



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

++ The Lead Member will take the decisions remotely, via MS Teams ++

MONDAY, 20 SEPTEMBER 2021 AT 10.00 AM

COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 19 July 2021 (*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 Safety concerns at the junction of Nursery Lane and A22, Nutley (*Pages 5 - 10*)
Report by the Director of Communities, Economy and Transport
- 5 Notice of Motion: Community involvement in planning (*Pages 11 - 12*)
Report by the Director of Communities, Economy and Transport
- 6 Provision of an advisory disabled parking bay - The Mount, Uckfield (*Pages 13 - 22*)
Report by the Director of Communities, Economy and Transport
- 7 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
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10 September 2021

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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:*
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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 19 July 2021 via MS Teams

Councillors Colin Belsey and Stephen Holt spoke on item 4 (see minute 11)

8 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 JUNE 2021

8.1 The Lead Member approved as a correct record the minutes of the meeting held on 21 June 2021.

9 DISCLOSURE OF INTERESTS

9.1 Councillor Stephen Holt declared a personal interest in Item 4 in that he is the Chair of the Chamber of Commerce and the organisations he works for support the petition, but he did not consider this to be prejudicial.

9.2 Councillor Colin Belsey declared a personal interest in Item 4 in that he is an attendee of the Eastbourne Accessibility Group meetings, but he did not consider this to be prejudicial.

10 REPORTS

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

11 EASTBOURNE TOWN CENTRE IMPROVEMENT SCHEME PHASE 2A (TERMINUS ROAD: BANKERS CORNER TO LANGNEY ROAD)

11.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with a petition which had been submitted to the County Council.

11.2 Mr Andy Spirou spoke on behalf of the petitioners, to request an extension to the road closure in Bolton Road to assist with al fresco dining.

11.3 Officers confirmed that, based on available budget and without having to revisit design work, a small amendment to the scheme by extending the closure approximately 10m to the south could be accommodated without the need for further consultation or impacts on funding. Officers further confirmed that Eastbourne Borough Council had agreed to the designation of five disabled parking bays in Hyde Gardens, which would lead to a net gain of three such spaces.

DECISIONS

11.4 The Lead Member RESOLVED to (1) approve the final detailed design for the Eastbourne Town Centre Improvement Scheme as set out in Appendix 2 and in paragraph 11.3;

(2) approve the construction of the scheme in accordance with the final detailed design;

(3) delegate authority to the Director of Communities, Economy and Transport, in consultation with the Lead Member, to make any necessary minor amendments to the scheme; and

(4) approve publication of the associated Traffic Regulation Orders.

Reasons

11.5 Phase 2a of the Eastbourne Town Centre Movement and Access Package focuses on the section of Terminus Road between Bankers Corner and Langney Road and builds on the earlier phase that was completed in January 2020. The shaping of the final detailed design has been positively influenced in a number of ways through the ongoing engagement with Eastbourne town centre stakeholders, the outcomes of the access assessment undertaken on the scheme design and the Equalities Impact Assessment (EqIA). This has resulted in changes to the palette and location of materials and street furniture being used within the scheme design to address any impact on groups with protected characteristics.

11.6 In addition, alternative provision of on road blue badge parking in the town centre, as well as in surface car parks, has been sought to negate the loss in current blue badge spaces in Bolton Road and Langney Road area. Officers will continue to investigate alternate provision. The necessary Traffic Regulation Orders related to the Pedestrian Zone in Terminus Road as well as changes to traffic movements and parking restrictions required as part of the scheme will be advertised later in the summer.

Agenda Item 4

Report to: Lead Member for Transport and Environment

Date of meeting: 20 September 2021

By: Director of Communities, Economy and Transport

Title: Safety concerns at the junction of Nursery Lane and A22, Nutley

Purpose: To consider a petition requesting road safety measures at the junction for the residents of Nursery Lane

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

1) The junction has not been identified as a priority for the Road Safety Team and did not meet the benchmark score for consideration of improvements and footway widening as part of the Capital Programme for Transport improvements;

2) Potential improvements at the site could be considered by the Parish Council requesting a Feasibility Study and using the Community Match Initiative;

3) The existing junction warning signs on the A22 have lost their reflectivity and will be replaced with new junction warning signs; and

4) A bollard or parking restrictions at this location would not be appropriate or supported.

