



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 24 OCTOBER 2022 AT 9.30 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 18 July 2022 (*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: Make Compton Place Road safe for school children (*Pages 7 - 16*)
Report by the Director of Communities, Economy and Transport
5. Petition for pedestrian crossing outside Cavendish School - Eldon Road, Eastbourne (*Pages 17 - 20*)
Report by the Director of Communities, Economy and Transport
6. Ersham Road/South Road/Diplocks Way roundabout - consultation outcomes and next steps (*Pages 21 - 26*)
Report by the Director of Communities, Economy and Transport
7. Any other non-exempt items previously notified under agenda item 3
8. Exclusion of the Public and Press
To consider excluding the public and press from the meeting for the remaining items of the agenda on the grounds that if the public and press were present there would be disclosure to them of exempt information as specified in Category 1 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended), namely information relating to any individual.
9. Exceat Bridge Replacement Project - provisions for biodiversity compensation land (*Pages 27 - 34*)
Report by the Director of Communities, Economy and Transport
10. Any other exempt items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
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14 October 2022

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 18 July 2022 at Committee Room, County Hall, Lewes

Councillor Kathryn Field spoke on item 4 (see minute 17)

Councillors Roy Galley, Wendy Maples and Georgia Taylor spoke on item 5 (see minute 18)

Councillor Ian Hollidge spoke on item 6 (see minute 19)

Councillors Ian Hollidge, Wendy Maples Paul Redstone, Stephen Shing and Georgia Taylor spoke on item 7 (see minute 20)

13. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 13 JUNE 2022

13.1 The Lead Member approved as a correct record the minutes of the meeting held on 13 June 2022.

14. DISCLOSURE OF INTERESTS

14.1 Councillor Ian Hollidge declared a personal interest in item 7 as a person involved in the design of a bus lane in Oxford Street London. He did not consider this to be prejudicial.

15. URGENT ITEMS

15.1 There were none.

16. REPORTS

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

17. PETITION - REQUEST FOR A 40MPH SPEED LIMIT EXTENSION ON THE A2100 LONDON ROAD, BATTLE

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

17.2 Councillor Kathryn Field as the Local Member and Lead Petitioner for the petition calling on the County Council requesting a 40mph speed limit extension on the A2100 London Road, Battle, spoke to highlight safety concerns along the stretch of road from the new Lillybank development to Canadia Road.

DECISIONS

17.3 The Lead Member RESOLVED to: advise the petitioners that an extension of the 40mph speed limit on the A2100 London Road beyond that agreed for the Lillybank development is not a priority for investigation by the County Council at the present time.

REASONS

17.4 An extension of the 40mph speed limit on the A2100 London Road beyond that which has been agreed for the Lillybank development is not a priority for further investigation by the County Council at the present time due to its lack of visible frontage development and good safety record.

18. INTRODUCTION OF CAR PARKING CHARGES IN MILLBROOK CAR PARK, ASHDOWN FOREST

18.1 The Leader Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

18.2 The Lead Member RESOLVED to: agree the introduction of parking charges on East Sussex County Council land at Millbrook Hill, Ashdown Forest.

REASONS

18.3 The Board of Conservators explored the potential for introducing parking charges and have deemed that these charges are necessary for the long-term preservation, use and enjoyment of the Ashdown Forest as an amenity space for the public.

18.4 The introduction of parking charges at the Millbrook Car Parks will provide a consistent approach to managing parking across the Ashdown Forest. The ESCC share of revenue generated by the tariffs will contribute towards to maintenance of the Millbrook car parks.

19. SEA ROAD, BEXHILL: ZEBRA CROSSING RELOCATION

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

DECISIONS

19.2 The Lead Member RESOLVED to:

(1) Note the comments of the local consultation; and

(2) Approve the proposal for the relocation of the pedestrian crossing in Sea Road, Bexhill as set out in this report with the scheme to be taken forward to detailed design and construction as part of the 2022/23 Capital Programme for Local Transport Improvements.

REASONS

19.3 The results from both the stakeholder and public consultation show that there is overall support for the repositioning of the existing Sea Road zebra crossing situated just south of Endwell Road to further south, halfway between Endwell Road and Jameson Road.

19.4 The loss of any on street parking, as a result of the relocation of the zebra crossing would be subject to the advertisement of a change to the existing Traffic Regulation Order and any unresolved objections would need to be reported and considered by the County Council's Planning Committee. The repositioned crossing would also be constructed to enable its future conversion to a parallel zebra crossing which will incorporate a running lane for cyclists, to be used in parallel with the zebra crossing as part of proposals being developed for a cycle route between Bexhill station and the existing NCN2 route as well as the Ravenside Retail and Leisure Park.

