



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Claire Dowling

MONDAY, 17 AUGUST 2020 AT 10.00 AM

CC1 - 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 20 July 2020 (*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 Emergency Active Travel Fund (*Pages 5 - 12*)
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

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7 August 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. The live broadcast is accessible at:*
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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 20 July 2020 at County Hall, Lewes

++ The Lead Member was not present in person, but took the decisions remotely ++

Councillors Stephen Shing and Bob Standley spoke on item 4 (see minute 7)

4 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 20 MAY 2020

4.1 The Lead Member approved as a correct record the minutes of the meeting held on 20 May 2020.

5 DISCLOSURE OF INTERESTS

5.1 Councillors Dowling, Shing and Standley declared an interest in item 4 as Members (and in Councillor Standley's case, Leader) of Wealden District Council. They did not consider it to be prejudicial.

6 REPORTS

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

7 EAST SUSSEX COUNTY COUNCIL AND WEALDEN DISTRICT COUNCIL CUCKOO TRAIL MANAGEMENT AGREEMENT – 2020 TO 2025

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

7.2 Councillor Standley confirmed that Wealden District Council would be interested in discussions on taking ownership of the whole Trail. Officers from the two authorities will liaise and any proposals will be brought to a future Lead Member meeting for approval.

DECISIONS

7.3 The Lead Member RESOLVED to (1) approve the draft Cuckoo Trail Management Agreement between East Sussex County Council (ESCC) and Wealden District Council (WDC); and

(2) delegate authority to the Director of Communities, Economy and Transport to authorise completion of the Management Agreement on behalf of the County Council.

Reasons

7.4 The Trail is a popular, well known and well used off road route. The Trail features as a strategic route in the draft Local Cycling and Walking Infrastructure Plan. Following ESCC's recent Countryside Access Strategy as well as the introduction of new operational countryside contractor arrangements at WDC it became clear that an updated Management Agreement was needed to clarify operational and financial aspects.

Report to: Lead Member for Transport & Environment

Date of meeting: 17 August 2020

By: Director of Communities, Economy and Transport

Title: Emergency Active Travel Fund

Purpose: To seek approval to implement the agreed programme of schemes identified in the East Sussex Active Travel for Recovery & Growth programme – Phase 1 arising from tranche 1 of the Government’s Emergency Active Travel Fund

RECOMMENDATIONS: Lead Member is recommended to

- 1) approve the implementation of the East Sussex Active Travel for Recovery & Growth programme – Phase 1 schemes as set out in Appendix 1 (subject to any amendment in accordance with recommendation 2 below) arising from tranche 1 of the Government’s Emergency Active Travel Fund; and
 - 2) delegate authority to the Director of Communities, Economy and Transport in consultation with the Lead Member for Transport and Environment to finalise the list of Emergency Active Travel Fund schemes for implementation and to take any actions necessary to give effect to recommendation 1.
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1 Background Information

1.1 On 9 May 2020, the Secretary of State for Transport announced a £250m Emergency Active Travel Fund for local authorities to restart local transport as part of the Government’s Covid-19 recovery roadmap. The funding forms part of a wider £2bn announced in February 2020 to support the government’s wider aim to get more people cycling and walking and encouraging local authorities to develop Local Cycling & Walking Infrastructure Plans (LCWIP).

1.2 The £250m has been indicatively allocated to local authorities in two tranches. On 5 June 2020 East Sussex County Council (“the County Council”) submitted its Active Travel for Recovery & Growth programme – Phase 1 relating to the tranche 1 allocation for approval. On 25 June 2020 the County Council received confirmation that it would receive £535k in tranche 1 for the delivery of targeted temporary transport measures. It was stipulated that spend must commence within four weeks of receipt of the funding and be completed within 8 weeks of receipt. Therefore any measures must be able to be delivered quickly and easily.

