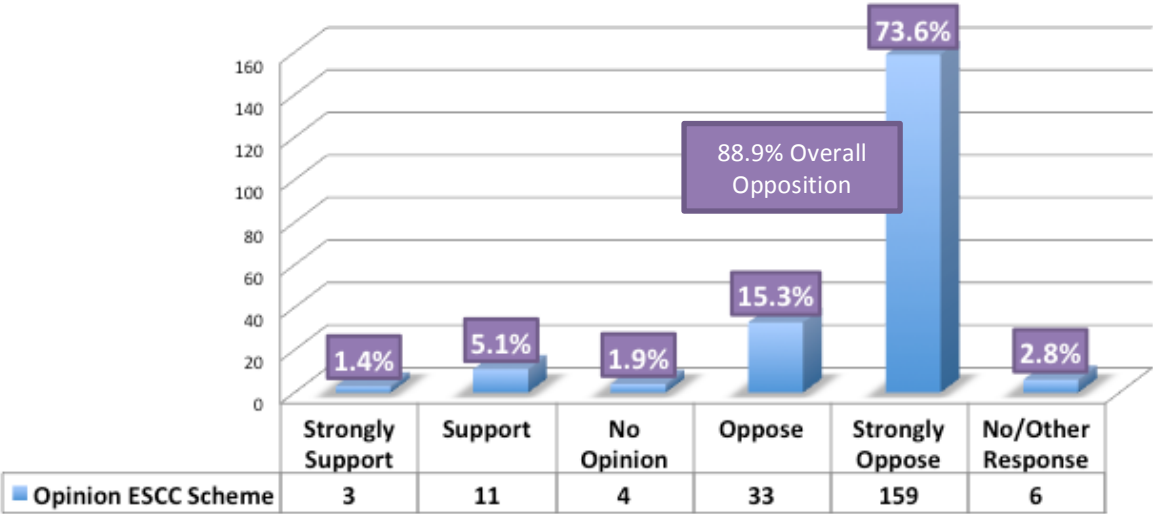
A few respondents selected both Strongly Support and Support. These were split equally between the two categories.

If implemented, do you think these proposals would be beneficial or detrimental to the quality of your life (or business, if you are a trader)?



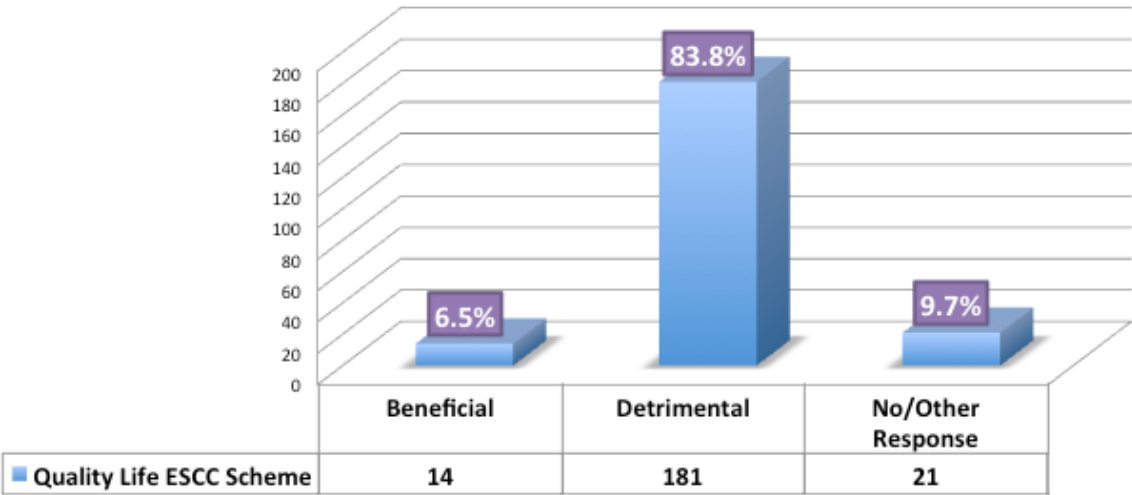
The ESCC Proposals

Given the critique presented here, **what is your overall opinion of the ESCC Proposals?**



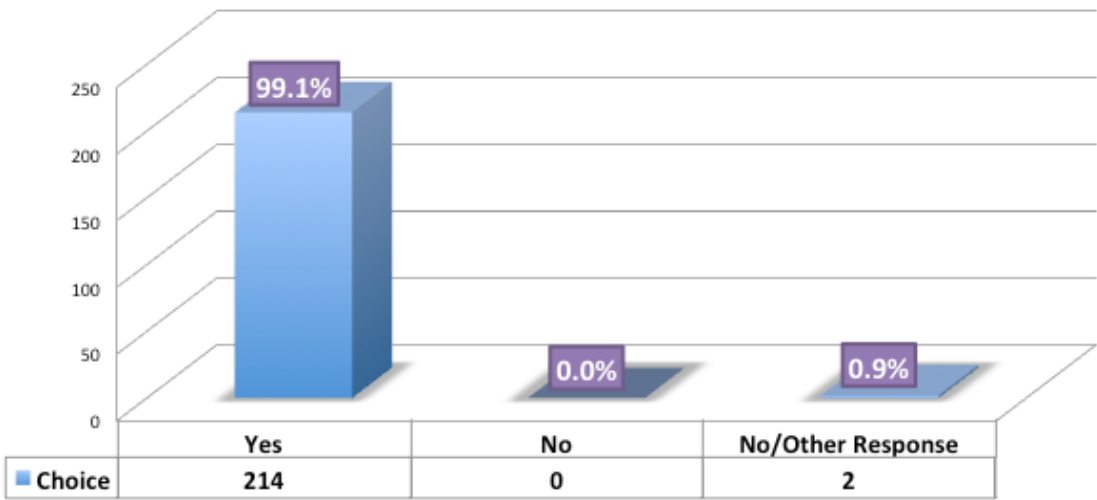
A few respondents selected both Strongly Oppose and Oppose. These were split equally between the two categories.

If implemented, do you think ESCC’s proposals would be beneficial or detrimental to **the quality of your life** (or business, if you are a trader)?



Choice

Do you believe that the village should be offered a meaningful and informed choice of schemes before any one is implemented?



Qualitative Responses

To assist the development of our proposals, the reverse side of the questionnaire asked respondents which elements respondents particularly liked, and which they disliked or would like to see modified. We also asked for general comments. The qualitative response will be summarised separately.