20. EAST SUSSEX BUS SERVICE IMPROVEMENT PLAN

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

DECISIONS

20.2 The Lead Member RESOLVED to:

(1) Approve the high level apportionment of the Government's indicative Bus Service Improvement Plan (BSIP) allocation as detailed in Appendix 1 of the report;

(2) Approve the draft Enhanced Partnership (EP) Plan and Schemes to allow the County Council to proceed in to the statutory process to 'make' the EP Plan and Scheme as detailed in Appendix 2 and 3 of the report;

(3) Approve that the underspend from the Transport Hub budget can be used to fund the early implementation of some of the BSIP fare reduction proposals and to delegate to the Director of Communities, Economy and Transport the authority to finalise these proposals; and

(4) Agree to delegate to the Director of Communities, Economy and Transport the authority to finalise the apportionment and amendments to the Draft EP Plan and Scheme following further technical work and from feedback from the Department for Transport.

REASONS

20.3 East Sussex County Council's mission as a local transport authority is to ensure that East Sussex residents and visitors enjoy the highest possible quality bus services that provide a frequent and comprehensive choice, reduce congestion, and make a positive contribution to better air quality and decarbonisation. This mission is supported by the authority's bus operators who will play a key role in its delivery.

20.4 The East Sussex BSIP is a highly ambitious plan that seeks to stimulate and drive significant improvements to bus services across the local authority area and the wider region. The proposed apportionment of East Sussex's indicative allocation intends to deliver as much of the ambitious proposals as possible, provide value for money and:

- Recover bus usage from the Covid-19 pandemic, taking account of consequential changes in travel patterns
- Increase bus usage significantly in the next few years and to eventually deliver a transformational change in bus usage.
- Deliver a step change in bus provision to both current and new bus users.

20.5 The implementation of the BSIP fare reduction proposals will have greatest impact if introduced in the busier summer months. Use of the existing underspend from the Transport Hub budget will fund the early implementation of the BSIP fare reduction proposals for Young Persons and General fare reductions. As well as providing benefits to users, this will assist East Sussex's bus operators in maintaining a high quality bus network in East Sussex. The early implementation of the fare reduction scheme will also be viewed in a very positive manner by both operators and the DfT and is likely to stimulate passenger recovery post pandemic. It is estimated that the current projected underspend of £515k would be sufficient to fund these fare reductions until East Sussex County Council receive grant funding from DfT in the Autumn.

Report to: Lead Member for Transport and Environment

Date of meeting: 19 September 2022

By: Director of Communities, Economy and Transport

Title: Petition: Make Compton Place Road safe for school children

Purpose: To consider the need for road safety improvements in Compton Place Road, Eastbourne

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

- (1) Pedestrian Guard Railing cannot be installed in the footway between Vicarage Road and Beechwood Crescent as it is not appropriate in these circumstances;**
 - (2) A potential road safety improvement scheme for Compton Place 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**
 - (3) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study (at a cost of £500) and speed data (at a cost of £422 per site) would be required prior to a Community Match application.**
-

1 Background Information

1.1 At the County Council meeting on 12 July 2022, a petition was presented to the Chairman from a group of residents and parents/carers from the Compton Place Road area of Eastbourne. The group believe that the traffic situation around Compton Place Road, in the vicinity of Gildredge House School, requires urgent review with a view to:

- Installing a railing on the pavement between Vicarage Road and Beechwood Crescent to prevent vehicles from mounting the pavement and children from falling into the road
- Carry out a full safety assessment of the use and lay-out of Compton Place Road and implement necessary safety measures.

2 Supporting Information

2.1 Compton Place Road is covered by a 30mph speed limit, as indicated by the system of street lighting in the road.

2.2 Compton Place Road is a residential road, with many properties having off-street parking facilities. There is a footway on both sides of the road, and access to Gildredge House School is to the south of Beechwood Crescent. Borough Lane is located to the north of the school. A location plan can be found at Appendix A.

2.3 Parking is restricted by double yellow lines on the western side of Compton Place Road, between Vicarage Lane and Beechwood Crescent. Beechwood Crescent and Compton Place Road have the restriction of 'No Waiting Monday to Friday 8am-5pm' with some sections of unrestricted parking on Compton Place Road. The parking restrictions can be seen at Appendix B.

There is a zebra crossing on Compton Place Road to the south of the school access towards Paradise Drive.