1.3 Government published the guidance for the second tranche of funding on 10 July 2020 and set out the types of measures which can and cannot be funded with an emphasis on schemes which enable the reallocation of road space for pedestrians and cyclists and that can be delivered by March 2021. The County Council has been indicatively allocated a second tranche of funding of £1.916m which is available as 80% capital and 20% revenue. We are currently developing our tranche 2 programme which will be reflective of the fund’s guidance and the content of our LCWIP. This was submitted by the deadline of 7 August 2020.

2 Supporting Information

2.1 Following the Government’s funding announcement in May a programme of temporary transport measures for the county for tranche 1 was developed in accordance with the guidance. In doing so, we have collaborated with Borough and District Councils as well as engaged with walking and cycling groups across the county for their thoughts and suggestions. In finalising the

programme, these potential schemes were assessed on their likely impact and benefits as well as their deliverability, safety and likely local acceptability.

2.2 The submitted programme broadly comprised two elements, namely:

1. Countywide measures

To ensure consistency across the county, an integrated package of social distancing signage in town centres and high streets, at key bus stops to reduce conflict between people queuing for buses and accessing adjacent shops, and temporary cycle parking. The signage measures are already in place, with the cycle parking to be provided as soon as possible.

2. Site specific schemes to encourage walking and cycling

Eastbourne

- Terminus Road between Trinity Trees and Grand Parade – Road closure
- Bolton Road to Langney Road, Eastbourne – Road closure
- Seafront cycle route between Fishermans Green and Wish Tower
- Cycle route on Princes Road between Royal Parade and Langney Roundabout

Hastings

- A259 The Stade to Pelham Place car park– Localised footway widening to enable people to social distance
- Warrior Square (west of junction Norman Road) - Footway widening to enable people to social distance

Bexhill

- Buckhurst Place – Footway widening under the bridge at junction of Sackville Road/Buckhurst Place
- Devonshire Road – Footway widening to enable people to social distance
- Western Road – Footway widening to enable people to social distance

Rye

- High Street – Footway widening to enable people to social distance

Newhaven

- A259 Peacehaven – Newhaven – temporary cycle route
- A259 Bishopstone to Marine Drive Seaford –widening of shared footway to enable greater space and safety for both pedestrians and cyclists

Lewes

- High Street/School Hill – Footway widening to enable people to social distance.

Hailsham

- Hailsham High Street – Limit vehicle access to cyclists, taxis and buses and footway widening

Cuckoo Trail

- Provision of additional signing from residential areas in Heathfield to Eastbourne to signpost users to the existing shared Cuckoo Trail route.

2.3 The programme was developed to ensure that it integrates with the ambitions in the draft LCWIP, makes the best use of the funding available and builds on recent and planned investment made in walking and cycling infrastructure through the capital programme of local transport improvements. Therefore, tranche 1 includes a small number of schemes, which have been prioritised for inclusion in the draft LCWIP, which we will bring forward as temporary schemes.

2.4 Despite a clear desire from Government for these types of schemes to be delivered quickly, we have sought to undertake local consultation on all the site specific schemes with those immediately affected by the proposals. Given the need to identify and develop these schemes at

pace, some of the proposals drew significant negative feedback at the local consultation stage. The proposed list of schemes that are recommended to proceed or not proceed is set out in Appendix 1 of the report. As part of this process a panel of officers from within directorate considered summaries of the representations made and the recommendations within this report are supported by the views of the panel.

2.5 In addition, having due regard to the Equality Act 2010 has been essential in the development of the programme, and the further assessment of this has been integrated into the design and delivery of the individual schemes.

3 Conclusion and Reasons for Recommendations

3.1 The Government's Emergency Active Travel Fund is intended to provide an opportunity for local authorities to help restart local transport in the county and support the economic recovery by promoting greater levels of walking and cycling and promoting safe social distancing in our high streets and town centres as the Covid-19 restrictions continue to ease.