1 Background

1.1 At the County Council meeting on 25 May 2021 a petition was presented to the Chairman by Councillor Roy Galley on behalf of residents concerned about safety issues at the junction of Nursery Lane with the A22 at Nutley. The residents' concerns include:

- concealed junction and speeding traffic approaching from the A22
- obstructive parking at the top of the junction, restricting the view when exiting the Lane onto the A22
- Pedestrian safety outside the shop
- Improved signing for the junction

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 or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting information

2.1 The A22 runs north to south across the County. The average annual daily two-way traffic flow through Nutley is 10,620 vehicles (2020 figures). A Location Plan is included in Appendix 1.

2.2 Nursery Lane is an unadopted public highway that joins with Clockhouse Lane. The public have a right of access, but the lane is not maintained by the Highway Authority. The village shop is located just to the south of the junction of the A22 and Nursery Lane, on the eastern side.

2.3 The Road Safety Team uses a three-year crash record assessment period to prioritise its work. This helps to ensure our resources are targeted at locations that are experiencing the largest number of personal injury crashes (PIC's) and allows us to monitor our road safety work effectively. This approach is based on national guidance and best practice. Sussex Police crash data indicates that there have been no personal injury crashes recorded in the vicinity of the Nursey Lane junction in the latest three-year period (note: the ten-year crash record at this junction is one PIC, that was not related to vehicle movements at the junction).

2.4 In 2020, following a request, the Road Safety team considered the installation of a bollard to deter drivers cutting across the junction when parking outside of the village shop. This was not progressed as a bollard may cause vehicles approaching from the north difficulties when manoeuvring into the parking spaces. It was also considered that vehicles may take to parking on the junction side of a bollard, causing an obstruction and visibility issue where presently this is not a problem.

2.5 Visibility exiting Nursery Lane is restricted to the north by the properties fronting the A22. To the south, visibility can be obstructed if vehicles are parked in front of the village shop. To prevent parking here would require parking restrictions, such as double yellow lines, which would apply to the area of public highway behind the markings as well as on the road itself.

2.6 The enforcement of parking restrictions within this area remains the responsibility of Sussex Police as it is not within a Civil Parking Enforcement (CPE) area. Sussex Police have publicly stated that they are no longer able to provide routine enforcement of parking restrictions in non-CPE areas. It would therefore not be appropriate to commit our limited funding to progress parking restrictions at locations that do not have an identified crash record. Requests for parking restrictions in non-CPE areas are held on file to be considered should Civil Parking Enforcement be adopted.

2.7 The lack of visibility at the junction and the good crash record suggests that drivers are using extra care and caution on entering the A22.

2.8 There is a limited amount of funding to develop local transport improvements and these need to be targeted to those schemes which will be of greatest benefit to local communities. To help the Council prioritise the numerous requests for improvements, it developed a process to determine which schemes should be funded through the Council's Integrated Transport Programme. The request for a potential scheme to implement some form of traffic management measures at this location has been assessed to determine if it might be considered further. However, the assessment did not achieve the benchmark score to enable it to be taken forward at the present time.

2.9 As funding for any potential scheme at this location cannot be provided by the County Council, the petitioners may wish to consider part funding a scheme through the Community Match Initiative. A Feasibility Study, at a cost of £500 plus VAT could be requested through East Sussex Highways to identify possible measures at this location. It is suggested that Maresfield Parish Council could be the lead in requesting this on behalf of the petitioners.

2.10 The condition of the existing warning signs on the A22, in advance of the junction, is such that they would benefit from renewal. As they have lost their reflectivity they will be replaced with new junction warning signs. This will be arranged by the Road Safety Team as part of their day to day programme of minor improvements.

3. Conclusion and reasons for recommendations

3.1 It is recommended that the petitioners be advised that this location is not an identified priority for the County Council and it does not meet the criteria requirements to be considered for further investigation as part of the County Council's capital programme.