2.4 The crash data supplied by Sussex Police for the five-year period up to 30 June 2022 shows that there have been no crashes resulting in personal injury within Compton Place Road, between Vicarage Road and Paradise Drive. There has been one crash resulting in slight personal injury at the junction of Borough Lane and Church Street. This is shown at Appendix C.

2.5 National guidance is for the use of guard railing to be greatly reduced as, if used inappropriately, it has been found to have a negative effect on safety with pedestrians and cyclists being trapped between a vehicle and the railing. The purpose of pedestrian guard railing is to separate pedestrians from a live carriageway at safety critical locations – it is not designed for use as a vehicle restraint system and would not provide the protection to pedestrians being sought. Typically, we would provide sections of guard rail to the kerbside where a footpath emerges from between buildings or outside school gates. In both these cases pedestrians are entering the highway from a traffic sterile environment; the pedestrian guard railing draws attention to that and prevents pedestrians stepping into the carriageway before realising their surroundings. Guard railing may also be found in the immediate vicinity of controlled crossings where there is a preferred crossing point.

2.6 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. Since 2016, a total of 7 assessments have been carried out for a variety of road safety improvements in Compton Place Road. The most recent assessment was carried out prior to the drafting of this report in August 2022. The assessments have been for traffic calming measures, a one-way system, relocation of the existing pedestrian crossing, a 20mph speed limit, a school safety zone and footway improvements. None of the assessments have met the benchmark score to be taken forward for further detailed appraisal.

3 Conclusion and Reasons for Recommendations

3.1 It is recommended that the Lead Member notes that Compton Place Road has been assessed for a variety of improvements several times over the last 7 years and agrees that the progression of road safety improvements in the vicinity of Gildredge House School is not presently a priority for funding from the County Council's budget. However, appropriate improvements could be considered should an alternative source of income become available or an application through Community Match was successful.

3.2 In order to determine what measures could be suitable in Compton Place Road, prior to a Community Match application, it is suggested that the petitioners 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 and speed data at a cost of £422 per site. This would help to identify possible improvements for further discussions and provide the group concerned with an estimate of what they might cost to assist in their budget considerations.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew
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Email: Victoria.Bartholomew@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Pat Rodohan

BACKGROUND DOCUMENTS

None

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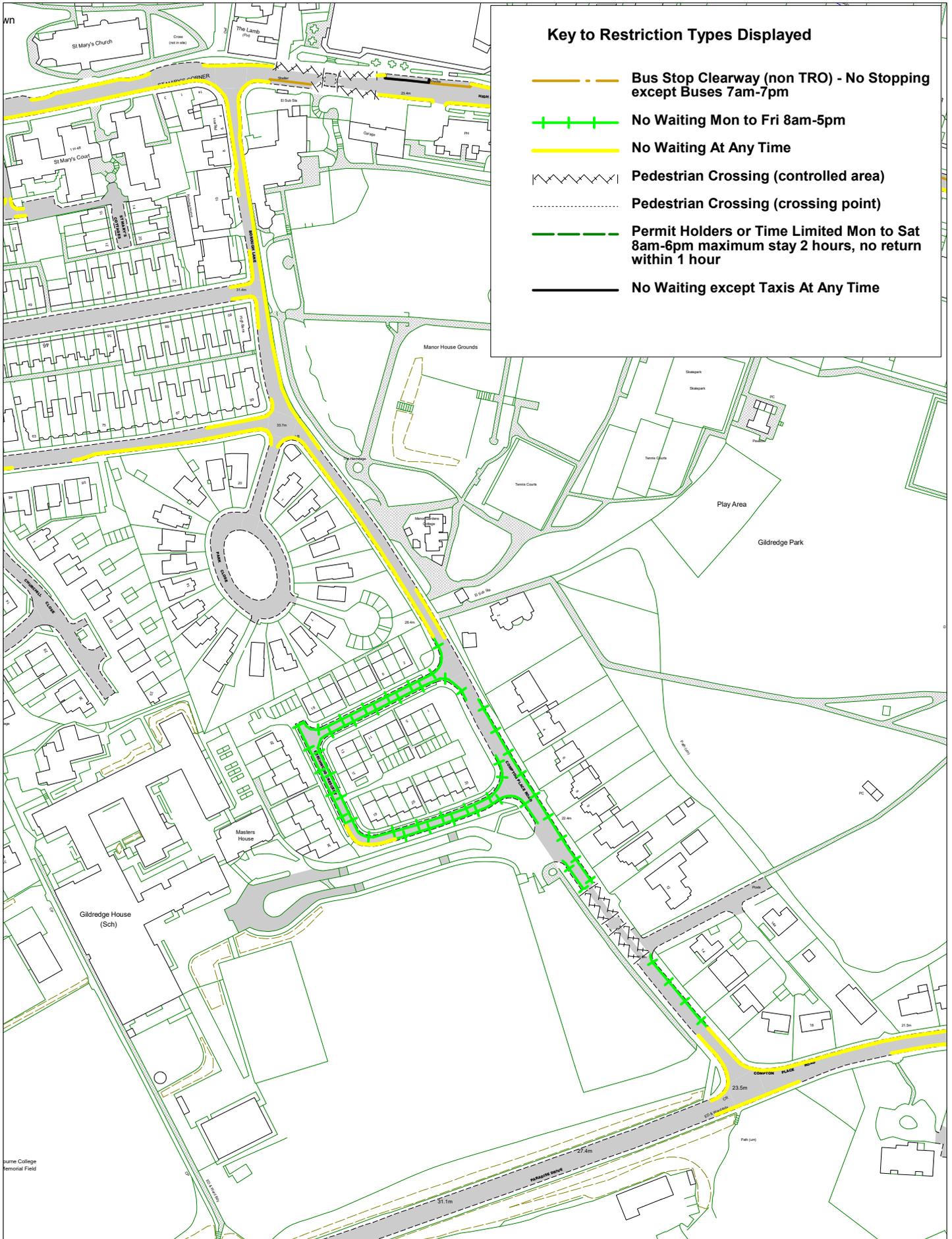
Appendix A - Location Plan Compton Place Road: 2,300