3.2 The East Sussex Active Travel for Recovery & Growth – Phase 1 programme, as summarised in paragraph 2.2 has been developed to utilise the £535k allocated in tranche 1 for East Sussex from the Government's Emergency Active Travel Fund.

3.3 The site specific schemes have been subject to limited consultation. The Lead Member for Transport & Environment is recommended to approve the delivery of the programme of schemes, set out in appendix 1, and to delegate authority to the Director of Communities, Economy and Transport in consultation with the Lead Member for Transport and Environment to finalise the list of Emergency Active Travel Fund schemes as set out in Appendix 1 for implementation and to take any actions necessary to implement the schemes.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

East Sussex Active Travel Recovery and Growth – Phase 1 submission, June 2020

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Active Travel Recovery and Growth - Phase 1 Programme

Recommended programme of schemes for Implementation

Location	Type of measure	Feedback	Officer comment	Officer recommendation
A259 Bishopstone to Marine Parade, Seaford Option 1	Footway widening	No consultation carried out, technical assessment only	A technical assessment has been reviewed and there are too many challenges to introduce this scheme safely and within a short timeframe. Widening the footway into the existing carriageway would require a lowering of existing speed limit and realignment of the current road layout, including relocating of traffic islands in order to provide an arrangement that operates safely. This section of the A259 has experienced a number of crashes over the last 5 years and any changes introduced in this vicinity are likely to need significant works and it is therefore not suited to a temporary measure.	Do not proceed
A259 Bishopstone to Marine Parade, Seaford Option 2	Footway passing bays	No consultation carried out, technical assessment only	A technical assessment has been reviewed and there are too many challenges to introduce this scheme safely and within a short timeframe. There is insufficient verge space at the back of the footway to provide adequate passing bays (to allow space for cyclists and pedestrians to pass) and the construction required would be significant due to the banks. The route would need to be closed for construction and it is therefore not suited to a temporary measure.	Do not proceed
A259 Peacehaven to Newhaven	Cycle Route	No consultation carried out, technical assessment only	A technical assessment has been reviewed and there are significant challenges to introduce an on-road advisory cycle lane without relocating existing pedestrian and traffic islands, suspending parking and realigning the central road markings. Due to the high traffic volumes on this section of the A259, the civil works would be very disruptive and may require a road closure. The cycle scheme is not suitable as a temporary measure.	Do not proceed
High Street/School Hill, Lewes Section 1 Market Street to Friars Walk	Footway widening	Lewes High Street Traders Association: are very concerned about the adverse impact on trade of the proposed measures. Parking is required for customers from outside of the town. The proposals are ludicrous and will kill our businesses. Please rethink before it is too late.	There has been a relaxation of social distancing guidance from 2m to 1m+, lower risk outside and the new rules about wearing face masks/coverings. As a result, the widening of the footways originally proposed to enable social distancing are now not so necessary.	Do not proceed
High Street, Lewes Section 2 St Swithuns' Lane to Station Street	Footway widening	<p>Reducing parking will adversely affect businesses at this challenging of times.</p> <p>The government guidance has changed to 1m+ and compulsory wearing of face masks/coverings so widening is no longer necessary. Loss of parking will be devastating to trade.</p> <p>Measures don't help cyclists and are a knee jerk reaction to the government's EATF. Anything that deters customers at this time will be a disaster for the high street.</p> <p>A representative of businesses states that measures will adversely affect the town centre as there are fewer shoppers at the moment anyway so measures not needed.</p> <p>Proposed measures will not help businesses operate, prohibitive parking charge increases already introduced and taking away spaces is unhelpful to businesses.</p> <p>The proposals are a waste of time and money and do not help. More support for traders is required. There are far fewer pedestrians with no queuing for buses etc. the measures will wipe out the high street completely.</p> <p>Many people are in support of the proposals with letters received in support of the proposed measures to make shopping a better experience and increase footfall to help with the recovery of businesses. The proposed footway widening will enable people to social distance and shop safely. A reduction in the number of cars in the high street will help to improve air quality and will encourage more people to walk and cycle.</p> <p>Cycle Lewes and Lewes Living Streets strongly support the proposed footway widening scheme.</p>	<p>We have received various comments objecting to the scheme from traders.</p> <p>We have received many comments from local residents, Cycle Lewes and Lewes Living Streets supporting the scheme.</p> <p>However, in this instance, the traders' comments outweigh the acknowledged benefits.</p>	Do not proceed
Buckhurst Place (underneath railway bridge), Bexhill	Footway widening	Chamber of Commerce & Tourism: Support the widening of the footway under the bridge to make it safer to walk into town safely.	<p>The available footway is less than 1.5m on both sides of the road. The widening increases the width by 1 metre on both sides.</p> <p>This is a pinch-point where there is significant footfall and anything that improves the situation should be introduced.</p> <p>This would be ahead of the implementation of a proposed permanent scheme at the Sackville Road/Buckhurst Place junction.</p>	Proceed

