



## LEAD MEMBER FOR COMMUNITIES AND SAFETY

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

**THURSDAY, 19 NOVEMBER 2020 AT 2.00 PM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

**++Please note, the Lead Member will not be present in person, but will be taking the decisions remotely++**

### **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 30 January 2020 (*Pages 3 - 6*)
- 2 Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition - safety concerns at Tyes Cross, Sharpthorne (*Pages 7 - 16*)  
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

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

11 November 2020

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NOTE: *As part of the County Council's drive to increase accessibility to its public meetings, this meeting will be broadcast live on its website and is accessible at:*  
[www.eastsussex.gov.uk/yourcouncil/webcasts/default.htm](http://www.eastsussex.gov.uk/yourcouncil/webcasts/default.htm)

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## LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 30 January 2020 at County Hall, Lewes

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Councillor Colin Swansborough spoke on item 6 (see minute 15)

Councillor Peter Pragnell spoke on Item 4 (see minute 16)

### 13 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 22 OCTOBER 2019

13.1 The Lead Member approved as a correct record the minutes of the meeting held on 22 October 2019.

### 14 REPORTS

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

14.2 The Lead Member RESOLVED to amend the Agenda Order, and to consider Item 6 first.

### 15 PETITION FOR PEDESTRIAN CROSSING - LINDFIELD ROAD, EASTBOURNE

15.1 The Lead Member considered a report by the Director of Communities, Economy and Transport (Agenda Item 6).

15.2 The following people spoke in support of the petition's aims:

Alex Burrough (the Lead Petitioner), Councillor Tony Freebody and Councillor Colin Swansborough.

### DECISIONS

15.3 The Lead Member RESOLVED to advise the petitioners that (1) a potential pedestrian crossing for Lindfield Road has been assessed through our approved high Level Sift process and is not a priority for the County Council at the present time; and

(2) petitioners may wish to consider taking a potential scheme forward through Community Match. A feasibility Study at a cost of (£500) would be required prior to a Community Match application.

### Reasons

15.4 The County Council has a limited amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. To help us prioritise the numerous requests received for improvements, we developed a process to determine which schemes should be funded through our Integrated Transport Programme. The request for a pedestrian crossing has been assessed to determine if it might be a priority for further consideration. The proposal did not meet the benchmark score to enable it to be taken forward.

15.5 In order to determine what measures could be suitable in Lindfield Road, prior to a Community Match application, it is suggested that the residents contact Eastbourne Borough Council to ascertain whether they would be interested in supporting a scheme to try and

influence traffic conditions in the road. They would then need to commission a Feasibility Study at a cost of £500 plus VAT. Speed data was collected from the site at the beginning of September 2019. This will help to identify possible improvements for further discussions and provide the group of residents and Eastbourne Borough Council with an estimate of what they might cost to assist in their budget considerations.

## 16 PETITION FOR PEDESTRIAN CROSSING - LITTLE RIDGE AVENUE, HASTINGS

16.1 The Lead Member considered a report by the Director of Communities, Economy and Transport (Agenda Item 4).

### DECISIONS

16.2 The following people spoke in support of the petition's aims: Councillor Peter Pragnell.

### DECISIONS

16.3 The Lead Member RESOLVED to advise the petitioners that (1) a potential pedestrian crossing for Little Ridge Avenue has been assessed through our approved high Level Sift process and is not a priority for the County Council at the present time; and

(2) petitioners may wish to consider taking a potential scheme forward through Community Match. A feasibility Study at a cost of (£500) and a speed survey (at a cost of £410) would be required prior to a Community Match application.

### Reasons

16.4 The County Council has a limited amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. To help us prioritise the numerous requests received for improvements, we developed a process to determine which schemes should be funded through our Integrated Transport Programme. The request for a pedestrian crossing has been assessed to determine if it might be a priority for further consideration. The proposal did not meet the benchmark score to enable it to be taken forward.

16.5 In order to determine what measures could be suitable in Little Ridge Avenue, prior to a Community Match application, it is suggested that the group concerned contact Hastings Borough Council to ascertain whether they would be interested in supporting a scheme to try and influence traffic conditions in the road. They would then need to commission a Feasibility Study at a cost of £500 plus VAT, and a Speed data survey at a cost of £410 per site. This will help to identify possible improvements for further discussions and provide the group of residents and Hastings Borough Council with an estimate of what they might cost to assist in their budget considerations.