3.2 It is recommended that the petitioners be advised to contact Maresfield Parish Council to see if they would support a Feasibility Study in to whether any measures could be considered for part funding through the Community Match initiative.

3.3 It is recommended that the petitioners be advised that the Road Safety Team have agreed to replace the existing junction warning signs on the A22.

3.4 It is recommended that the petitioners be advised that a bollard or parking restrictions would not be appropriate or supported at this location for the reasons detailed in this report.

RUPERT CLUBB

Director of Communities, Economy and Transport

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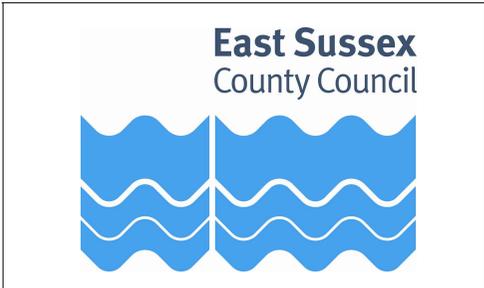
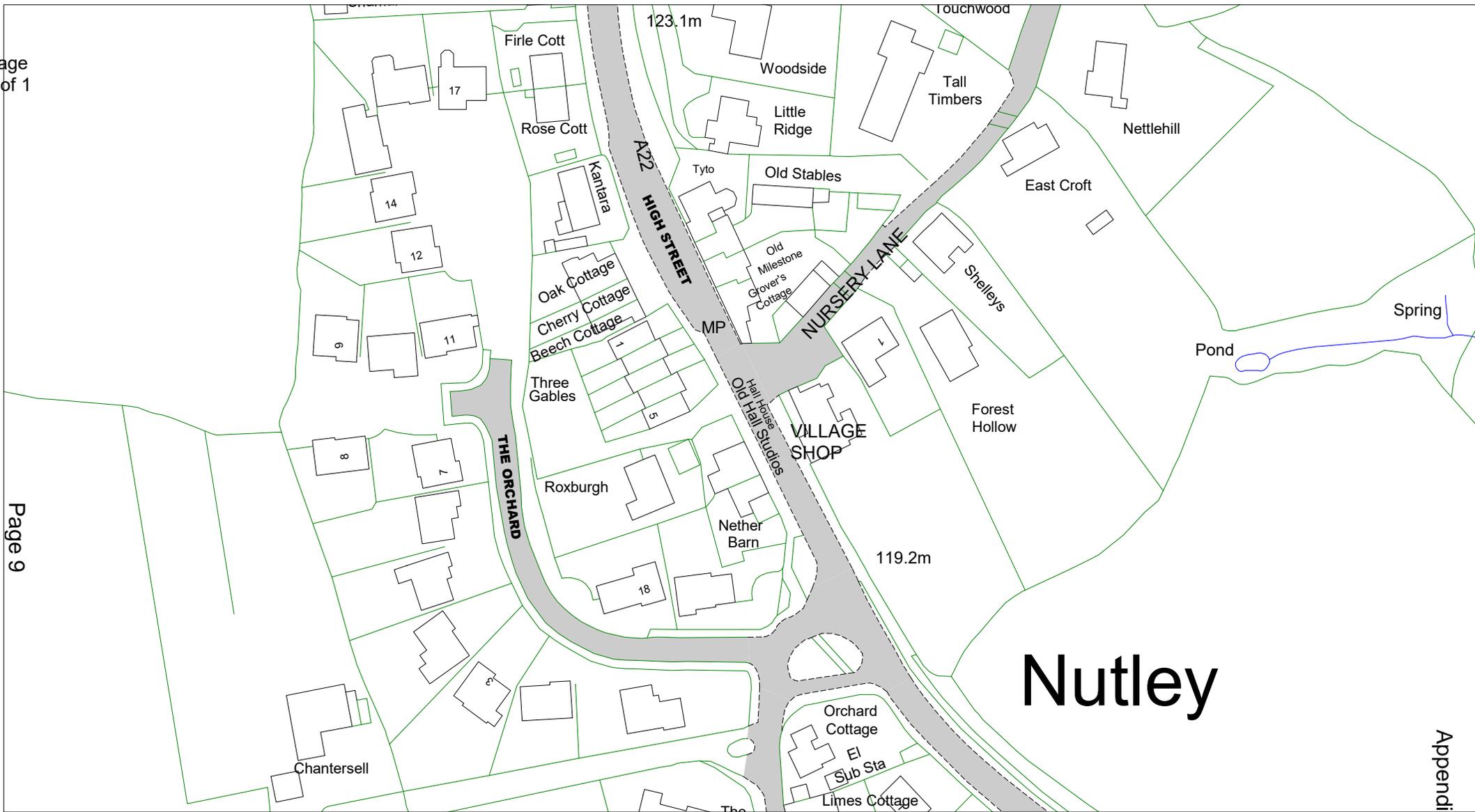
LOCAL MEMBER:

Councillor Roy Galley

BACKGROUND DOCUMENTS:

None

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East Sussex
County Council

Appendix 1: Nursery Lane/A22 junction, Nutley

SCALE	1 : 1250
DATE	18/08/2021
DRAWING No.	1
DRAWN BY	KAB
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Report to: Lead Member for Transport and Environment

Date of meeting: 20 September 2021

By: Director of Communities, Economy and Transport

Title: Notice of Motion: Community involvement in planning

Purpose: To consider a Notice of Motion calling for the County Council to support protecting the right of communities to object to individual planning decisions

RECOMMENDATIONS: *The Lead Member is recommended to recommend that the County Council supports an amended version of the motion as set out at paragraph 3.1 for the reasons set out in the report.*

1 Background

1.1 The following Notice of Motion has been proposed by Cllr Godfrey Daniel and seconded by Cllr Chris Collier;

“East Sussex County Council believes planning works best when developers and the local community work together to shape local areas and deliver necessary new homes and facilities; and therefore calls on the Government to protect the right of communities to object to individual planning decisions.”

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 Council at its meeting on 12 October 2021.

2 Supporting Information

2.1 In August 2020, the Government published the Planning for the Future White Paper, which proposed a series of reforms to the English planning system, covering plan-making, development management, development contributions, and other related policy proposals. Following a report to the Lead Member for Transport and Environment on 19 October 2020, the County Council submitted a response to the consultation on the White Paper. Within this response, concern was raised that the reforms, on the face of it, seemingly erode the democratic accountability that currently exists within the planning system. Our response also welcomed the proposals for further digitisation of the planning system, which the White Paper was particularly promoting as a way to facilitate more effective community engagement in the planning system.

2.2 The Queen’s Speech, provided on the 11 May 2021, set out the Government’s proposal to introduce a Planning Bill that will “create a simpler, faster and more modern planning system to replace the current one that dates back to 1947”. It is anticipated that this Bill will be introduced towards the end of this year and that it will build upon many of the reforms proposed in the Planning for the Future White Paper.

2.3 On the 21 June, Parliament debated the motion that has been proposed by Cllr Daniel (although rather than being specific to East Sussex County Council, it was specific to the House). The motion was voted on, with 231 MP's in favour and none against.

2.4 Whilst there have been concerns expressed that the reforms to the planning system may stymie the ability for communities to influence planning decisions in their area, it is acknowledged by most that the planning system is often difficult to meaningfully engage with. With this in mind, it should be welcomed that the Queen's Speech sets out one of the benefits of the Bill to be "digitising a [planning] system to make it more visual and easier for local people to meaningfully engage with".

2.5 In light of the above, whilst the motion put forward should be supported, particularly in light of the comments the County Council has already made on the White Paper, it is recommended that it is expanded upon to acknowledge that the use of digital technology should be utilised to make the planning system easier to navigate for those who genuinely wish to influence development in their local area. We also note however, that not everyone has access to digital options and that alternatives should still be used so the process remains inclusive. In addition, given the high level of take-up of neighbourhood planning in many areas of East Sussex, it is recommended that the motion seeks to ensure the continuation of this level of plan-making as an effective way of achieving community involvement in planning decisions.