Conserve Alfriston is supported by around 200 villagers and local businesses. We seek a thriving village centre, where community life, pedestrians, equestrians, cyclists, and local traffic have priority, and where large vehicle movements are minimised. We promote a village (and valley) wide traffic scheme that is sensitive to our historic environment, a key area of the National Park. Our group has unified previously competing initiatives, and we are building consensus around our practical proposals locally and with wider stakeholders through consultation and dialogue.

Appendix E – East Sussex Highways Review of the Conserve Alfriston Groups Traffic Management Proposals

Introduction

The Conserve Alfriston Group has been campaigning for an appropriate solution to the issue of traffic management in the village of Alfriston. Their aim is to introduce a corridor wide package of measures between the A27 and Seaford to ease the traffic flow, reduce conflict between road users and minimise large vehicle movements.

In April 2017, they held a public exhibition in the village to present an alternative traffic management solution to the traffic signals being proposed by East Sussex County Council. In May 2018, a petition was presented to the County Council to consider this alternative option. The petition letter, a copy of the measures proposed and a summary of the feedback received from their April 2017 exhibition are at Appendix D to the report.

Design Review

East Sussex Highways has reviewed the proposals presented by the Conserve Alfriston Group. The following summarises the observations made on these measures.

Approach Measures

- Proposal: Improvement to existing 7.5t weight restriction signs along the A27, at Drusillas' roundabout and on the A259 at Seaford.
- *East Sussex Highways Comment:*
Discouraging large vehicles using the road through Alfriston to travel between the A259 and A27 is already an issue the County Council are investigating. This is one of several matters the County Council are in discussion with Highways England about.

Village Gateway Measures

- Proposal: Improved village gateway signs.
- *East Sussex Highways Comment:*
Improvements to existing village gateway signs are a common practice to enhance driver awareness of a change in character of the road. The County Council have worked with many Parish Council's to introduce such measures. Although improvements of gateway signage can be incorporated into a wider package of improvement measures for Alfriston, signing alone will not address the issues that the traffic signals aim to resolve of there being insufficient carriageway width to allow opposing traffic flows to pass.
- Proposal: Give way signs prioritising traffic leaving the Village
- *East Sussex Highways Comment:*
These proposals do not satisfy national standards and therefore could not be promoted. The 'Give way to oncoming traffic' sign (TSRGD¹ diagram no. 615) must be used with the accompanying supplementary plate (TSRGD diagram no. 615.1). Together these signs give clear indication to a driver about what is expected of them. In addition, signs to show that traffic has 'priority over oncoming vehicles' (TSRGD diagram no. 811) and supplementary plate (TSRGD diagram no. 811.1) must be provided for traffic travelling in the opposite direction. It is therefore important that these signs are only used in circumstances where vehicles at each end of the priority section are clearly visible to each other. This will ensure that approaching drivers can make a considered decision about whether it is safe to proceed.

¹ Traffic Signs Regulations and General Directions 2016
Page 56

Village Centre Measures

- Proposal: Change of carriageway surface

- *East Sussex Highways Comment:*

Alterations to the carriageway surface could improve driver awareness of a change in character of the road. Although these measures can be incorporated into a wider package of improvements for Alfriston, this alone will not address the issues traffic signals aim to resolve. This being insufficient carriageway width to allow opposing traffic flows to pass.

Careful consideration of material selection will be needed. Cobbled surfaces may create noise and vibration. If this measure is progressed, further liaison with ESCC Asset Management team as well as Wealden District Council and South Downs National Park Conservation Officers would be recommended.

- Proposal: 20 mph speed restriction

- *East Sussex Highways Comment:*

This measure will be introduced as part of the trial scheme. Subject to the outcomes of the trial and feedback received during this period a permanent 20mph restriction may be introduced.

- Proposal: Simplified parking to improve traffic flows, loading, access, and village life

- *East Sussex Highways Comment:*

Changes in parking within the village may be beneficial and will be considered as part of a package of wider traffic improvements. The proposed traffic signal scheme will require changes to existing parking restrictions along the High Street. Intrinsic to the successful operation of any parking restriction is its enforcement. In Wealden, parking enforcement is still the responsibility of Sussex Police.

- Proposal: Use of Vehicle Activated signs with in a priority system to control vehicles

- *East Sussex Highways Comment:*

It is important to ensure that any traffic sign conforms to the relevant legislation, direction or guidance to ensure that it is legal and the message that it gives to a road user is consistent across the entire national road network. Compliance with the relevant legislation and guidance will ensure that drivers can clearly understand what is expected of them and that there is no ambiguity or misdirection. Any driver not complying with a specific regulation or direction conveyed by an authorised traffic sign can be subject to appropriate enforcement action if required.

The use of Vehicle Activated Signs (VAS) is covered by a national Traffic Advisory Leaflet which states that VAS are not a substitute for standard fixed signs. The static signing must remain in place in addition to any VAS to ensure that the road safety message is available to all drivers and continues to be received in the event of a power failure. VAS should only be used to target drivers that are exceeding a speed that is considered 'safe' for the conditions. They should therefore only be actively illuminated for a small proportion of drivers and should not act as a repeater or reminder to drivers. These signs may also be used to warn of specific hazards but there are only a limited number of warning signs that are allowed without special authorisation to be used in combination with the 'Slow Down' message.

The Conserve Alfriston Group propose to utilise the VAS in an un-conventional manner and special authorisation of this sign would be required from the Secretary of State for Transport. Although this is a process the County Council could pursue, and in the past, have applied for the use of non-prescribed signs, it would be necessary to demonstrate that standard signs cannot be used in the first instance. Given the purpose of the VAS is to 'control' traffic it is considered an authorised alternative method would be the use of traffic signals.

The proposals are utilising traffic signs not prescribed for use within the TSRGD and the utilisation of VAS in an un-conventional manner. There is a risk the instruction given to approaching traffic is ambiguous and could misdirect drivers. ESCC Road Safety team would not support this approach being put forward.

In view of this, together with the other issues already highlighted East Sussex Highways would therefore not recommend these proposals.

- Proposal: Use of mirror to improve driver forward visibility at the 'Moonrakers'
- *East Sussex Highways Comment:*
The use of traffic mirrors would only be considered in exceptional circumstances where there is a proven crash record and other solutions have already been fully examined.

An approaching driver may not readily identify that a mirror is in place as it would need to be positioned out of the driver's usual line of sight. A driver concentrating on a mirror image would also not be looking out for other potentially more vulnerable road users such as pedestrians and cyclists.