Author: VCB

Date: 11/08/2022

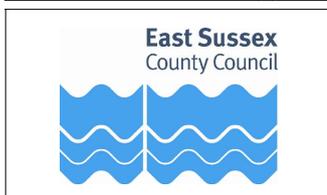


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Key to Restriction Types Displayed

- - - Bus Stop Clearway (non TRO) - No Stopping except Buses 7am-7pm
- + + + No Waiting Mon to Fri 8am-5pm
- No Waiting At Any Time
- Pedestrian Crossing (controlled area)
- Pedestrian Crossing (crossing point)
- Permit Holders or Time Limited Mon to Sat 8am-6pm maximum stay 2 hours, no return within 1 hour
- No Waiting except Taxis At Any Time



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Appendix B - ParkMap Plan Compton Place Road

SCALE	1 : 2300
DATE	11/08/2022
DRAWING No.	1
DRAWN BY	VCB

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Accidents between
dates 01/07/2017 -
30/06/2022

Compton Place Road, Eastbourne

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SCALE	1 : 2300
DATE	11/08/2022
DRAWING NO.	1
DRAWN BY	VCB
ORIGINAL SIZE	

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Report to: Lead Cabinet Member for Transport & Environment

Date of meeting: 24 October 2022

By: Director of Communities, Economy, and Transport

Title: Petition: Pedestrian crossing outside Cavendish School

Purpose: To consider the need for the provision of a pedestrian crossing in Eldon Road outside of Cavendish School, Eastbourne

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

- (1) A potential scheme to implement a pedestrian crossing outside Cavendish School in Eldon 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) and speed data (at a cost of £422 per site) would be required prior to a Community Match application.**
-

1 Background Information

1.1. At the County Council meeting on 12 July 2022, a petition was presented to the Chairman by Councillor Ungar on behalf of a group of residents and parents/carers from the Cavendish School area of Eastbourne. The petitioners have concerns about the traffic situation around Cavendish School, located in Eldon Road, and have requested an urgent review and the installation of a signalised pedestrian crossing.

1.2. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chair 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. Eldon Road is covered by a 30mph speed limit, as indicated by the system of street lighting in the road. In addition to Cavendish School, Victoria Baptist Church and an access to Ocklynge Cemetery are located within this section of Eldon Road. A location plan can be found at Appendix 1.

2.2. There are five pedestrian crossing points located on Eldon Road, between Macmillan Drive and Willingdon Road. These are in the form of central islands with tactile paving on the islands and footway on each side of the road. There are also illuminated 'keep left' arrows present. This section of Eldon Road has school warning signs on each approach, and these have recently been referred for replacement as they have become life expired.

2.3. The crash data supplied by Sussex Police for the latest available three-year period up to 31 July 2022 shows that there has been one crash resulting in serious personal injury between Macmillan Drive/Glendale Avenue and Willingdon Road. This is shown at Appendix 2.

2.4. 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.