## 17 PETITION FOR PEDESTRIAN CROSSING - ST HELEN'S PARK ROAD, HASTINGS

17.1 The Lead Member considered a report by the Director of Communities, Economy and Transport (Agenda Item 5).

### DECISIONS

17.2 The following people spoke in support of the petition's aims: Scott Quinn (the Lead Petitioner), and Councillor Andy Batsford.

## DECISIONS

17.3 The Lead Member RESOLVED to advise the petitioners that (1) a potential pedestrian crossing scheme achieved the benchmark score to be taken forward for detailed appraisal to ascertain if it could be included within the 2020/21 Capital Programme for Transport Improvements. The Lead Member for Transport and Environment will consider this programme in March 2020; and

(2) depending on the outcome of the Lead Member for Transport and Environment meeting in March 2020 they may wish to consider taking a potential scheme forward through Community Match.

### Reasons

17.4 The request for a pedestrian crossing was previously assessed to determine if it might be a priority for further consideration and did not meet the benchmark score. Following receipt of the petition, the proposal was reassessed by the Strategic Economic Infrastructure Team. The proposal has now met the benchmark score due to the potential impact that a crossing facility could have to the indicated crash record and has been put forward for Detailed Appraisal.

17.5 Detailed appraisals are currently being undertaken on the 76 sites that have met the benchmark score for possible inclusion within a future Capital Programme for Transport Improvements. Following completion of these appraisals the scheme will be ranked by their relative priority to identify which should be progressed through design to implementation. The draft Capital Programme for Transport Improvements for 2020/2021 will be considered for approval at the Lead Member for Transport and Environment meeting in March 2020.

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**Report to:** Lead Member for Communities and Safety

**Date of meeting:** 19 November 2020

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

**Title:** Safety Concerns at Tyes Cross, Sharpthorne

**Purpose:** To consider a petition relating to road safety measures at Tyes Cross, Sharpthorne

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

- (1) A 40mph speed limit on the C2 Plawhatch Lane is not a priority for East Sussex County Council at the present time;**
  - (2) The request for a safety camera does not meet the Sussex Safer Roads Partnership installation criteria; and**
  - (3) East Sussex County Council have previously implemented remedial measures at this junction and have recently carried out maintenance works in the area to improve visibility of the signs and road markings.**
- 

## **1 Background Information**

1.1 At the County Council meeting on 7 July 2020, a petition was presented to the Chairman by Councillor Roy Galley from a group of residents calling on the County Council to do something urgently about the dangerous offset junction where Plawhatch Lane (C319) meets Grinstead Lane and the twittern from Chilling Street.

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

## **2 Supporting Information**

2.1 The location at Tyes Cross is on the County border, with East Sussex County Council (ESCC) being responsible for the junction of Grinstead Lane (C401) and Plawhatch Lane (C2). West of this junction becomes the responsibility of West Sussex County Council (WSSC) including the junction of Chilling Street/Top Road, as shown on the attached location plan at Appendix A.

2.2 In 2015 following local concerns relating to the Grinstead Lane/ Plawhatch Lane junction, members of the Road Safety team met on site with officers from the WSSC Highways and Road Safety Teams. A number of small-scale remedial measures were identified. These included new retroreflective signage in place of a wooden fingerpost and the renewal of the existing road markings.

2.3 The latest crash record shows that there has only been one slight personal injury crash reported at this junction in the most recently available three-year period. A plan indicating the current crash history of the junction is included as Appendix B (note – this only indicates collisions occurring within East Sussex. However, the SSRP crash data portal does not indicate any crashes involving personal injury at the Chilling Street/Plawhatch junction in the most recent three-year period).

2.4 WSSC carried out signing improvements on the eastbound approach to Grinstead Lane approximately two years ago, and the road markings have recently been refreshed. This included adding additional 'SLOW' markings on the eastbound approach to Grinstead Lane. In addition, a new advanced 'Give Way' sign and distance plate in Chilling Street has been installed and the vegetation cut back around the existing 'Give Way' sign. Shortly, the centre lines on their side of C2 Plawhatch Lane will be refreshed.

2.5 WSSC Officers have indicated there are no current plans for any further works on the eastbound approach to the Grinstead Lane junction at this time or to install 'No Entry' signage at Chilling Street.