3 Conclusion and Reasons for Recommendations

3.1 The County Council recognises that a planning system that sees local communities work with developers to plan and deliver new homes and related infrastructure is to the benefit of all. However, it is also recognised that there will be occasions when communities wish to oppose proposed new developments for laudable and sound planning reasons – a right to do this needs to be maintained. For these reasons the Lead Member is recommended to recommend to the County Council that the following motion is supported;

"This Council believes planning works best for residents when developers and the local community work together to shape local areas and deliver necessary new homes and related infrastructure; it therefore supports the right of communities to be able to engage easily in the planning process including: through the full use of digital technology; participation in the making of neighbourhood plans; and calls on the Government to protect the right to object to individual planning applications."

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS:

All

BACKGROUND DOCUMENTS:

Report to Lead Member for Transport and Environment, 19 October 2020

Report to:	Lead Member for Transport and Environment
Date of meeting:	20 September 2021
By:	Director of Communities, Economy and Transport
Title:	Proposed installation of advisory disabled parking bay – The Mount, Uckfield
Purpose:	To consider the objections received to the proposed installation of an advisory disabled bay

RECOMMENDATIONS: The Lead Member is recommended to:-

- (1) note the concerns raised by the objectors; and**
 - (2) approve the installation of an advisory disabled parking bay**
-

1 Background Information

1.1. In areas not covered by formal parking restrictions, disabled parking bays are provided in line with adopted County Council Policy No PS05-11. This policy was approved by the Lead Member for Communities and Safety at their meeting on 16 March 2018 and is attached as Appendix 1.

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

2 Supporting Information

2.1. An application for an on-street disabled parking bay was received from a resident of The Mount, Uckfield on 17 September 2020. A desktop Parking Bay Assessment was undertaken by Adult Social Care due to Covid working restrictions. The application was assessed against the relevant policy criteria and the application was successful.

2.2. Due to the nature of the location and ease of access via a path, the closest and most suitable place to site a disabled parking bay is in the parking area at the end of the Cul-de-Sac in front of No.16 The Mount, beside the footway.

2.3. The Mount is a residential area with no properties having off-street parking facilities. There are no parking restrictions and cars park on all three sides of the turning head. Two sides have road surfacing delineating the parking areas. Appendix 2 shows the proposed location of the disabled parking bay and site photographs of the area.

2.4. In line with Policy PS05-11, consultation with the affected residents was carried out. This involved consulting with the four properties closest to the proposed location of the bay. This resulted in two objections being received from residents of two properties. A summary of the objections can be found at Appendix 3. Full copies of the objections are available in the Members' Room.

2.5. The need for a disabled parking bay on traffic management grounds was established by the local Traffic and Safety Officer. This was supported by the information given in the initial application and confirmed by Adult Social Care (ASC) undertaking a Parking Bay Assessment.

2.6. Section 149 of the Equality Act 2010 also provides that a public authority must, in the exercise of its functions “have due regard to the need to” among other things, “advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it”. This involves having due regard to the need to “take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it”. Section 149(4) states how this applies specifically to the treatment of disabled persons and provision for steps to take account of disabled persons' disabilities.

2.6 The local Traffic and Safety Officer has tried to resolve the objections from the first objector, but it has not been possible. It was deemed unnecessary to address those from the second objector who stated that they had no knowledge of anyone requiring a disabled bay. Details of these objections and the officer’s comments are included as Appendix 3

3 Conclusion and Reasons for Recommendations

3.1. The need for a disabled bay has been identified through site assessments and is supported by information provided by the applicant and the Parking Bay Assessment. These meet all our criteria requirements as set out in our policy.

3.2. The requirements of Policy PS05-11 have been met in this case and it is recommended that the disabled parking bay is provided in line with this policy.