The images given and their interpretation would not aid road safety as drivers can easily misinterpret the information they provide and misjudge an approaching vehicle's speed or distance. Poor visibility conditions such as rain, fog and snow can significantly reduce a mirror's effectiveness and reflected glare and dazzle from low sunlight or an approaching vehicle's headlights can lead to drivers being unsighted or temporarily blinded.

Report to:	Lead Member for Transport and Economy
Date of meeting:	21 May 2018
By:	Director of Communities, Economy and Transport
Title:	Grass Cutting and Vegetation Service Management Policy Change
Purpose:	To advise Lead Member on the changes to the grass cutting and vegetation management services and seek Lead Member approval of a revised policy

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the proposals set out in the report to provide grass cutting and vegetation management services following changes to funding from 2018/19; and**
 - (2) Approve the changes to the updated Highway Verge and Vegetation Management Policy and the rescission of Chapter 2, Section 1a of the Transport and Asset Management Plan.**
-

1 Background Information

1.1. There is no specific statutory requirement to cut grass on verges alongside the public highway however, historically local authorities, including East Sussex County Council, have developed standards in line with the code of practice and local policy requirements to ensure safety, serviceability and sustainability needs. Visibility at junctions, the safety of road users and the effect of vegetation on highway drainage and footways are the main reasons for controlling grass verges, whilst in urban towns and village centres aesthetics, public realm and tourism are also important considerations for local communities. In managing grass verges and other vegetation the Council must comply with all relevant environmental and wildlife requirements.

1.2. The Council's current grass cutting policy for verges in towns and village centres is for five cuts per annum (urban verges are defined in the updated policy at Appendix 1). However, the current integrated highway maintenance contract provides a minimum of six cuts per season based on an output specification that requires the contractor to maintain urban grass at a maximum height during the growing season. The policy for verges on rural lanes outside village centres is two cuts per season.

1.3. Following a decision at the Full Council meeting in February 2018, a reduction of £400,000 in the verge cutting services budget from the 2018/19 financial year was approved. This would require a reduction in the current number of urban grass cuts from six to two urban cuts per season. The cutting of rural verges would remain unchanged at two cuts per season.

1.4. To enable this change the current policy of a minimum of five cuts per season for urban verges would need to be amended to reflect this change in service.

1.5. A review of the existing policy (Appendix 6) and related vegetation management policies along with the new service requirements has been undertaken with key internal stakeholders. This has included relevant officers including legal and our highway services contract provider to ensure the proposed change in service will continue to support requirements for safety, serviceability, sustainability of the network and users and to meet the authority's statutory obligations.

1.6. An Equality Impact Assessment has been carried out and a summary of findings can be found in Appendix 4. The analysis and evidence demonstrates that although there may be a low risk to users with protected characteristics, the mitigation measures will reduce this to an acceptable level

and that all appropriate opportunities to advance equality and foster good relations between groups have been taken.

1.7. To manage the implementation of the required change in service a number of options were offered to those affected parish, town, district and borough councils. This report sets out the results and requirements following feedback from those local councils and the recommendations to changes in policy required to enable the revised service to be applied.

2 Results from Consultation with local Councils

2.1. A total of 106 local councils were consulted about the grass cutting changes, 19 of which only have rural grass in their area (ie only in the lanes around their villages) and therefore will see no change in their service, but were included in the consultation to inform them of potential changes affecting other neighbouring local councils.

2.2. The 87 parish councils with urban grass verges (ie grass verges within their village centres) in their area were offered the following three options:

- To receive the equivalent monetary value of the standard two cuts per season provided by the County Council to enable them to undertake their own urban grass cutting service i.e. self-deliver the service; or
- To pay the county council for four cuts to reinstate six cuts per season; or
- To receive the two cuts only per season to be provided by the County Council;

2.3. The consultation finished on the 31 March 2018 and the results are summarised below. A full breakdown of each Parish, District, Borough and Town Council and their chosen option is listed in Appendix 2 and illustrated in the map included at Appendix 3. A full copy of all consultation correspondence is available in the Member's Room.

Grass Cutting Service Option	Number of Parish, District, Borough or Town Council responses
Receive a contribution from ESCC and manage the grass cutting service in their area directly	16 (including the 8 Parish Councils and Eastbourne Borough Council with historical agreements).
Agreed to pay ESCC for an additional four cuts in 18/19	36 (of which 24 are parish/town councils in Rother District area where the District Council has agreed to fund the additional four cuts on behalf of the local councils for 2018/19 only). Lewes District Council is paying for an additional two cuts rather than four.
Receive two cuts only by ESCC	35 Includes 12 Parish Councils with whom the County Council is continuing to work to determine their final requirements for the service. In the meantime these twelve Parishes will receive two cuts only until any other requirements are agreed

3 Risks

3.1 In considering these Policy changes Lead Member should be aware of the outcome of the EqlA described in Appendix 4 and the proposed mitigation.

3.2 One of the main reasons the Council cuts grass verges is for safety of the public using the highway. In reducing from six cuts to two, the highways contractor will pay particular attention to those key junctions where visibility is a known problem, and where necessary additional cuts will be provided for safety purposes. It will however be impractical and prohibitively expensive to attend to visibility issues adjacent to private driveways and accesses.

3.3 Reducing the number of urban cuts from six to two cuts will inevitably attract criticism from members of the public, motorists, landowners and equestrian groups. In particular, when cutting long grass it is difficult to leave the verges neat and tidy and will undoubtedly draw public complaint.

3.4 The biggest change arising from this policy change will be seen in the large urban centres such as Hastings where residents have become used to seeing the verges outside their properties cut at least six times a year. (For the 2018/19 Eastbourne, Lewes and Bexhill will receive additional cuts funded by the local Borough / District Council). Whilst some residents will take it upon themselves to cut those verges themselves where it is safe to do so, others will see this as a County Council responsibility and will seek to complain to the Council.

3.5 The Highway Stewards will monitor the effects of this Policy change on edges of carriageway and highway drainage as they go about their routine inspections. Where appropriate additional maintenance will be put in place and a full cut back of rural vegetation to the highway boundary is anticipated every four years.

4 Conclusion and Reasons for Recommendations

4.1 The results and changes to the service set out above along with other proposed reductions in vegetation management services would provide the budget savings required and enable the County Council to meet its obligations for maintaining the highway.

4.2 The reduced budget and subsequent change to the service required to achieve the saving will require a change to the existing grass cutting policy to reduce the requirement from 5 urban cuts per season to two cuts per season.