2.6 ESCC has recently undertaken maintenance work in the area with the junction markings on Grinstead Lane being renewed, along with cutting back of the vegetation in the vicinity of the Give Way

road sign in Grinstead Lane. In addition, the SLOW road marking in advance of the junction on Plawhatch Lane for westbound drivers has been added to their work programme. The Highway Steward has inspected the area with regards to sign cleaning and did not find any issues.

2.7 A request to reduce the speed limit at this location has been previously investigated. The C2 Plawhatch Lane is predominantly rural in nature, with most of the sparse development being set back from the road and screened by vegetation. This type of environment would not give a driver a clear indication of why a lower speed limit had been imposed and in line with national guidance and adopted Policy PS05-02 (Appendix C) the current national speed limit is considered appropriate.

2.8 At the present time, we have very limited funding available for assessing lower speed limits. The only resources currently available are from a wider road safety review that is being targeted at the 'A' and 'B' roads in the county with a killed and serious injury (KSI) crash rate above the county average. As Plawhatch Lane is a 'C' class road and does not have an identified road safety issue, this would not be a priority for us to consider at the present time.

2.9 There are very strict criteria for the introduction of speed cameras. In light of the good crash history at this location, this site would not meet the criteria set out for their installation by the Sussex Safer Roads Partnership.

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

3.1 It is recommended that the petitioners be advised that the previously implemented remedial measures had a positive impact on the crash record at this location and recent maintenance works have been carried out within East Sussex to the lining and cutting back of vegetation around some signs.

3.2 It is also recommended that the petitioners be advised that their request for a lower speed limit on Plawhatch Lane does not meet the County Council's criteria and due to limited resources, this site would not be a priority to consider above those currently identified for investigation.

3.3 It is recommended that the petitioners be advised that their request for a speed camera does not meet the base installation criteria set by the Sussex Safer Roads Partnership due to its good crash history.

RUPERT CLUBB  
Director of Communities, Economy and Transport

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Email: [jo.reed@eastsussex.gov.uk](mailto:jo.reed@eastsussex.gov.uk)

