



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

**MONDAY, 11 FEBRUARY 2019 AT 10.00 AM**

**COMMITTEE ROOM - COUNTY HALL, LEWES**

### **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 21 January 2019 (*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 Notice of Motion - condition of pavements in Eastbourne (*Pages 5 - 8*)  
Report by the Director of Communities, Economy and Transport
- 5 Experimental Traffic Regulation Order - High Street Uckfield (*Pages 9 - 12*)  
Report by the Director of Communities, Economy and Transport
- 6 Any urgent items previously notified under agenda item 3

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1 February 2019

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## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 21 January 2019 at County Hall, Lewes

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### 31 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 19 NOVEMBER 2018

31.1 The Lead Member confirmed as a correct record the minutes of the meeting held on 19 November 2018.

### 32 DISCLOSURE OF INTERESTS

32.1 There were no disclosures of interest.

### 33 REPORTS

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

### 34 A259 BEXHILL ROAD BUS LANE EXPERIMENTAL TRAFFIC REGULATION ORDER

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

#### DECISIONS

34.2 The Lead Member RESOLVED to (1) Agree to the implementation of a trial permitting cyclists, powered two-wheelers and taxis to use the Phase 1 bus lanes along the A259 Bexhill Road;

(2) To authorise the inclusion of cycling (along with powered two-wheelers and taxis) in the Experimental Traffic Regulation Order for the Phase 1 A259 Bexhill Road bus lanes; and

(3) To extend the trial period to a maximum of 18 months.

#### Reasons

34.3 Phase 1 of the A259 Bexhill Road bus lane (between Glyne Gap and Filsham Road) in Hastings is part of the BHLR complementary measures and came into effect in November 2018. At present, the TRO only allows buses to use the bus lane. Allowing cyclists, as well as PTWs and taxis, to use the bus lane would potentially reduce the exposure of riders to general traffic, improve safety and reduce journey times as well as reduce pollution levels.

34.4 Safety audits and assessments have not identified any issues with cyclists, PTWs or taxis using the A259 Bexhill Road Phase 1 bus lanes which would prevent a trial going ahead.

### 35 HIGH WEALD MANAGEMENT PLAN

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

#### DECISIONS

35.2 The Lead Member RESOLVED to adopt the High Weald Management Plan 2019 – 2024 as approved by the High Weald Joint Advisory Committee.

#### Reasons

35.3 Adoption will enable the County Council to meet its statutory duty to ensure the preparation and publication of a Management Plan for the High Weald Area of Outstanding Natural Beauty (AONB) within East Sussex.

### 36 COUNCIL ORDER FOR THE EAST SUSSEX PERMIT SCHEME

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

#### DECISIONS

36.2 The Lead Member RESOLVED to approve the authorisation of a Council Order to bring into force amendments to the East Sussex Permit Scheme.

#### Reasons

36.3 The Council Order will enable East Sussex County Council to effectively manage the network and continue to operate alongside SEPS members in the South East.

**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 11 February 2019

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

**Title:** Notice of Motion – Condition of Pavements in Eastbourne

**Purpose:** To consider a Notice of Motion from Councillors Rodohan and Swansborough calling for the County Council to allocate at least 50% of the surplus funds from the Eastbourne Controlled Parking Scheme to a rolling annual programme of improvements to pavements in Eastbourne commencing in 2019/20

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) recommend County Council reject the motion submitted by Councillors Rodohan and Swansborough; and
  - (2) advise all County Councillors that the County Council has a maintenance programme for pavements and that any concerns about the condition of any roads or pavements in their Divisions should be reported to their respective Highway Steward.
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## **1 Background Information**

1.1 The following Notice of Motion has been submitted to the Chairman of the County Council by Councillors Rodohan and Swansborough:

*Given the deplorable state of pavements in Eastbourne which have continued to deteriorate over many years, we call on East Sussex County Council to allocate at least 50% of the surplus funds from the Eastbourne Controlled Parking Scheme to a rolling annual programme of improvements to pavements in Eastbourne commencing in 2019/20*

1.2 In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member's recommendation on this Notice of Motion will be reported to the Full Council at its meeting on 26 March 2019.

## **2 Supporting Information**

2.1 Prior to the receipt of this motion, the subject of the condition of pavements in Eastbourne was raised at a meeting of the County Council on 16 October 2018 and at Eastbourne Borough Council Full Council on 14 November 2018.