RUPERT CLUBB
Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor Claire Dowling

BACKGROUND DOCUMENTS

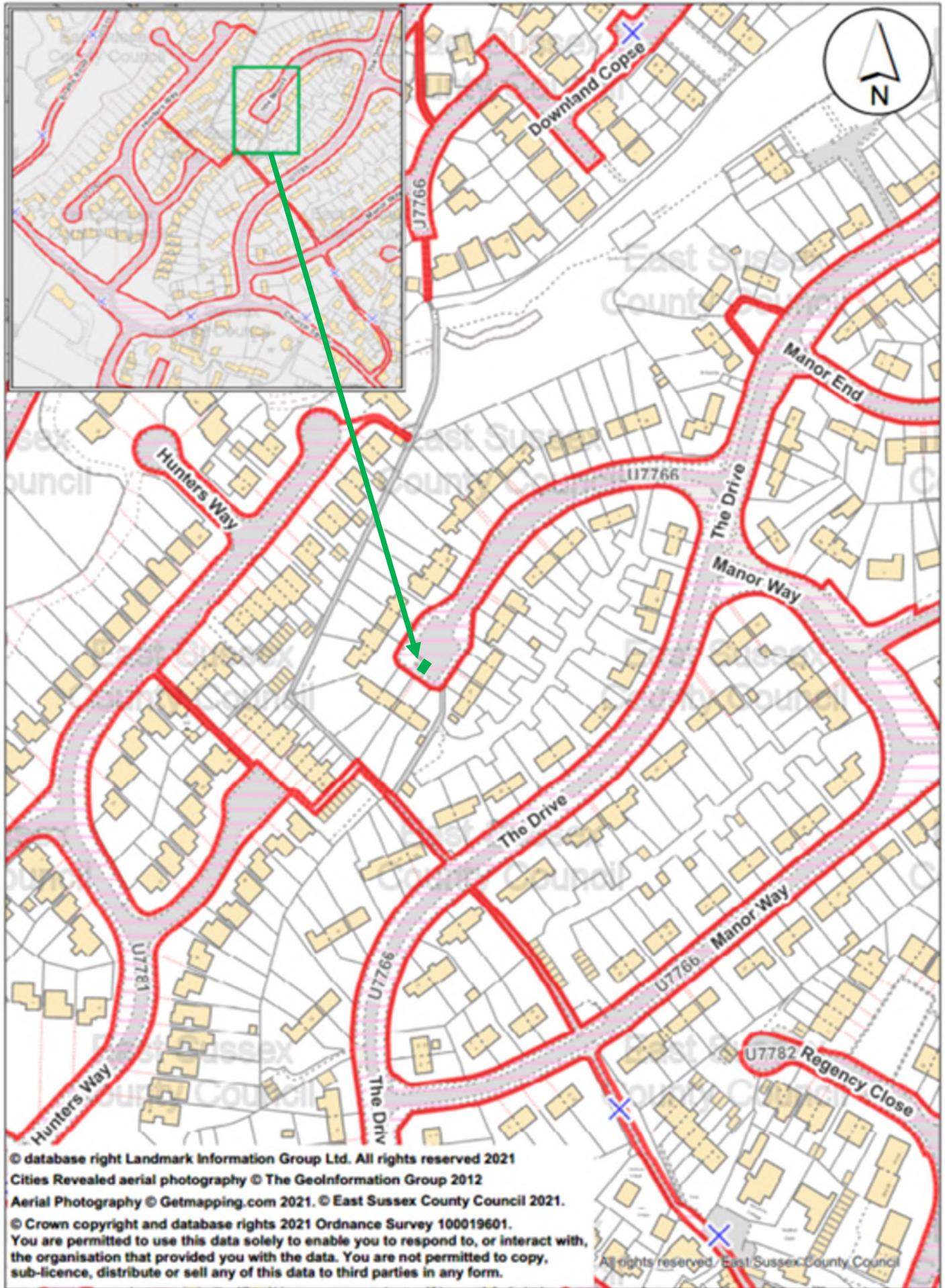
None

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS5/11
<p><u>Purpose of Policy</u></p> <p>This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.</p>	
<p><u>Specific Policies</u></p> <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 highway authority. 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. 	
<p><u>Supporting Statement</u></p> <p>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.</p>	
<p><u>References – Further Information</u></p> <p>Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10 Lead Member for Communities and Safety- Agenda Item 31</p>	<p><u>Date of Approval</u></p> <p>01.03.1977 15.03.1995 06.11.2006 16/03/2018</p>

