



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 22 MAY 2023 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 13 March 2023 (*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. Community Match Schemes 2023/24 (*Pages 7 - 8*)
Report by the Director of Communities, Economy and Transport
5. Petition: 20mph speed limit and one-way system for Garfield Road, Hailsham (*Pages 9 - 12*)
Report by the Director of Communities, Economy and Transport
6. Petition: To reduce traffic, car noise, pollution and risk of accidents on Ocklynge Road, Eastbourne (*Pages 13 - 16*)
Report by the Director of Communities, Economy and Transport
7. Petition: 20mph and HGV limits on Lower Park Road, Hastings (*Pages 17 - 22*)
Report by the Director of Communities, Economy and Transport
8. Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
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12 May 2023

Contact Sophie Webb, Governance and Democracy Officer,
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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 13 March 2023 at Committee Room, County Hall, Lewes

Councillors Chris Collier and Wendy Maples spoke on item 4 (see minute 64)

Councillors Julia Hilton, Ian Hollidge and Wendy Maples spoke on item 5 (see minute 65)

60. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 13 FEBRUARY 2023

60.1 The Lead Member approved as a correct record the minutes of the meeting held on 13 February 2023.

61. DISCLOSURE OF INTERESTS

61.1 Councillor Ian Hollidge declared a personal interest in item 5 as a member of the Bexhill Wheelers Cycle Group. He did not consider this to be prejudicial.

62. URGENT ITEMS

62.1 There were none.

63. REPORTS

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

64. PETITION: TO CREATE A SAFE CROSSING ON SUTTON AVENUE TO ACCESS SOUTH COAST ROAD AND DELL PARK

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

64.2 Councillor Ciarron Clarkson, the Lead Petitioner for the petition calling on the County Council to create a safe crossing on Sutton Avenue to access South Coast Road and Dell Park spoke to highlight the benefits of formal pedestrian crossings to the local community in terms of safety, economy, environment, health and wellbeing.

DECISIONS

64.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme for improved pedestrian crossing facilities has been assessed through the 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 the Community Match Process. 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.

REASONS

64.4 Provision of formal pedestrian crossings in the vicinity of the roundabout at the A259 junction with Sutton Avenue, Peacehaven, 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.

65. CAPITAL PROGRAMME FOR TRANSPORT IMPROVEMENTS 2023/24

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

DECISIONS

65.2 The Lead Member RESOLVED to:

(1) Agree the programme of local transport improvements for 2023/24 set out in Appendix 1 to the report; and

(2) Agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2023/24 programme.

REASONS

65.3 The draft capital 2023/24 programme of local transport improvements represents a balanced programme of improvements which will help deliver not only the objectives of the

County Council's current Local Transport Plan but also contribute to achieving the broader corporate objectives of reducing carbon emissions, supporting economic recovery and growth, and promoting health and wellbeing.

65.4 The allocated County Council funding for integrated transport, development contributions and Local Growth Fund monies for the Eastbourne South Wealden Walking & Cycling Package and the Hailsham – Polegate – Eastbourne Movement and Access Corridor will be allocated to the schemes identified in the programme of local transport improvements for 2023/24 as set out in Appendix 1 of the report.

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Report to:	Lead Member for Transport & Environment
Date of meeting:	22 May 2023
By:	Director of Communities, Economy and Transport
Title:	Community Match Schemes for 2023/24
Purpose:	To authorise expenditure for 2023/24 as contribution towards Community Match schemes

RECOMMENDATIONS: The Lead Member for Transport and Environment is recommended to:

- (1) Agree that £30,000 of match funding is allocated towards the Blackboys Community Match speed limit reduction scheme for detailed design work in 2023/24 and construction in 2023/24; and**
 - (2) Delegate authority to the Director of Communities, Economy & Transport to approve the 50% match funding contribution for the scheme in Table 1 up to a maximum contribution of £50,000 once the design and construction costs are known.**
-

1 Background Information

1.1. The Community Match initiative was launched by the County Council in 2014. The initiative offered the opportunity for local communities in East Sussex (typically a parish/town council or community group) to take forward schemes identified as a local priority, but not assessed to be of sufficient priority to be delivered using County Council funding alone through the Council's capital programme of local transport improvements.

1.2. The Community Match process begins with a feasibility study to assist Parishes and communities in identifying possible solutions to locally identified traffic or transport issues and determining cost estimates. The feasibility study is undertaken by East Sussex Highways and is funded by the parish/town council, residents' group or organisation promoting the scheme. Many potential schemes do not progress beyond the feasibility stage as it becomes clear that the scheme is not feasible or there is not agreement among local residents and businesses about the scheme proposals.

1.3. If a parish/town council or community group support the measures suggested in the feasibility appraisal, they can apply to the County Council for Community Match funds to take the scheme forward to detailed design and construction. The maximum financial input from the County Council is £50,000 per scheme, which needs to be matched by the parish/town council or community group. The feasibility appraisals are only able to give approximate scheme costs and more detailed scheme costs can be provided to applicants as more design work is undertaken. As part of the Community Match funding applications, the relevant County Councillors are asked whether they are supportive of the proposed community match schemes in their division.

2 Supporting Information

Community Match schemes for 2023/24

2.1 The Community Match budget for 2023/24 is £250,000.

2.2 Although there have been many Community Match feasibility studies requested, only one application has been received requesting funding to take a scheme forward. It is important that projects have strong support from the local community and that they comply with relevant County Council policies.