2.5. A request for a signalised pedestrian crossing on in Eldon Road outside of Cavendish School, Eastbourne has been assessed to determine if it might be a priority for future consideration; however, it did not achieve the benchmark score to be taken forward at this time.

2.6 Although the provision of a signalised pedestrian crossing outside of Cavendish School in Eldon Road is not currently a priority for the County Council, the petitioners may wish to contact Eastbourne Borough Council to determine their interest in a community funded scheme through the Community Match initiative. A Feasibility Study at a cost of £500 and speed data at a cost of £422 per site would be required prior to a Community Match application. This will help to identify possible improvements for further discussions and provide an estimate of what they might cost.

3 Conclusion and Reasons for Recommendations

3.1. It is recommended that the Petitioners be advised that the provision of a signalised pedestrian crossing outside of Cavendish School in Eldon Road is not a priority for the County Council at the present time. However, appropriate improvements could be considered should an alternative source of funding become available.

RUPERT CLUBB
Director of Communities, Economy and Transport

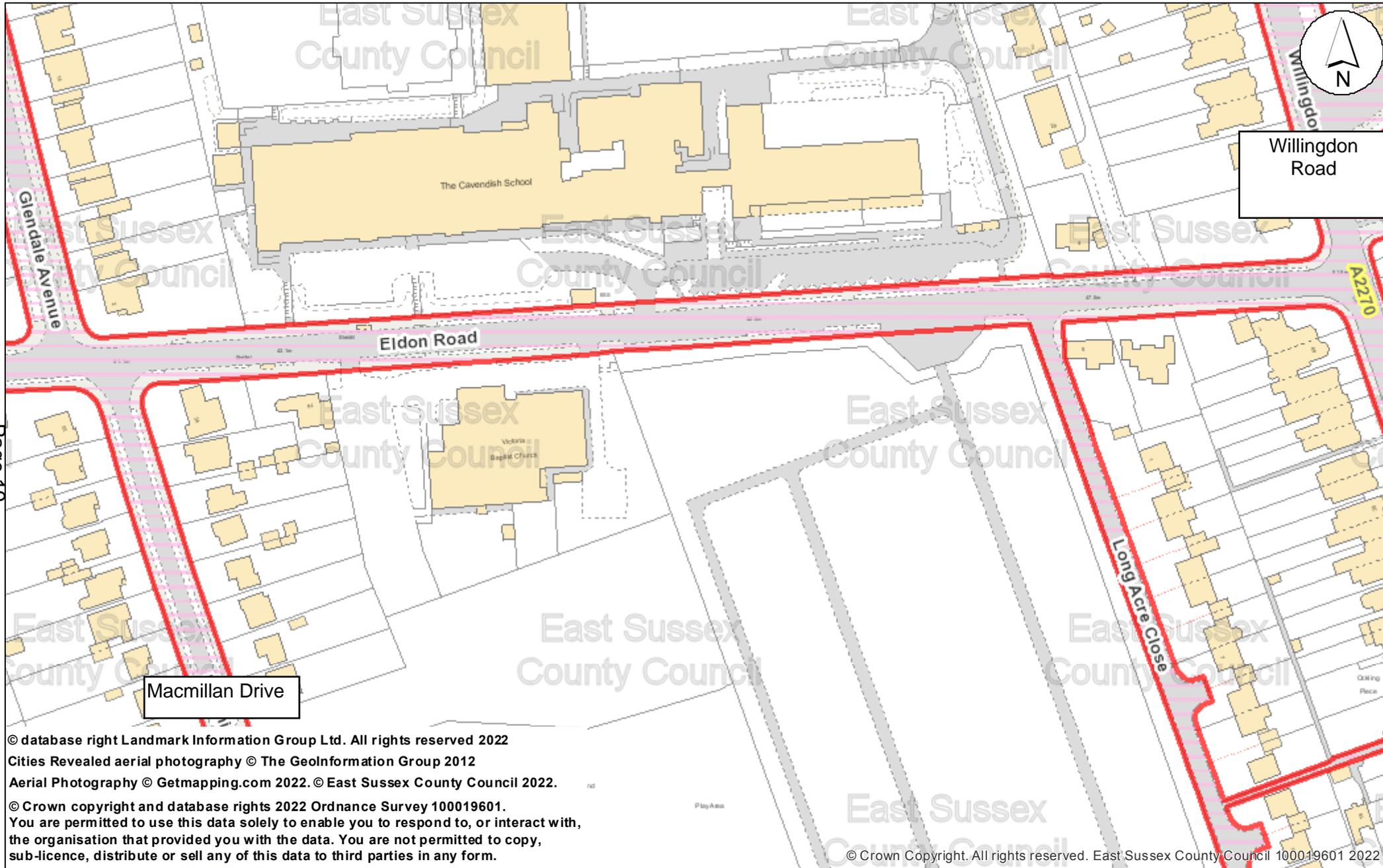
Contact Officer: Victoria Bartholomew
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LOCAL MEMBERS

Councillor John Ungar.