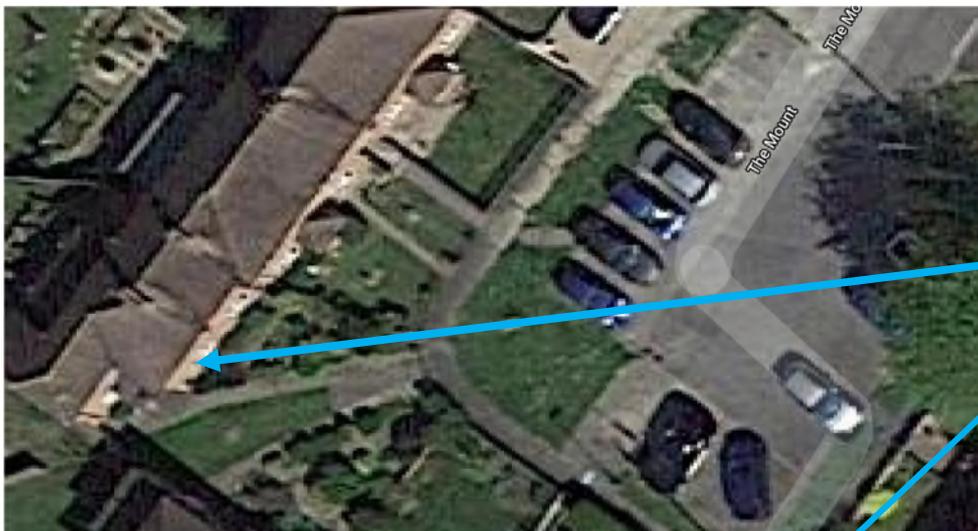
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The Mount location plan	Scale: 1:2,005	
Author: LMH	Date: 22/07/2021	



Satellite overview
Google Maps ©2021
Applicant's house,
indicated, is in the far
corner.



View looking towards
the end of the cul-de-
sac. All bays are often
occupied, depending
on the time of day.



Parking in the turning
head. The van is
parked in the proposed
location for the bay
which is beside a
proper footway.



Close-up to show the footway which is beside the proposed bay.



Footway extends from the applicant's property (behind image to the right) to the location of the proposed bay as shown by the arrows.



Showing the footway to the northwest side of the cul-de-sac with no direct footway to the parked cars.

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Summary of Objections and Officer Comments

	Objector	Reason for objection	Comment
1	Local resident	<p>Proposed parking space is directly in line with the path from my property. I frequently use this space to load my work van as it means I do not have to walk equipment on the road itself. Doing this can be considered dangerous to me and to road users in the area while I am loading.</p> <p>I and other residents are interested in having driveways built which would have the direct impact of removing 4 vehicles from the road. Allocating this space would prevent this from taking place.</p> <p>The parking on this road is appalling but I feel that providing off road parking is a better solution over angering people by removing spaces that have no right to be allocated.</p> <p>One disabled space will prove antagonistic due to having more than one blue badge holder on the street.</p>	<p>The location of the proposed parking bay is the closest and most suitable for a disabled resident.</p> <p>Not relevant in terms of the current situation. The construction of an off-street parking place would be subject to the usual application and assessment process. If permission is given the bay can be re-sited in consultation with the applicant.</p> <p>The parking situation has been noted as part of the traffic officer's assessment. The degree of difficulty parking at a location is considered when assessing whether a parking bay should be provided. We are not reducing the number of parking spaces, only indicating that one space should be available for a resident with mobility difficulties.</p> <p>Designated parking places are available for anyone displaying a Blue Badge. Further spaces can be considered if an application is made.</p>

Summary of Objections and Officer Comments

2	Local resident	I have no knowledge of anyone who would require this facility, so do not think the request is justified.	Applicant meets the requirements for a Blue Badge.
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