2.2 At the County Council meeting on 16 October 2018 Mrs Marie Hennelly, an Eastbourne resident, asked the following question of Councillor Bennett:

*The pavements in Eastbourne are currently in a disgraceful condition and getting worse. Too many residents are tripping on uneven pavements and requiring treatment at our local hospital. Residents, visitors etc are deterred from using some pavements as the risk of injury is very high. I ask that East Sussex County Council, on behalf of the residents of Eastbourne, undertakes a funding programme from the Eastbourne Controlled Parking scheme including fines, to roll out a programme of improvements to the pavements in*

*Eastbourne commencing 2019/2020. This programme to be reviewed annually over the first 5 years.*

2.3 Councillor Bennett responded with the following written response:

*Thank you for your question, I receive a lot of enquiries about maintenance of pavements across the county and this is a priority area for the County Council. In 2017/18 the County Council provided an additional £300,000 per annum for pavement maintenance and now invests £1.6m each year maintaining pavements across the county. But with over 2400km of pavement across the county our maintenance has to be prioritised on the basis of need, we do not allocate our maintenance budgets by geographical area or by town or village.*

*The County Council has invested over £720,000 in the maintenance of pavements in Eastbourne over the last couple of years, including the following roads: Link Road, Victoria Drive, Pevensey Road, Cornfield Lane, Seaside, East Dean Road, Sevenoaks Road, Bedford Grove, Meads Street, Austen Walk, Ashgate Road, Woodpecker Road and Swallow Close. And next month we are planning maintenance in Shakespeare Walk and Carrol Walk.*

*You call for Parking Surplus to be used for pavement maintenance. Whilst parking surpluses can be used for the maintenance of pavements, the County Council (in conjunction with Eastbourne Borough Council) is investing £2.0m from parking surplus into the Town Centre Regeneration Scheme improving the pavements in Terminus Road, Cornfield Road and Gildridge Road. We are also using parking revenues to replace all of the pay and display parking machines in Eastbourne with new modern machines which will further deplete parking surpluses for several years.*

*In the meantime, if you have concerns about the condition of particular pavements in the town perhaps you would be good enough to let me, or your local county councillor know, and we can arrange for the Highway Steward to carry out an inspection and arrange appropriate repairs. Alternatively you could report these to our Highways Contact centre on 0345 6080193 or [customer@eastsussexhighways.com](mailto:customer@eastsussexhighways.com)*

2.4 On 14 November at the Full Council meeting of Eastbourne Borough Council, Councillor Rodohan submitted the following motion:

*Given the deplorable state of pavements in Eastbourne which have continued to deteriorate over many years this Council calls on East Sussex County Council to allocate at least 50% of the surplus funds from Eastbourne Controlled Parking Scheme to a rolling Annual Programme of Improvements to pavements in Eastbourne commencing in 2019/20*

2.5 The Director of Communities, Economy and Transport provided the following written statement:

*The County Council receives a lot of enquiries about maintenance of pavements across the county and this is a priority area for the County Council. In 2017/18 the County Council provided an additional £300,000 per annum for pavement maintenance and now invests £1.6m each year maintaining pavements across the county. But with over 2400km of pavement across the county our maintenance has to be prioritised on the basis of need, we do not allocate our maintenance budgets by geographical area or by town or village.*

*The County Council has invested over £720,000 in the maintenance of pavements in Eastbourne over the last couple of years, including the following roads: Link Road, Victoria Drive, Pevensey Road, Cornfield Lane, Seaside, East Dean Road, Sevenoaks Road, Bedford Grove, Meads Street, Austen Walk, Ashgate Road, Woodpecker Road, Swallow Close, Shakespeare Walk and Carrol Walk.*

*Your motion calls for fifty percent of Parking Surplus to be used for pavement maintenance in Eastbourne. Whilst parking surpluses can be used for the maintenance of pavements, the County Council is investing £2.0m from parking surplus into the Town Centre Regeneration Scheme improving the pavements in Terminus Road, Cornfield Road and Gildridge Road. We are also using parking revenues to replace all of the pay and display parking machines in Eastbourne with new modern machines which will further deplete parking surpluses for several years.*

*If members of the public or local councillors have concerns about the condition of particular pavements in the town they should report them to our Highways contractor and the local Highway Steward will carry out an inspection and arrange appropriate repairs*

2.6 The minutes of the Eastbourne Borough Council Full Council meeting record that the motion was approved.

### **3 Response to Notice of Motion**

3.1 The County Council, as the local Highway Authority, is responsible for the maintenance of roads and pavements across the county, including Eastbourne. The Borough Council has no jurisdiction over highway maintenance.