BACKGROUND DOCUMENTS

None



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Report to: Lead Member for Transport & Environment

Date of meeting: 24 October 2022

By: Director of Communities, Economy and Transport

Title: Proposed Ersham Road/Diplocks Way/South Road roundabout, Hailsham – consultation and next steps

Purpose: To advise the Lead Member on the proposed Ersham Road/Diplocks Way/South Road roundabout consultation outcomes and to seek approval to progress to detailed design and construction.

RECOMMENDATIONS:

The Lead Member is recommended to:

- (1) Note the outcome of the public consultation to introduce a four-arm roundabout at the Ersham Road/Diplocks Way/South Road junction in Hailsham; and**
 - (2) Agree that the scheme progress to detailed design and construction.**
-

1 Background Information

1.1. The South Road/Ersham Road mini roundabout and South Road/Diplocks Way priority junction lie next to each other and are located less than half a mile southwest of Hailsham town centre. Locally, both junctions are on an important part of the road network serving the south of Hailsham and the town centre that experience high levels of traffic and congestion, particularly at peak times.

1.2. In November 2012, the Movement and Access Strategy for Hailsham and Hellingly (MASHH) identified the transport infrastructure required in the Hailsham and Hellingly area to support development up to 2027 within Wealden District Council's adopted 2013 Core Strategy. MASHH identified that there was a clear need for improvements at these junctions and forecasts suggested that without improvement the junctions would not be able to cope with anticipated future traffic growth, resulting in:

- increasing journey times and congestion
- restricting access to and from Hailsham Town Centre and Diplocks Industrial Estate
- cause traffic to divert on to local roads which are unsuitable for higher levels of traffic
- impact on journey time reliability of bus services passing through the junction linking Hailsham to Polegate and Eastbourne

1.3. The 2018 Wealden Local Plan Transport Study undertaken by the County Council and Wealden District Council in support of the development of the then emerging Wealden Local Plan reaffirmed the need for improvements to these two junctions to support the planned increase in housing and employment growth in Hailsham.

2 Supporting Information

Proposals

2.1 As part of the wider package of transport improvements identified to support the housing and employment growth in the Hailsham area proposals have been developed to provide a single

roundabout junction as a replacement for the existing South Road/Ersham Road mini-roundabout and South Road/Diplocks Way T-junction. As shown as Appendix 1, the design comprises:

- Two lane entry and exits on the South Road arms (northbound and southbound) to the roundabout with two lanes on the entry from Ersham Road with a one lane exit. The entry and exit from the Diplocks Way arms would be one lane. The roundabout has been designed to ensure that all sizes of vehicles up to heavy goods vehicles and low loader trailers can move safely around the junction
- pedestrian and parallel cycle crossings on Diplocks Way, Ersham Road and South Road (north only) to provide increased access through the junction for non-motorised users and allow connection to other pedestrian and cycle routes in the town, including the Cuckoo Trail
- realign the access to The Old Bricklayers residential properties onto the roundabout which would allow access to all properties from all directions
- access to the petrol station would be retained and through the access to the east, allowing for both right and left turn access. The existing exit onto South Road will be retained as a left-out only, with southbound traffic directed through the existing exit onto Diplocks Way
- the relocation of the existing electricity sub-station which is currently adjacent to the Ersham Road/South Road mini roundabout

2.2 The introduction of the proposed roundabout requires the land adjacent to the two existing junctions which was previously designated as the Ersham triangle village green. Following submission of a joint application by Wealden District Council, Hailsham Town Council and the County Council, the Planning Inspectorate confirmed the deregistration of this land as a village green on 25 May 2022 with alternative provision having already been provided by a development site in south Hailsham immediately adjacent to the Cuckoo Trail. Wealden District Council are proposing that the former village green land is transferred to the County Council.

2.3 The scheme will help to reduce carbon emissions by reducing the current level of idling and queuing traffic at the junction, thereby reducing congestion. In addition, the improvements for pedestrians and cyclists on the approaches and through the junction will seek to encourage shorter journeys, which otherwise might have been undertaken by car, to be undertaken by non-motorised modes. The design of the scheme has considered equalities characteristics and an Equalities Impact Assessment (EQIA) has been carried out for the proposals. The EQIA is a live document and will continue to be reviewed and updated during the detailed design and construction stages, ensuring any issues that arise are addressed.