4.3 Lead Member is therefore recommended to approve the revised policy detailed in Appendix 5 to ensure that East Sussex County Council has a clear, consistent and up to date policy with respect to managing highway verges and vegetation services across the county and that meets the revised financial requirements for the service.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Dale Poore

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Email: dale.poore@eastsussex.gov.uk

LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

[Economy, Transport and Environment Scrutiny Committee Paper 20 September 2017](#)
[Full Council Meeting, 6 February 2018](#)

**EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY**

PS 7/2	Highway Verges and Vegetation
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to set out the standards for the maintenance of highway verges and vegetation to achieve a balance between statutory obligations, safety, serviceability and sustainability.</p>	
<p>Policy Statement</p> <p>1) Verge cutting</p> <ol style="list-style-type: none"> a. The standards adopted for verge cutting throughout the County will be dependent upon the funds available in the maintenance budget. b. The County Council (or its duly appointed agents) will carry out the following cuts to verges. In this context, urban areas are, unless determined otherwise, defined as built up locations with a 20, 30 or 40mph speed limit. All other areas are rural. <ol style="list-style-type: none"> i. In Rural Areas: two cuts per annum for visibility at junctions and for safety on the inside of bends where sight lines between road users may be obscured by vegetation. ii. In Urban Areas: two cuts per annum. c. Additional cuts may be carried out at junctions and sight lines where the County Council deem it to be necessary for safety reasons where visibility is reduced. d. Further cuts may be carried out where additional funding is available. e. Areas of verge listed and marked as being of wildlife interest, will be specially maintained according to the needs of the individual verge. f. A full cut back of the county verges to the highway boundary will be completed every four years on a rotating schedule. <p>2) Weed Control - street furniture, paved areas and kerbs/channels</p> <p>Where herbicides are used for the treatment of weeds, weeds will only be treated using herbicides from the Health and Safety Executive's Pesticides Register of UK Authorised Products suitable for use on highways</p> <p>3) Hedge Trimming</p> <ol style="list-style-type: none"> a. Hedges which are adjacent to the road/footway and are the responsibility of the County Council will be trimmed once a year. b. Where the County Council determine that there are special requirements in visibility areas, cutting will be undertaken when required. 	

4) Trees

- a. Highway trees should only receive maintenance at County Council expense for reasons of health and safety, access and visibility on the highway or where they are causing damage to property. Tree maintenance work shall be undertaken in line with the recommendations of BS 3998: 2010 ('Tree work').
- b. Third parties may be given the opportunity to become involved in the provision of new trees on the Highway where appropriate.

5) Siding

- a. In rural areas only the minimum amount of siding (trimming of verges along the pavement) should be carried out on carriageways, e.g. when needed before surface dressing and the renewal of edge markings, since in most cases the traffic keeps the carriageway clear.
- b. On footways, only the minimum amount of siding should be carried out to preserve an adequate width of footway for all types of pedestrian traffic where this is considered necessary on an ad-hoc basis.

6) Third parties

- a. The Highway Authority may authorise third parties to carry out the above services or additional works to highway verges and vegetation at their own expense. E.g.
 - farmers in the county wishing to use suitable verges for haymaking;
 - individuals and organisations wishing to manage verges for wildlife or amenity purposes.
- b. Any areas planted by third parties acting under licence will be maintained by the licensee unless otherwise agreed with the County Council (refer to PS 8/6 Roadside Sponsorship)

Supporting Information

Well-managed Highway Infrastructure, 2016, UK Roads Liaison Group

Version control

H&T Committee - 22 March 1974 22.03.1974
H&T Committee - 22 October 1980 - Agenda Item 5. 23 28.10.1975
H&T Committee - 16 December 1980 - Agenda Item 6. 2 16.12.1980
H&T Committee - 11 December 1984 - Agenda Item 7 11.12.1984
H&T Committee - 31 May 1989 - Agenda Item 18. 31.05.1989
H&T Committee - 25 March 1975 - Agenda Item 8. 25.03.1975
H&T Committee - 16 September 1992 - Agenda Item 9. 16.09.1992
H&T Committee - 19 October 1994 - Agenda Item 19. 19.10.1994
T&E Committee - 10 March 1998 - Agenda Item 6. 10.03.1998

Date of last review:

Grass Cutting Service 2018

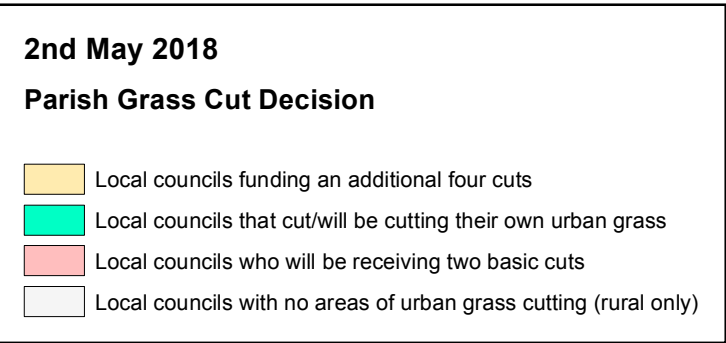
Parish/Town/Borough	Parish/Town/ Borough Delivering Grass Cutting	Six Cuts undertaken by East Sussex Highways	Two Cuts undertaken by East Sussex Highways	Rural Grass Cuts Only
Alciston				✓
Alfriston		✓		
Arlington			✓	
Ashburnham			✓	
Barcombe			✓	
Battle		✓		
Beckley		✓		
Beddingham				✓
Berwick			✓	
Bexhill		✓		
Bodiam		✓		
Brede		✓		
Brightling			✓	
Burwash		✓		
Buxted			✓	
Camber		✓		
Catsfield		✓		
Chailey			✓	
Chalvington with Ripe				✓
Chiddingly				✓
Crowborough			✓	
Crowhurst		✓		
Cuckmere Valley				✓
Dallington			✓	
Danehill			✓	
Ditchling		✓		
East Chiltington				✓
East Dean and Friston	✓			
East Guldeford				✓
East Hoathly with Halland			✓	
Eastbourne	✓			
Etchingham		✓		
Ewhurst		✓		
Fairlight		✓		
Falmer			✓	
Firle				✓
Fletching			✓	
Forest Row			✓	
Framfield			✓	
Frant		✓		
Glynde				✓
Guestling		✓		
Hadlow Down			✓	
Hailsham			✓	