3.2 The County Council adopts an Asset Management approach to the maintenance of roads and pavements as advocated by the Department for Transport (DfT). In doing so, maintenance is informed by an Asset Plan that prioritises maintenance on the basis of need and risk across the county.

3.3 In recognition of the Council's approach to Asset Management the Council has achieved Band 3 status (highest) and therefore receives 100% of its DfT funding. To move away from an Asset Management approach and to allocate maintenance budgets other than by priority would risk losing the DfT incentive element of the Council's funding.

3.4 In budget setting and agreeing the capital programme for the 2018/19 financial year the County Council increased its investment in the maintenance of pavements across the county by £300,000 to £1,600,000 per annum.

3.5 This investment is used to maintain over 2,400km of pavement across the county. Budgets are not allocated on a geographical basis, or a per capita basis.

3.6 In the current financial year the County Council has spent £436,736 of its capital programme on maintenance of the following 15 pavements in Eastbourne: Link Road, Victoria Drive, Pevensey Road, Seaside, Sevenoaks Road, Shakespeare Walk, Vicarage Drive, Burton Road, Pepys Walk, Coleridge Walk and Dryden Walk, Austin Walk.

3.7 The County Council's outline maintenance programme for 2019/20 contains the following pavements in Eastbourne, totalling approx. £300,000 (final value subject to site investigation): Arundel Road, Blackwater Road, Carew Road, King Edwards Parade, Longstone Road, Lottbridge Drove, Swallow Close, Woodpecker Road, Swallow Close, Tanbridge Road, Tenterden Close, The Rising, Tugwell Road and Beachey Head Road, Kings Drive, Willingdon Close, Close 8, Shelley Walk, Kipling Walk, Boswell Walk, Chaucer Walk, Keats Walk, Byron Walk, Berkley Walk, Carrol Walk and Browning Walk. In addition, East Dean Road and Ashgate Road will be assessed for affordability in 2019 subject to budget priority.

Note: Bedford Grove, Meads Street and Cornfield Lane originally identified in 2018 are dependent on agreement with EBC Conservation Officer.

3.8 The County Council's Asset Plan is informed by Highway Steward routine inspections as well as reports received from Councillors and members of the public. In determining maintenance requirements the County Council publishes intervention criteria that define maintenance triggers. These are used by the Stewards to determine whether repairs to potholes and other defects are required from maintenance revenue budgets, and the requisite timescales, or whether larger scale repairs are required from the Council's capital budget.

3.9 The Place Scrutiny Committee is currently carrying out a Review of Road Repairs which includes the maintenance of pavements. In the review Scrutiny Members have heard how maintenance is prioritised and how maintenance budgets are allocated. The Review Board also heard that a reactive and planned maintenance programme is in place for pavements in a similar way to carriageway repairs. A report on the findings of this review is to be presented to the County Council's Cabinet in March 2019.

3.10 Surplus revenues from parking enforcement across the three controlled parking zones in the county (where civil parking enforcement operates) can be used for transport related schemes, and whilst this can include maintenance, the majority of the current surplus is already allocated.

3.11 In Eastbourne surplus from several years of parking revenues has been accumulated and £2,000,000 is being invested in the Eastbourne Town Centre regeneration scheme in 2018/19 and 2019/20 financial years, improving the pavements in the town centre. In addition, approx. £680,000 is also being invested from parking revenue in new pay and display machines in Eastbourne.

3.12 Eastbourne is served by two Highway Stewards who are responsible for the roads and pavements across the borough. Any concerns about the condition of roads and pavements should be reported to a Steward via the highways contact centre, contact details for which can be found on the East Sussex Highways website.

#### **4 Recommendation**

4.1 Lead Member is recommended to recommend to County Council that the motion submitted by Councillors Rodohan and Swansborough be rejected for the reasons outlined above.

4.2 In doing so, Lead Member is recommended to advise all County Councillors, and not just those with Divisions in Eastbourne, that any concerns about the condition of any pavements (and roads) in their Divisions should be reported to their respective Highway Steward.