2.4 The scheme would be delivered using £1.5m from Wealden's Community Infrastructure Levy receipts. The scheme will be added to county's highway asset register and the ongoing maintenance costs will be included in the County Council's future highway maintenance programme.

Public Consultation outcomes

2.5 Public consultation on the proposals was undertaken between 25 April and 20 May 2022. The consultation process was undertaken online via the County Council's consultation hub which included a brochure setting out the rationale for the proposals, details of the design proposals themselves and accompanied by a questionnaire which included open questions to encourage qualitative feedback. Leaflets about the consultation were distributed to over 1,300 properties within approximately 1km of the proposed junction improvement.

2.6 A total of 215 responses were received with 85% of these responses from residents in the Hailsham area. Overall, there was a high level of support for the proposals with 83.7% either supporting or strongly supporting the scheme. A breakdown of the number of responses and the level of support received is shown below:

Responses received	Strongly Support / Support	Oppose / Strongly Oppose	Don't Know / No preference	Not answered
215	83.7%	11.1%	4.7%	0.5%

2.7 Respondents were also asked how strongly they agreed or disagreed with the importance of improving facilities for specific users. 88.4% of responses agreeing/strongly agreeing with the importance of improving facilities for pedestrians public transport; with 63.3% agreeing/strongly agreeing that it was important to improve facilities for cyclists

2.8 In the comments provided alongside the consultation responses, a number of issues were raised. The issues and the response to these are set out below:

Issue	Response
Loss of village green would negatively affect the local area and would be missed if removed	Following an application to the Planning Inspectorate, the Ersham triangle village green was de-designated in May 2022. As part of the application process, there was the opportunity for local residents and stakeholders to comment on the proposal which would have been taken into consideration by the Planning Inspectorate. Alternative village green provision has been made as part of a development in south Hailsham adjacent to the Cuckoo Trail.
Larger roundabout to replace the current roundabout and T-junction will not achieve the desired objectives, especially reduce congestion	The modelling undertaken as part of the design process identified that the proposed roundabout design would reduce congestion in comparison to a 'do nothing' scenario.
Could a traffic signal control junction be introduced instead to help keep traffic flowing?	As part of the optioneering stage, the potential to introduce a traffic signal controlled junction was considered. The signalised junction option did not perform as well compared to the roundabout and therefore was discounted.
Pedestrian crossings were inappropriately located and likely to increase congestion rather than alleviate	Whilst the introduction of parallel pedestrian & cycle crossings on three of the arms of the proposed roundabout will mean traffic has to stop to enable these movements, they will help improve pedestrian and cycle accessibility around the junction for movements between south Hailsham, Diplocks Way Industrial Estate and the town centre.
Improvements are not value for money	Whilst a value for money assessment has not been undertaken, on a qualitative basis the proposed junction improvement will reduce queuing and congestion as well as improve journey time reliability and accessibility to the town centre and employment in the town. In addition, it will improve active travel and public transport travel choices as well as safety for all road users.
Impact of loss of on-street residential parking on Ersham Road	It is recognised that there will be some loss of on-street parking on Ersham Road as a result on introducing the proposed new roundabout.
The scheme design means that it is not able to accommodate longer vehicles	The roundabout has been designed to ensure that all sizes of vehicles up to heavy goods vehicles and low loader trailers can move safely around the junction and in one movement. For some of these movements, the vehicle will need to utilise both lanes around the roundabout, but can all be accommodated within the design.

3 Conclusion and Reasons for Recommendations

3.1 The Movement and Access Strategy for Hailsham and Hellingly (MASHH), and more recently the 2018 Wealden Local Plan Transport Study, identified the need to improve the Ersham

Road/South Road mini-roundabout and South Road/Diplocks Way junction to support the planned housing and employment growth in Hailsham.

3.2 Proposals have been developed to replace the existing two junctions with a single four arm roundabout in order to help reduce congestion and queuing in the area, improve accessibility to the town centre and employment areas, improve active travel and public travel choices as well as improve safety for all users. To accommodate the proposed new roundabout necessitated the de-designation of the Ersham triangle village green. Following submission of an application to the Planning Inspectorate by Wealden District Council, Hailsham Town Council and the County Council, the village green was de-designated in May 2022 with alternative provision being provided elsewhere in the south of the town.