Parish/Town/Borough	Parish/Town/ Borough Delivering Grass Cutting	Six Cuts undertaken by East Sussex Highways	Two Cuts undertaken by East Sussex Highways	Rural Grass Cuts Only
Hamsey	✓			
Hartfield		✓		
Hastings			✓	
Heathfield and Waldron			✓	
Hellingly		✓		
Herstmonceux	✓			
Hooe				✓
Horam	✓			
Hurst Green		✓		
Icklesham		✓		
Iden		✓		
Iford			✓	
Isfield		✓		
Kingston Near Lewes		✓		
Laughton			✓	
Lewes			✓	
Little Horsted				✓
Long Man			✓	
Maresfield			✓	
Mayfield and Five Ashes		✓		
Mountfield			✓	
Newhaven	✓			
Newick	✓			
Ninfield	✓			
Northiam	✓			
Peacehaven	✓			
Peasmarsh		✓		
Pett		✓		
Pevensey		✓		
Piddinghoe			✓	
Playden		✓		
Plumpton			✓	
Polegate	✓			
Ringmer			✓	
Rodmell		✓		
Rotherfield			✓	
Rye	✓			
Rye Foreign		✓		
Salehurst and Robertsbridge		✓		
Seaford			✓	
Sedlescombe		✓		
Selmeston				✓
South Highton		✓		
Southease				✓
St. Ann (Without)				✓
St. John (Without)				✓

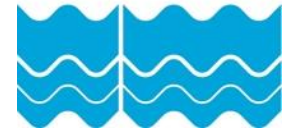
Parish/Town/Borough	Parish/Town/ Borough Delivering Grass Cutting	Six Cuts undertaken by East Sussex Highways	Two Cuts undertaken by East Sussex Highways	Rural Grass Cuts Only
Streat				✓
Tarring Neville				✓
Telscombe	✓			
Ticehurst		✓		
Uckfield			✓	
Udimore			✓	
Wadhurst	✓			
Warbleton			✓	
Wartling			✓	
Westfield		✓		
Westham	✓			
Westmeston				✓
Whatlington				✓
Willingdon and Jevington	✓			
Withyham			✓	
Wivelsfield		✓		

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Page 69



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Equality impact assessment update - summary report for Highway Verges and Vegetation Policy

Date of assessment update: April 2018

Manager(s) name: Samantha Neame

Role: Highway Service Development Manager

Impact assessment (project or service, strategy or policy) that was updated:

Policy Statement 7.2 Highway Verges and Vegetation

Background

An Equality Impact Assessment has been carried out on the updated Policy 7.2 Highway Verges and Vegetation.

The policy statements have been reviewed and updated in line with recent budget changes. Amendments have also been made to improve clarity and consistency with existing verge maintenance procedures.

The only proposed amendment which will significantly change the service currently provided is the proposed reduction to the number of urban verge cuts each year from five to two.

An Equality Impact Assessment has not previously been carried out on this policy so the existing policy statements have been assessed as well as the proposed amendments.

Summary of findings

Research suggests that this policy will generally have a positive or neutral effect on highway users with protected characteristics.

However, some aspects of the policy such as frequency of grass and hedge cutting and siding have been identified which have potential for negative impact at certain times of year when vegetation may be overgrown.

Feedback from customers on the existing policies over the last two years was analysed. It suggests that generally the impact is infrequent and affects a small proportion of people with protected characteristics.

The proposed reductions to grass cutting in urban areas may have a higher impact due to the greater number of service users in urban areas. Mitigation measures have been put in place to minimise any potential impact.

Summary of recommendations and key points of action plan:

Updated April 2018

Current budgetary constraints mean that it is not possible to reduce the risk of impact by increasing the level of maintenance.

Instead, an efficient process whereby customers with protected characteristics can easily contact us and where we can respond to any issues that they experience will be put in place. Over time, it may be possible to identify hotspots that routinely cause problems and a more proactive approach can be taken in these areas, subject to funds being available.

These measures will help to mitigate the effects and are expected to reduce the impact to an acceptable level.

A review will be carried out at the end of the first cutting season. All Highway Policies are reviewed every two years or more often where incidents, complaints/feedback, changes to legislation or best practice necessitate a more urgent review.

The policy review process will take into consideration feedback/complaints from users, particularly where it relates to equality, to help support and inform decision making.

Groups that this project or service will impact upon

Please mark the appropriate boxes with an 'x'

	Positive	Negative
Age	X	X
Disability	X	X
Ethnicity		
Gender/Transgender		
Marriage or Civil partnership		
Pregnancy and Maternity	X	X
Religion/Belief		
Sexual Orientation		
Other (including carers/rurality etc)	X	X
All		

Transport Asset Management Policy Chapter 2, Section 1a

This section to be rescinded subject to approval of the Highway Verges and Vegetation Policy

1. Routine Maintenance

a. Verge Maintenance

The management of urban and rural roadside verges to ensure the safe passage of vehicles and conservation of the flora, works include;

Grass cutting.

Weed control.

Hedges (only where maintained by East Sussex).

Siding (removal of edge of verge encroaching upon carriage and footway width) .

Management of special verges (cutting only at specified times).

CYCLIC MAINTENANCE STANDARDS	
a. Verge Maintenance	
Grass Cutting	
Rural Roads	
Safety	- Minimum of twice per annum only for visibility at junctions and for safety on the inside of bends where sight lines between road users may be obscured by vegetation.
swathe cuts	- Two cuts per annum
All areas	- highway grass to be cut: <ul style="list-style-type: none">• every year on principal (A class) roads• once every four years on all other roads
Urban Roads	
5 cuts per year.	
Special Verges	
Areas of verge defined and marked as containing items of botanical interest will be specially maintained with grass cutting arranged to meet the needs of individual verges.	
Note	
i	The standards adopted for grass cutting throughout the county will be dependent upon the funds available in the maintenance budget.
Weed Control	
Street Furniture, Paved Areas and Kerbs/Channels	
Weeds only treated using an herbicide from the county approved list.	

CYCLIC MAINTENANCE STANDARDS

Hedge Trimming

Once a year on roads where the responsibility of the Highway Authority adjacent to road/footway. Where there are special requirements in visibility areas, cutting is undertaken when required.

Siding

- i. Rural areas only the minimum amount of siding should be carried out on carriageways, e.g. when needed before surface dressing and the renewal of edge markings, since in most cases the traffic keeps the carriageway clear.
- ii. On footways only the minimum amount of siding should be carried out to preserve an adequate width of footway for all types of pedestrian traffic where this is considered necessary on an ad-hoc basis..