RUPERT CLUBB

Director of Communities, Economy and Transport

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#### **LOCAL MEMBERS**

All

#### **BACKGROUND DOCUMENTS**

None



<b>Report to:</b>	<b>Lead Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>11 February 2019</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Experimental Traffic Regulation Order- High Street Uckfield</b>
<b>Purpose:</b>	<b>To seek approval to amend the extent of the approved Experimental Traffic Regulation Order to trial the operation of the new time-limited parking controls in High Street, Uckfield</b>

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**RECOMMENDATIONS:** The Lead Member is recommended to approve the inclusion of 3 on-street time-limited parking spaces on the eastern side of the High Street south of Bell Lane, into the trial of the new parking controls in the High Street by way of an Experimental Traffic Regulation Order.

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## **1 Background Information**

1.1 In December 2012, the Lead Member for Transport and Environment approved a two-stage approach to mitigate the impact of development generated traffic on the roads in Uckfield town centre taking into account existing and future development allocations. At this meeting, Stage 1 of the improvements to the High Street from Framfield Road to Bell Lane were approved and construction of the scheme was completed in November 2014. In September 2015, the Lead Member for Transport and Environment approved Stage 2 of the improvements to the High Street from north of Bell Lane up to Church Street and construction of the scheme was completed in September 2016. Development contributions from committed development in Uckfield and surrounding settlements have been secured by Wealden District Council (WDC) by means of Section 106 agreements from developers and these have been used to fund the mitigation measures.

1.2 The Stage 2 improvements introduced a new layout to the High Street comprising of 23 on-street time-limited parking spaces, with a reduction in the waiting period from 60 minutes to 30 minutes and 2 disabled parking spaces with a maximum stay of 3 hours. The reduced waiting period for the 23 parking spaces allows for a higher turnover of the spaces and therefore increases the availability of parking on the High Street. At the Lead Member meeting in September 2015, approval was given to trial the operation of these new parking controls by way of an Experimental Traffic Regulation Order (ETRO). The ETRO allows the enforcement of the parking controls and enables the County Council to monitor them to assess if they are working effectively and to make modifications if required.

1.3 Within the area of the Stage 1 improvements there is a section of 3 on-street time-limited parking spaces on the eastern side of the High Street, south of Bell Lane with a waiting period of 60 minutes. At the Lead Member meeting in December 2012, no approval was sought to reduce the waiting period of this section of parking to 30 minutes by way of an ETRO. If these 3 spaces are not included in the trial it will be confusing to drivers as there will be two different waiting periods in close proximity in Uckfield High Street. Therefore, Lead Member approval is being sought to rectify this situation by including this section of 3 on-street parking spaces in the trial of the new parking controls in the High Street by way of an ETRO. A copy of a plan showing the

location of the 3 on-street parking spaces south of Bell Lane to be included in the trial of the new parking controls in the High Street is included in Appendix 1.

## **2 Supporting Information**

2.1 Consultation has been undertaken with statutory stakeholders about the ETRO associated with the trial of the parking controls associated with Stage 2 of the improvements including Sussex Police, Uckfield Town Council, Wealden District Council, local bus operators and the Local County Council Members. No objections were received.

2.2 However, the Town Council requested that the 3 on-street parking spaces on the eastern side of the High Street south of Bell Lane be included in the trial of the parking controls to ensure that there is a consistent waiting period for all on street parking spaces in the High Street. Having considered this request, these 3 spaces are now being recommended to be included in the trial.

## **3 Conclusion and Reasons for Recommendations**

3.1 The 23 on-street time-limited parking spaces associated with Stage 2 of the High Street improvements have a waiting period of 30 minutes, for which the Lead Member has approved the trial of the new parking controls by way of ETRO. The 3 on-street time-limited parking spaces on the eastern side of the High Street south of Bell Lane associated with Stage 1 of the High Street improvements have a waiting period of 60 minutes. If these spaces are not included in the trial it will be confusing to drivers as there will be two different waiting periods in close proximity of one another.

3.2 It is recommended, for the reasons set out in this report, that the Lead Member approves the inclusion of the 3 on-street time-limited parking spaces on the eastern side of the High Street south of Bell Lane in the trial of the new parking controls in the High Street by way of ETRO.