3.3 The results of the public consultation undertaken in April/May 2022 show that there is a strong level of support for the introduction of a single four arm roundabout at the Ersham Road/Diplocks Way/South Road junction. Therefore, it is recommended that the roundabout proposals are taken forward to detailed design and construction.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Jon Wheeler

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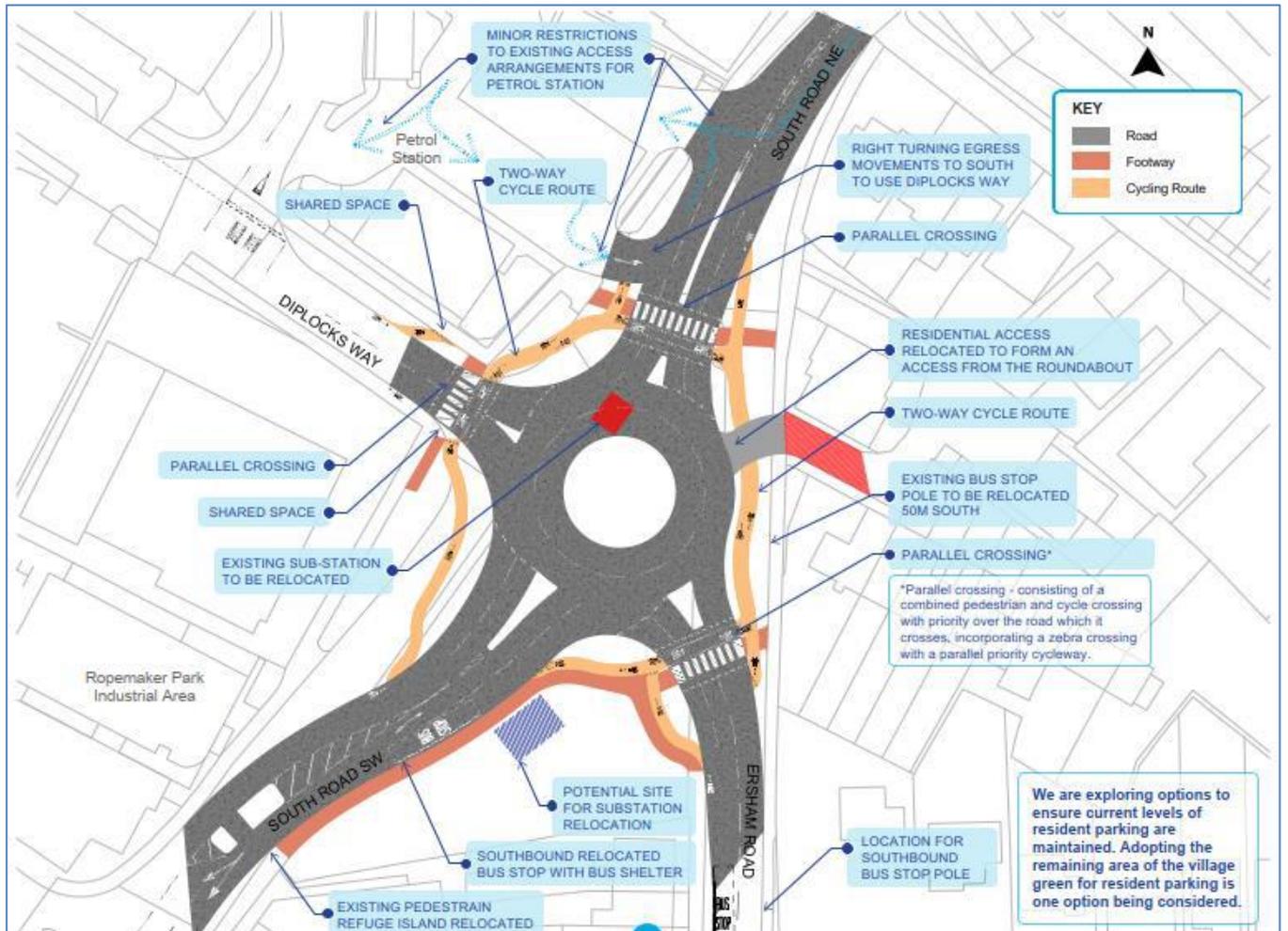
LOCAL MEMBERS

Councillor Fox, Councillor Murphy

BACKGROUND DOCUMENTS

Ersham Road/Diplocks Way/South Road roundabout, Hailsham – consultation report

Appendix 1 – Ersham Road/Diplocks Way/South Road proposed junction improvement



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