Devonshire Road, Bexhill	Footway widening	Chamber of Commerce & Tourism: object outright to the plans for the removal of parking spaces to widen the footway after consulting with over 150 businesses. The proposals will not help businesses to recover. Parking is already in short supply as 80 spaces in Wainright car park have been removed for a testing station. The existing footways are wide enough to accommodate 1m+ passing. The measures will not make the road a more attractive place to shop.	There has been a relaxation of social distancing guidance from 2m to 1m+, lower risk outside and the new rules about wearing face masks/coverings. This means that the widening of the footways originally proposed are not now so necessary, particularly bearing in mind the width of the existing pavements on Devonshire Road and the north side of Western Road. Signage to remind people about social distancing has already been received.	Do not proceed
Western Road, Bexhill	Footway widening	<p>Money should be spent on other measures, such as repairing footways and roads, street cleaning.</p> <p>RDC councillor Deirdre Earl-Williams concerned about the impact on business and disabled parking provision.</p> <p>Councillor Thomas supports the proposed measures but understand the traders concerns but this is a public health matter.</p> <p>Business owner objecting to the removal of parking and suggesting that the existing parking restrictions should be enforced.</p> <p>Business owner stating waste of time and money.</p> <p>Business owner stating proposals are insane customer parking required. Enforce the existing and planned parking restrictions to increase turnover of shoppers.</p>	<p>Comments received objecting to the proposals all from the businesses including from the Chamber of Commerce and Tourism.</p> <p>Few comments in support of the proposals.</p> <p>Majority of comments against the proposal</p>	Do not proceed
A259 The Stade to Pelham Place, Hastings	Footway widening	Hastings Borough Council has confirmed that there is support for the footway widening as it does get very busy along this section of seafront footway.	There is general acceptance for the scheme to widen the footway.	Proceed
A259 Warrior Square to London Road, Hastings	Footway Widening	The section of footway is not heavily trafficked by pedestrians, so the scheme is not needed along the whole section just the first 35 metres where it is narrowest. HBC councillor questioned the validity of the scheme and the scheme was shortened. A business objected to the removal outside their furniture business as would make pickup and drop very difficult. This would result in less than 30 metres of footway being widened.	<p>Reducing the scheme by a further 6 metres to accommodate a loading bay would result in less than 30 metres of footway widening.</p> <p>Officers have liaised with HBC and they do not object to the scheme not going ahead.</p> <p>The traders' comments are key to the acceptability of any scheme.</p>	Do not proceed
Terminus Road between Grand Parade and Trinity Trees, Eastbourne	Temporary road closure between 10am and 10pm Monday to Sunday	A number of businesses are against the scheme on grounds of access and we have also received correspondence from Elms Avenue and Elms Road residents about potential impacts of traffic using their road during the closure. However, we have mitigated that with a wider signed diversion route in place.	<p>Support from Chamber of Commerce and Eastbourne BID which represent business community. EBC supportive.</p> <p>Ties in to their promotion of this part of Terminus Road as a 'Food Street' and forms part of our longer term plan for this section of Terminus Road to be pedestrianised as part of movement and access package for the town centre which builds on most recent investment in public realm around The Beacon and Phase 2 between Bankers Corner and Bolton Road/Langney Road. In most cases, our proposals do not impact on deliveries.</p>	Proceed