RUPERT CLUBB

Director of Communities, Economy and Transport

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### LOCAL MEMBERS

Councillor Claire Dowling

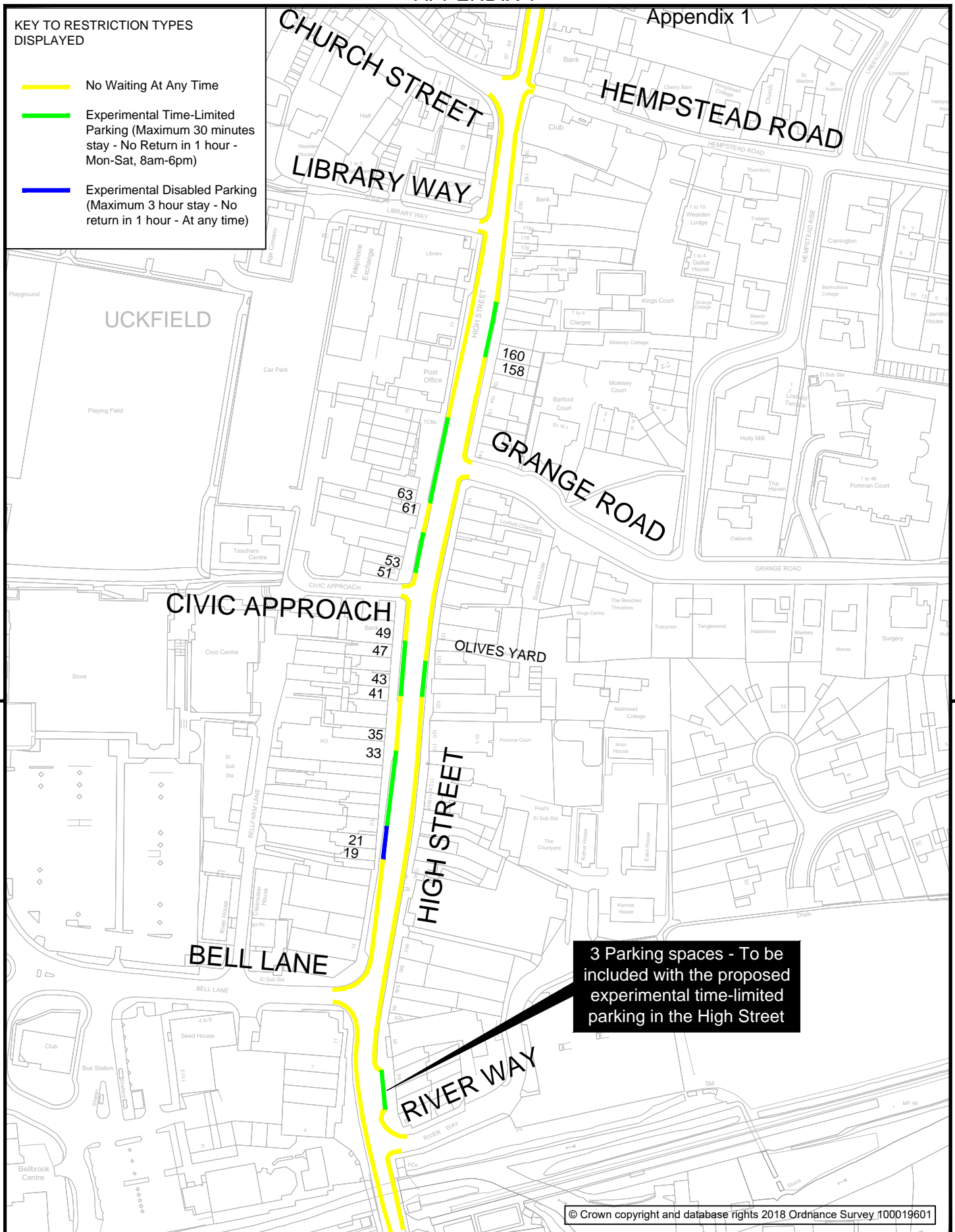
Councillor Chris Dowling

### BACKGROUND DOCUMENTS

None

KEY TO RESTRICTION TYPES  
DISPLAYED

- No Waiting At Any Time
- Experimental Time-Limited Parking (Maximum 30 minutes stay - No Return in 1 hour - Mon-Sat, 8am-6pm)
- Experimental Disabled Parking (Maximum 3 hour stay - No return in 1 hour - At any time)



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Project  
SCH-094  
UCKFIELD HIGH STREET

Drawing title  
UCKFIELD HIGH STREET  
PARKING RESTRICTIONS  
EXPERIMENTAL TRO  
LM REPORT PLAN

Page 1

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