EAST SUSSEX COUNTY COUNCIL**LEAD MEMBER - TRANSPORT AND ENVIRONMENT**
POLICY SUMMARY

GRASS CUTTING	PS 7/2
<u>Purpose of Policy</u> <p>To determine the standards for grass cutting on Highways</p>	
<u>Specific Policy</u> <p>1. The standards adopted for grass cutting throughout the County will be dependent upon the funds available in the maintenance budget.</p> <p>Those sought are:</p> <p>[a] In Rural Areas, twice per annum for visibility at junctions and for safety on the inside of bends where sight lines between road users may be obscured by vegetation.</p> <p>[b] In Urban Areas five cuts per season.</p> <p style="text-align: right;">/Continued overleaf</p>	
<u>Supporting Statement</u> <p>In common with other forms of amenity, maintenance funds for grass cutting have been restricted in the budget. Therefore, whilst standards for the frequency of cutting are stated as an objective they have been based upon reduced areas of cutting. The effects of the application of this policy vary in different parts of the county due to the different conditions encountered.</p>	
<u>References - Further Information</u> <p>H&T Committee - 22 March 1974 Item - Agenda Item H&T Committee - 22 October 1980 - Agenda Item 5.23 H&T Committee - 16 December 1980 - Agenda Item 6.2 H&T Committee - 11 December 1984 - Agenda Item 7 H&T Committee - 31 May 1989 - Agenda Item 18.1 H&T Committee - 25 March 1975 - Agenda Item 8 H&T Committee - 16 September 1992 - Agenda Item 9.4 H&T Committee - 19 October 1994 - Agenda Item 19 T&E Committee - 10 March 1998 - Agenda Item 6</p>	<u>Date of Approval</u> <p>22.03.1974 28.10.1975 16.12.1980 11.12.1984 31.05.1989 25.03.1975 16.09.1992 19.10.1994 10.03.1998</p>

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

GRASS CUTTING - CONTINUED

PS 7/2

Specific Policies (continued)

2. Although the frequency of grass cutting in urban areas is standardised throughout the County for highway purposes, local councils may carry out more cuts during the course of the season at their own expense to achieve a higher standard of amenity.
3. The Highway Authority may issue an appropriate licence specifying standard highway safety conditions to farmers in the county wishing to use suitable verges for haymaking.
4. Areas of verge defined and marked as containing items of botanical interest will be specifically maintained.
5. Any areas planted by commercial concerns acting under licence will be maintained by the licensee (refer to PS/8/6).

Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	21 May 2018
By:	Director of Communities, Economy and Transport
Title:	Provision of an on street advisory disabled parking bay, Osborne Close, Hastings
Purpose:	To consider the objections received to the introduction of an on street advisory disabled parking bay

RECOMMENDATIONS: Lead Member is recommended to:

- (1) Note the concerns raised by the objectors; and**
 - (2) Approve the introduction of an advisory disabled bay in Osborne Close, Hastings**
-

1 Background Information

1.1 In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No. PS 4/18. This policy was approved by the Lead Member for Transport and Environment at his meeting on 6 November 2006 and is attached as Appendix 1.

1.2. An application for an on street disabled bay was received from a resident of Osborne Close, Hastings. The application was assessed against the policy criteria. The applicant has a garage which was found unsuitable taking into account the applicant's mobility needs. A mobility assessment has been carried out by the Blue Badge Team which recommended provision of a bay.

1.3. The applicant lives in The Boltons which is a block of flats in Osborne Close. Due to the existing parking restrictions and the road layout the bay would need to be located outside The Boltons (Appendix 2). In line with the County Council's working practice, consultation with the other residents of The Boltons was carried out following the application.

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

2 Supporting Information

2.1 There is a local primary school located at the north-western end of Osborne Close. Both sides of the road leading to a primary school entrance are covered by School Keep Clear markings (operational Monday to Friday 8am-9.30am and 2.30pm-4pm). There are also No Waiting restrictions (operational during the same period) on both sides of the entrance to Osborne Close. Parking is further restricted near the applicant's home due to three vehicular accesses for those properties opposite The Boltons.

2.2 Standard disabled bays installed parallel to the kerb should be 6.6 metres long. As the natural pattern of parking at this location is in echelon (that is, nose-in to the kerb) a standard parallel bay would remove around three parking spaces. It was not therefore considered

appropriate to propose a standard parallel bay due to the high demand for parking in this cul-de-sac.

2.3 Instead, an echelon disabled parking bay was proposed and consultation letters were sent to all residents of The Boltons on 7 December 2017. Objections were received on the grounds that the applicant has a garage, parking is in high demand, the amount of parking space for other residents would be reduced, and that the bay should be relocated to the end of the school keep clear markings as this is where the applicant usually parks.

2.4 Officers reassessed the location and a second consultation letter was sent out on 6 March 2018 proposing the bay at the end of the school keep clear markings. Although this proposed bay is smaller than standard at 4 metres long x 2 metres wide, the applicant has confirmed this would be suitable for their needs. The Department for Transport (DfT) have also previously advised they would be happy to authorise smaller disabled bays if the applicant agrees it is suitable.

2.5 Two objections were received (from one property) to this new proposal, again on the grounds that parking in the area is in high demand and providing a parking bay for the sole use of a blue badge holder is unfair on the other residents of The Boltons.

2.6 There are around 23 garages intended for the use of the residents of The Boltons, although it is unclear how many of these are actually in use. The prime responsibility for providing off-street parking lies with the applicant, but this must be suitable for their needs. As the applicant said they could not use their garage, a mobility assessment was carried out. The assessment concluded that the garage was unsuitable for the needs of the applicant and recommended a bay should be provided.

3 Conclusion and Reasons for Recommendations

3.1 The need for the disabled bay was identified during the application process and supported by the mobility assessment.

3.2 The revised proposal will minimise the impact on parking requirements at this location while still meeting the needs of the applicant.

3.3 The requirements of Policy PS 4/18 have been met in this case. The Lead Member is therefore recommended to approve the provision of an advisory disabled bay in line with this policy.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Urszula Mickanis

Tel. No. 01273 482884

Email: urszula.mickanis@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Martin Clarke