#### LOCAL MEMBERS

Councillor Roy Galley

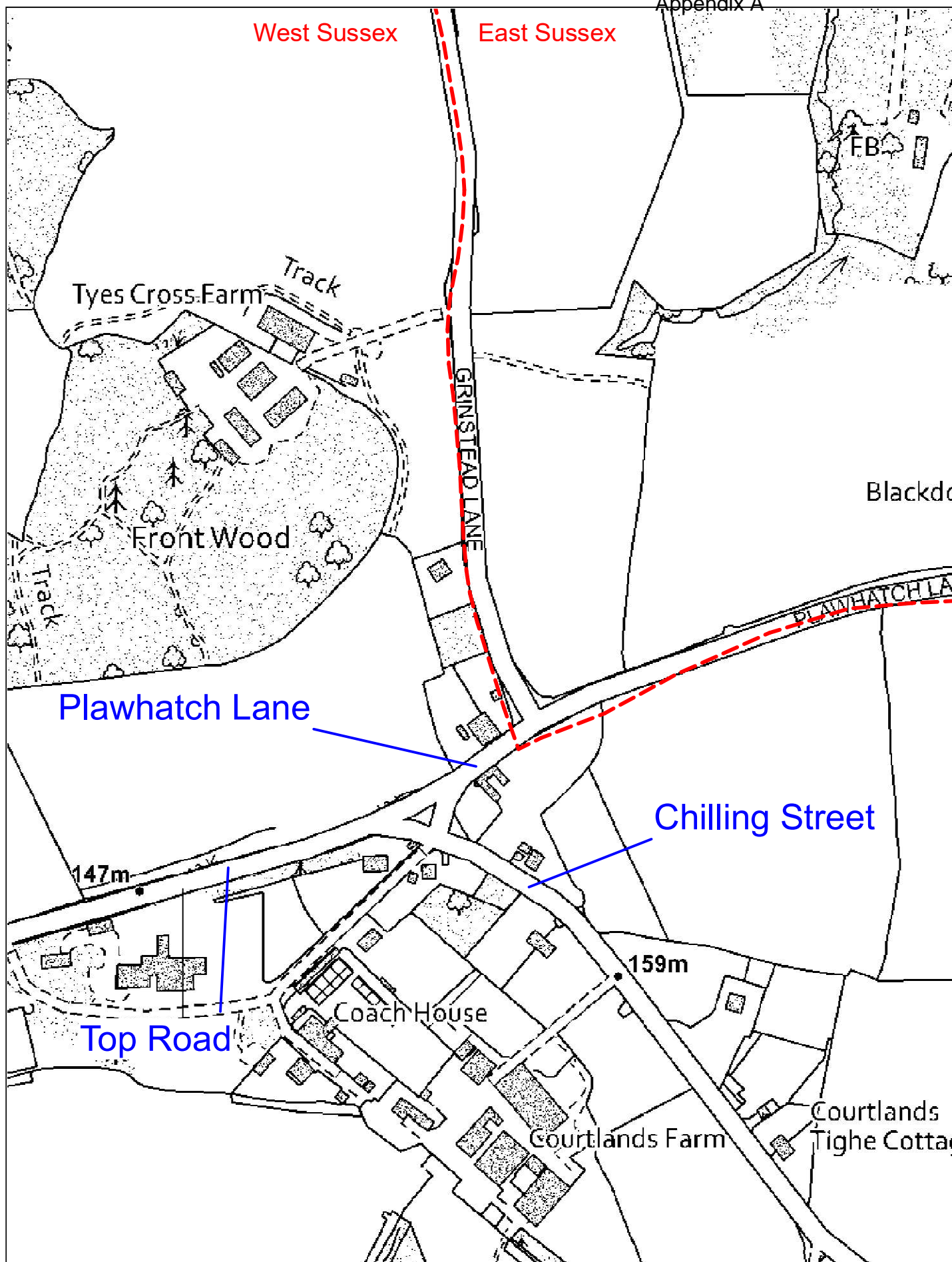
#### BACKGROUND DOCUMENT

None



West Sussex

East Sussex



Plawhatch Lane

Chilling Street

Top Road

Coach House

Courtlands Farm

Courtlands Tighe Cottag

East Sussex  
County Council



Appendix A - Location Plan

AccsMap version 6.1

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SCALE 1 : 3000

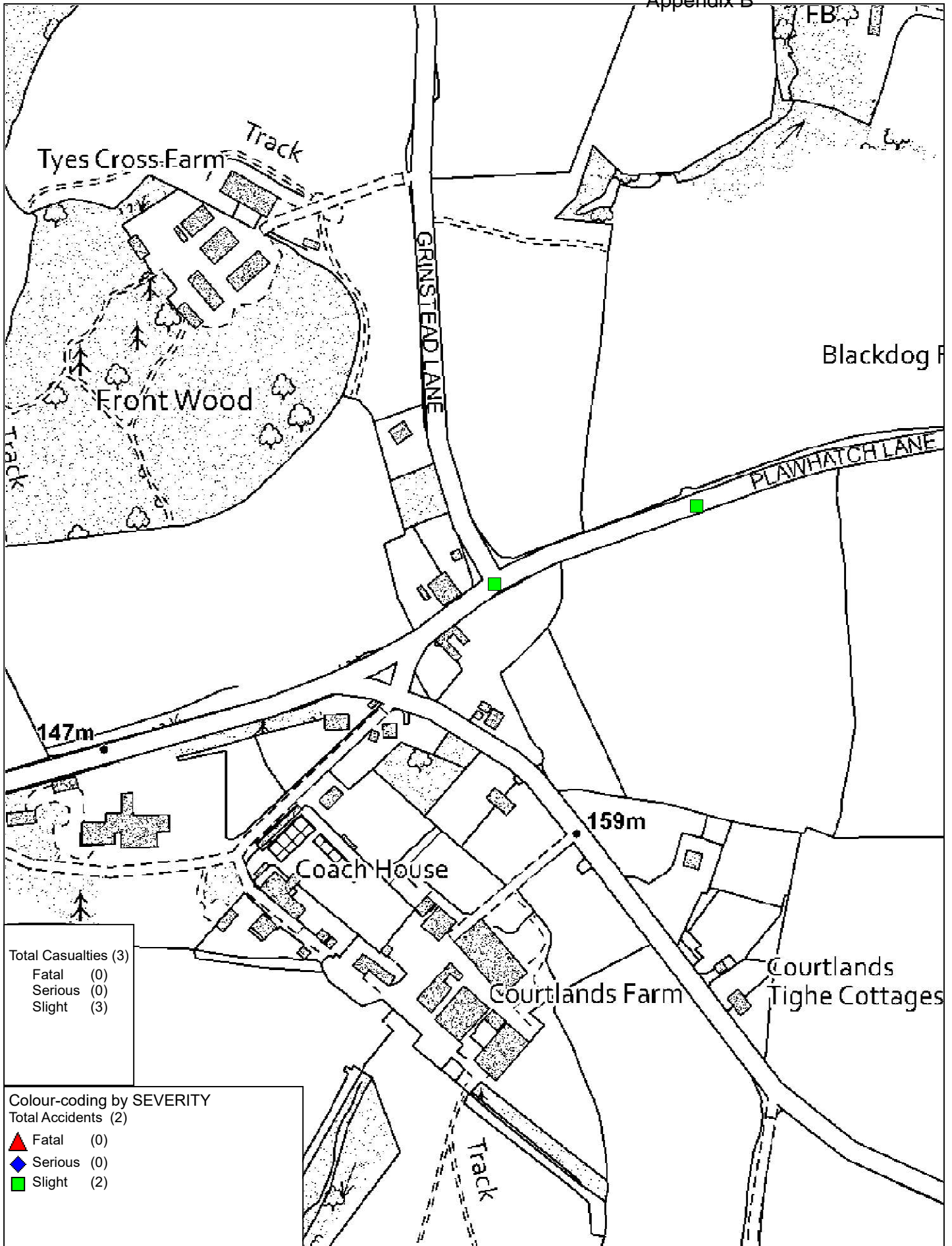
DATE 21/09/2020

DRAWING NO. A

DRAWN BY PW

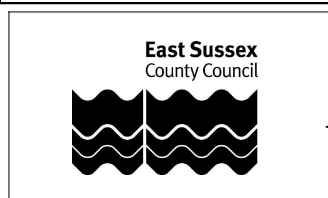
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Total Casualties (3)	
Fatal	(0)
Serious	(0)
Slight	(3)

Colour-coding by SEVERITY	
Total Accidents (2)	
▲ Fatal	(0)
◆ Serious	(0)
■ Slight	(2)



Appendix B - Crash Plot

AccsMap version 6.1      Type of Crash : Injury only

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SCALE	1 : 3000
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## EAST SUSSEX COUNTY COUNCIL

**LEAD MEMBER – COMMUNITIES AND SAFETY**  
**POLICY SUMMARY**

<b>LOCAL SPEED LIMITS</b>	<b>PS05/02</b>
<p><b>PURPOSE OF POLICY</b></p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>	
<p><b>SPECIFIC POLICIES</b></p> <ol style="list-style-type: none"> <li>1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road.</li> <li>2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections.</li> <li>3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.</li> </ol>	
<p><b>SUPPORTING STATEMENT</b></p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>	
<p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984  Department for Transport – Circular Roads 01/2006  Department for Transport – Circular Roads 02/2006  Department for Transport – Traffic Advisor Leaflet 1/04  Department for Transport – Traffic Advisory Leaflet 2/06  Department for Transport- Circular Roads 01/2013  H &amp; T Committee – Agenda Item 10  H &amp; T Committee – Agenda Item 18  Cabinet Committee – Agenda Item 5  Lead Member for Transport and Environment – Agenda Item 11  Lead Member for Communities &amp; Safety– Agenda Item 31</p>	<p style="text-align: center;"><u>Date of Approval</u></p> <p>17.03.1993  19.10.1994  15.11.2000  25.06.2007  16/03/2018</p>

## SPECIFIC POLICIES (CONTINUED)

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

<b>Speed Limit</b>	<b>Average Speed Below</b>
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-
  - a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
  - b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

### **7. 20mph Speed Limits and Zones**

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

**Proposed Speed Limit Criteria – Route Assessment**

*Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.*

<b>SPEED LIMIT/ CHARACTER OF ENVIRONMENT</b>	<b>CHARACTER OF ROAD</b>	<b>TRAFFIC COMPOSITION</b>
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**20 mph Speed Limit**

Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph  High proportion of vulnerable road users in direct conflict with traffic
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**30 mph Speed Limits**

Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets  Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph  Significant number of vulnerable road users in conflict with vehicular traffic
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**40 mph Speed Limits**

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	<b>Urban</b> Suburban distributor roads buildings set back from the road  <b>Rural</b> Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph  <b>Urban</b> Vulnerable road users segregated from road space  <b>Rural</b> A noticeable presence of vulnerable road users
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**50 mph Speed Limits**

Limited frontage development	Higher quality urban distributors with few points of access  Low standard classified roads	Mean vehicle speed below 52mph
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**60 mph Speed Limits (Dual Carriageways)**

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
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*Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.*

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