Bolton Road to Langney Road via Terminus Road, Eastbourne	Temporary road closure between 10am and 10pm Monday to Sunday	Significant concerns raised by taxi operators due to loss of rank space and limited opportunity for providing space short term elsewhere. Also concerns raised about the loss of disabled bays and limited alternative provision. Concerns about deliveries.	<p>It is considered that the impacts of closure are too significant to proceed.</p> <p>Whilst we have a more comprehensive solution in terms of Phase 2 improvements which involve making part of Bolton Road and Langney Road two way with retention of taxi, loading and disabled parking, the temporary closure of Bolton Road and Langney Road along their full lengths and the impacts this would have on access for taxis, disabled and delivery vehicles means we can't proceed.</p>	Do not proceed
Seafront, between Wish Tower and Fisherman's Green, Eastbourne	Cycle route	Consultation will take place as part of the scheme development	<p>EBC and Chamber BID supportive. We have had significant correspondence from residents who are supportive of seeing a cycle route along seafront. Has been a long-standing aspiration for EBC and stakeholders.</p> <p>We have engaged early with hoteliers to understand their issues, one of which is the loss of parking which can be mitigated by EBC allocating parking for hotel residents in the various off-street car parks along the seafront.</p> <p>Will be subject to local consultation with stakeholders and businesses/ residents along proposed alignment.</p>	Proceed
Royal Parade, Langney roundabout via Princes Road Eastbourne	Cycle route	Consultation will take place as part of the scheme development	Builds on existing network of cycle routes including NCR21 and Horsey Way. Would provide a dedicated link from Langney/Harbour residential area to the seafront/employment areas.	Proceed
High Street, Hailsham	Road closure with exemption for some users	There has been concern from some traders and the Chamber of Commerce about the loss of on-street parking and access to shops on the High Street. Support indicated via Town Clerk at Hailsham Town Council, provided that businesses can still operate normally. Concerns from one councillor. Temporary rather than permanent scheme preferred. Need for social distancing acknowledged on the narrow footways.	<p>Cyclists, buses, taxi and blue badge holders will be permitted along the High Street, as will vehicles which need to load and unload. Dispersed parking can use off-street car parks as normal within the vicinity.</p> <p>This temporary scheme helps to aid social distancing on the High Street in response to COVID emergency and will make the area more pleasant for shopping.</p> <p>Further discussion with HTC and the Chamber of Commerce will be required on operational details</p>	Proceed
Cuckoo Trail various locations, Wealden	Signing	Consultation will take place following options appraisal	Still investigating potential options.	Proceed

High Street, Rye	Partial road closure	<p>Concerns raised about the impact on bus services.</p> <p>Town Council has suggested addressing the pinch point in the vicinity of the George as two pharmacies have queues outside and footways in the high street are narrow and scaffolding has removed parking and footway.</p> <p>Rye Conservation Society is supportive of suspending parking to widen the footway along the core stretch of the High Street.</p> <p>Rye Chamber of Commerce is concerned about any the loss of parking in the high street and that the proposals will adversely affect trade.</p> <p>Better signage of car parks is required.</p> <p>Currently awaiting Town Council's views.</p>	<p>There has been a relaxation of social distancing guidance from 2m to 1m+, lower risk outside and the new rules about wearing face masks/coverings. This means that the widening of the footways originally proposed are not now so necessary.</p> <p>Partial road closure is not acceptable to the businesses.</p> <p>The Chamber of Commerce objected to suspending parking along a section of the high street to widen the footway. Views that other measures could be introduced such as better signing to the existing car parks</p>	Do not proceed
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