BACKGROUND DOCUMENTS

None




EAST SUSSEX COUNTY COUNCIL

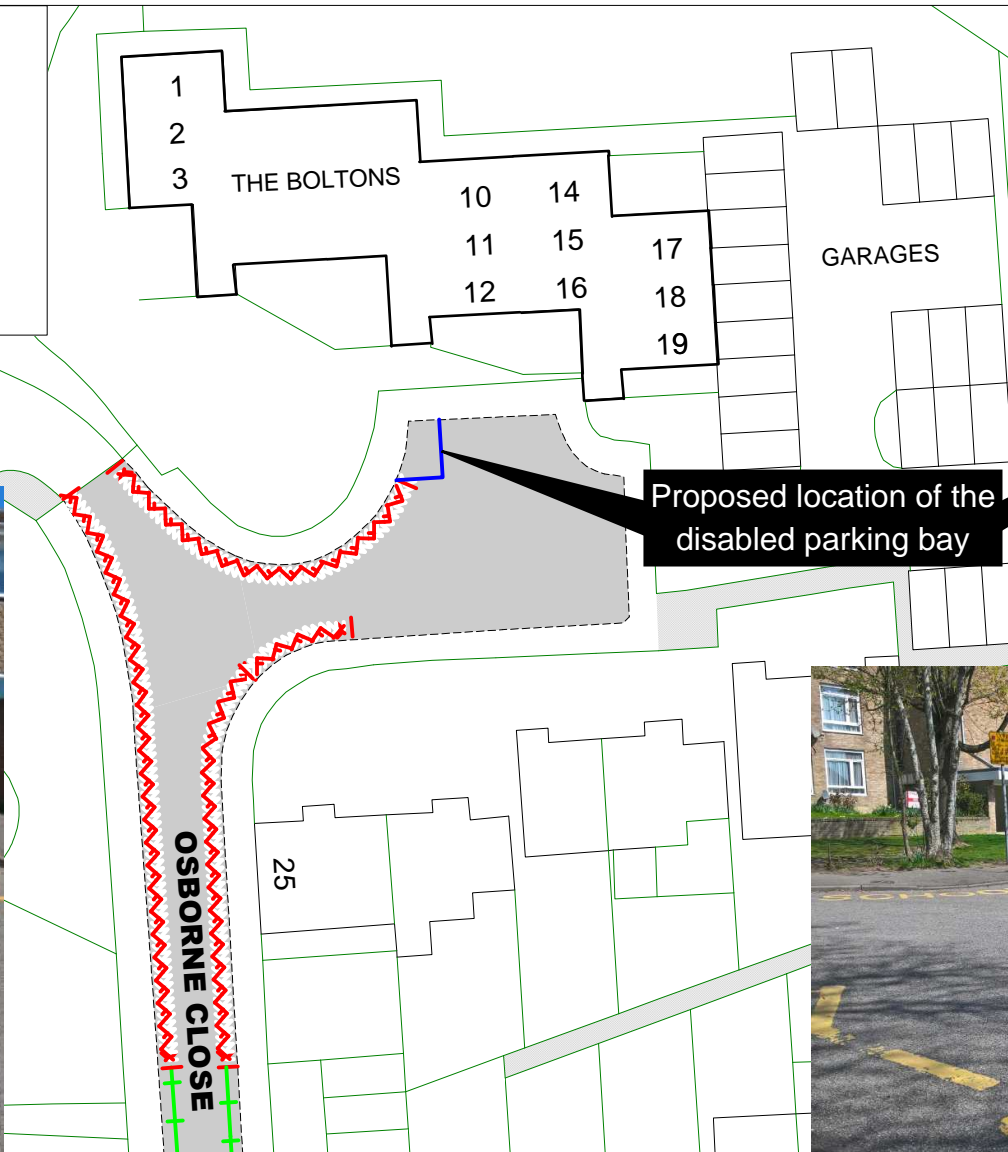
LEAD MEMBER – TRANSPORT AND ENVIRONMENTPOLICY SUMMARY

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS4/18
<u>Purpose of Policy</u> This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.	
<u>Specific Policies</u> <ol style="list-style-type: none"> 1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant. 2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder if suitable private “off-street” parking is available. 3. The need for a bay in terms of traffic problems shall be determined by the Director of Transport and Environment. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought. 4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances. 5. All special parking bays shall be subject to periodic reviews to establish the continuing need. 6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder. 	
<u>Supporting Statement</u> The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers. The following additional parking facilities are available through national legislation:- <ol style="list-style-type: none"> a) For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply. b) Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users. 	
<u>References – Further Information</u> Highways & Transportation Committee – Agenda Item 7 Highways & Transportation Committee – Agenda Item 21 Lead Member for Transport and Environment – Agenda Item 10	<u>Date of Approval</u> 01.03.1977 15.03.1995 06.11.2006

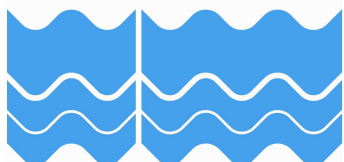
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Key to Restriction Types Displayed

-  Advisory Disabled Bay
-  No Waiting Mon to Fri 8am-9.30am and 2.30pm-4pm
-  School Keep Clear Mon to Fri 8am-9.30am and 2.30pm-4pm



East Sussex
County Council



Proposed location of an on-street
advisory disabled parking bay

SCALE

1 : 500

DATE

17/04/2018

DRAWING No.

Appendix B

DRAWN BY

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Report to:	Lead Member for Transport and Environment
Date of meeting:	21 May 2018
By:	Director of Communities, Economy and Transport
Title:	Enforcement and issuing of Regulation 10 Penalty Charge Notices (PCN) for the enforcement of driving along bus lanes contraventions
Purpose:	To consider the option of issuing Regulation 10 PCNs for driving contraventions in bus lanes using Department for Transport approved CCTV devices.

RECOMMENDATION: The Lead Member is recommended to authorise an application to the Department for Transport for the enforcement of bus lane contraventions and the issue of Regulation 10 Penalty Charge Notices under the Traffic Management Act 2004 from May 2019.

1 Background Information

1.1 Section 73 Part 2 of the Traffic Management Act 2004 (Appendix 1) provides the necessary powers to issue Penalty Charge Notices (PCNs) for bus lane contraventions. Traffic management schemes that have been developed and are being developed have highlighted the need for an effective public transport system. Bus lanes have been introduced into areas to reduce congestion and supply an alternative to private cars.

1.2 In order to facilitate a viable bus service areas are often identified where traffic will need to be regulated. It is recommended to use Department for Transport (DfT) approved CCTV cameras to enforce restrictions. Compliance with regulations will only be gained if they are consistently and fairly enforced.

1.3 Due to competing pressures and priorities the police are not able to provide the necessary level of consistent enforcement. Non-authorised vehicles using bus lanes cause delays to buses and can cause frustration and resentment among those who comply with the regulations. The police will retain the power to enforce bus lane contraventions and will be consulted as part of the application process.

1.4 If Lead Member approval is given, and after a contractor has been procured, an application will be made to the Secretary of State to seek approval to enforce against unauthorised driving in bus lanes across the County.

2 Supporting Information

2.1 If authorised, DfT approved CCTV cameras will monitor entire lengths of restrictions. They will capture all Vehicle Registration Marks (VRMs) in contravention and produce an evidence pack. This will then be imported into our back office system which will be reviewed by a Notice Processing Officer before a PCN is issued at £60. We would then follow the process for issuing a Regulation 10 PCN. The PCN will be sent to the postal address of the registered keeper supplied by the DVLA.

2.2 Drivers who receive PCNs will have the opportunity to challenge the PCN through the ESCC website or through the post; details will be included on the PCN. If their challenge is rejected they will have the right to appeal to the independent Bus Lane Tribunal.

2.3 All Notice Processing Officers using the system will be trained on all security and General Data Protection Regulation (GDPR) requirements including the associated CCTV code of practice.

2.4 It is proposed that CCTV enforcement will be introduced as part of the Eastbourne Town Centre Improvement Scheme. The scheme will be introducing bus lanes in Cornfield Road, Terminus Road and Gildredge Road (Map Appendix 2). The modernisation of Eastbourne town centre started in 2017. Enforcement is due to begin on the completion of the scheme in May 2019.

2.5 Any system procured will have the ability to add additional cameras at multiple locations. As each location requires approval from DfT the Council would look to start the process for the bus lanes in Lewes District and Hasting Borough following on from the introduction in Eastbourne.

2.6 The cost of cameras and infrastructure associated with CCTV enforcement will be funded from the existing Parking Surplus. Income received from issuing PCNs will firstly fund the cost of the introduction and enforcement of the scheme, with any surplus being managed alongside the Parking Surplus.

3 Conclusion and Reasons for Recommendations

3.1 To enable the effective enforcement of bus lanes in the County the Lead Member is recommended to authorise an application to the Department for Transport for the enforcement of bus lanes across the County and the issuing of Regulation 10 PCNs.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Daniel Clarke

Tel. No. 01323 464057

Email: Daniel.Clarke@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Appendix 1

SCHEDULE 7 Section 73

ROAD TRAFFIC CONTRAVENTIONS SUBJECT TO CIVIL ENFORCEMENT

PART 2

BUS LANE CONTRAVENTIONS

Bus lane contraventions

6 (1) A bus lane contravention is a contravention of any provision of a traffic order relating to the use of an area of road that is or forms part of a bus lane.

(2) An area of road is or forms part of a bus lane if the order provides that it may be used—

(a) only by buses (or a particular description of bus), or

(b) only by buses (or a particular description of bus) and some other class or classes of vehicular traffic.

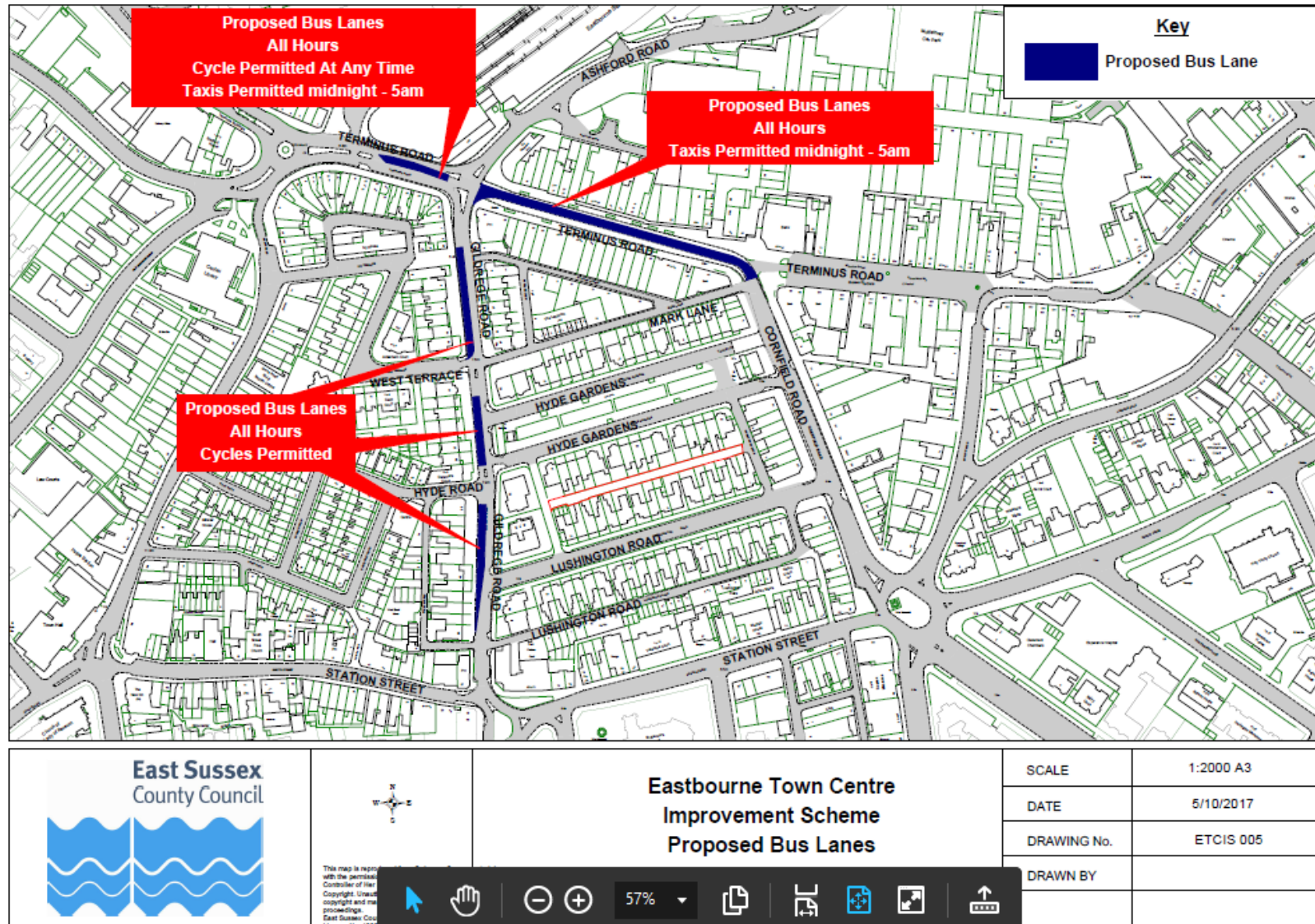
(3) In this paragraph—

“bus” includes a tramcar (within the meaning of section 141A of the Road Traffic Regulation Act 1984 (c. 27)) and a trolley vehicle (within the meaning of that section); and

“traffic order” means an order under section 1, 6, 9 or 14 of that Act.

http://www.legislation.gov.uk/ukpga/2004/18/pdfs/ukpga_20040018_en.pdf

Appendix 2



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