2.3 A summary of the scheme, together with estimated total costs, community contribution and Community Match Fund contributions, is shown in Table 1 below. The community contribution will be at least 50% of the detailed design and construction costs for the scheme. The final costs will likely vary from the current estimate once the detailed design has been undertaken and the scheme fully costed. Therefore, the level of Community Match Fund contribution allocated to the project, with a maximum contribution of £50,000, and in parallel the level of community contribution may change depending on the final cost. The County Councillor for the scheme has indicated his support.

Table 1: Indicative scheme costs

Scheme	Indicative Total cost	Indicative Community contribution	Indicative ESCC Community Match Fund contribution
Framfield Parish Council - Scheme to reduce speed limit to 40mph on B2192 at Blackboys from Hollow Lane to Brownings Farm (current 50mph limit signs north of the village).	circa £60,000	£30,000	£30,000

Risks

2.4 Communities will be recharged their share of the detailed design and construction work. In addition, for Community Match schemes there is a notable risk around delivering schemes that include speed limit or parking changes which require a Traffic Regulation Order (TRO), and the increase in costs that comes with delivering these types of schemes due to the additional resource and administration required. If formal objections to TROs are received and cannot be resolved by discussion with the objector, they must be considered by Members at a meeting of the County Council's Planning Committee. This process adds both time and cost to the scheme.

3 Conclusion and Reasons for Recommendations

3.1 The Community Match programme continues to provide the opportunity for town/parish councils, local resident groups and organisations to secure match funding to enable local priority schemes to be delivered which otherwise would not come forward using County Council funding alone through the capital programme of local transport improvements. From the £250,000 allocation for 2023/24, there is sufficient funding available to provide the community match funding requests to deliver the scheme at Blackboys for which an application has been submitted.

3.2 Therefore, the Lead Member is recommended to allocate an initial £30,000 of community match funding to the speed limit reduction scheme at Blackboys. It is recommended that the Lead Member delegates authority to the Director of Communities, Economy and Transport to approve the 50% match contribution from the Community Match Fund, up to a maximum of £50,000 once the design and construction costs are known.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Nicholas Mitchell, Principal Scheme Development Officer

Tel. No. 01273 336627

Email: nicholas.mitchell@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Chris Dowling.

BACKGROUND DOCUMENTS

None.

Report to: Lead Member for Transport and Environment

Date of meeting: 22 May 2023

By: Director of Communities, Economy and Transport

Title: Petition to implement a one-way system and 20mph speed limit in Garfield Road, Hailsham

Purpose: To consider the need for the implementation of a one-way system and 20mph speed limit in Garfield Road, Hailsham

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

- (1) A potential scheme to implement a one-way system and 20mph speed limit in Garfield 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.**
-

1 Background Information

1.1. At the County Council meeting on 7 February 2023, a petition was presented to the Chairman by Councillor Murphy from a group of residents from the Garfield Road area of Hailsham. The group requests that the County Council implement a one-way system in Garfield Road from Station Road to Bell Banks Road. In addition to this they have requested that the speed limit is reduced to 20mph. A copy of the petition is available in the Members' Room.

1.2. 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. Garfield Road is a residential road with limited off-street parking and some sections of double yellow lines. It is covered by a 30mph speed limit, as indicated by the system of street lighting. A 7.5 tonne weight restriction also applies to the road.

2.2. Crash data supplied by Sussex Police for the ten-year period up to 31 January 2023 shows that there have been no crashes resulting in personal injury within Garfield Road. Location and crash data plans, can be found at Appendix 1.

2.3. A speed survey was undertaken in Garfield Road for the seven-day period from 13 March 2023. This indicated average vehicle speeds of 17-mph in both directions.

2.4. The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are targeted to those schemes which will be of

greatest benefit to local communities. To help prioritise the number of requests received for improvements, a process was developed to determine which schemes should be funded through the Integrated Transport Programme.

2.5. Experience has shown that one-way systems can often have a detrimental effect on vehicle speeds. Since drivers are aware they are not going to meet on-coming traffic, vehicle speeds can often increase within the one-way system. As such, the request for a one-way system and 20mph speed limit has included assessment of traffic calming features which may be required to support the measures.

2.6. The request for a 20mph speed limit, one-way system and supporting traffic calming features has been assessed through the approved High Level Sift process and did not meet the benchmark score to be taken forward.

3 Conclusion and Reasons for Recommendations

3.1. It is recommended that the Lead Member for Transport and Environment advises petitioners that a scheme to implement a 20mph speed limit, one-way system and any supporting traffic calming features in Garfield Road is not presently a priority for funding from the County Council's budget. However, appropriate improvements could be considered should an alternative source of funding become available, or if an application through Community Match was successful.

3.2. In order to determine what measures could be suitable in this area, prior to a Community Match application, it is suggested that the petitioners contact Hailsham Town Council to ascertain whether they would be interested in supporting a scheme to try and influence traffic conditions in the area. Support from the Town Council does not need to be financial – any group interested in taking a scheme forward through Community Match can provide the funding. They would then need to commission a Feasibility Study at a cost of £500. 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. The speed data for Garfield Road that was recently collected can be provided to the group, upon request.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew

Tel. No. 01424 724 284

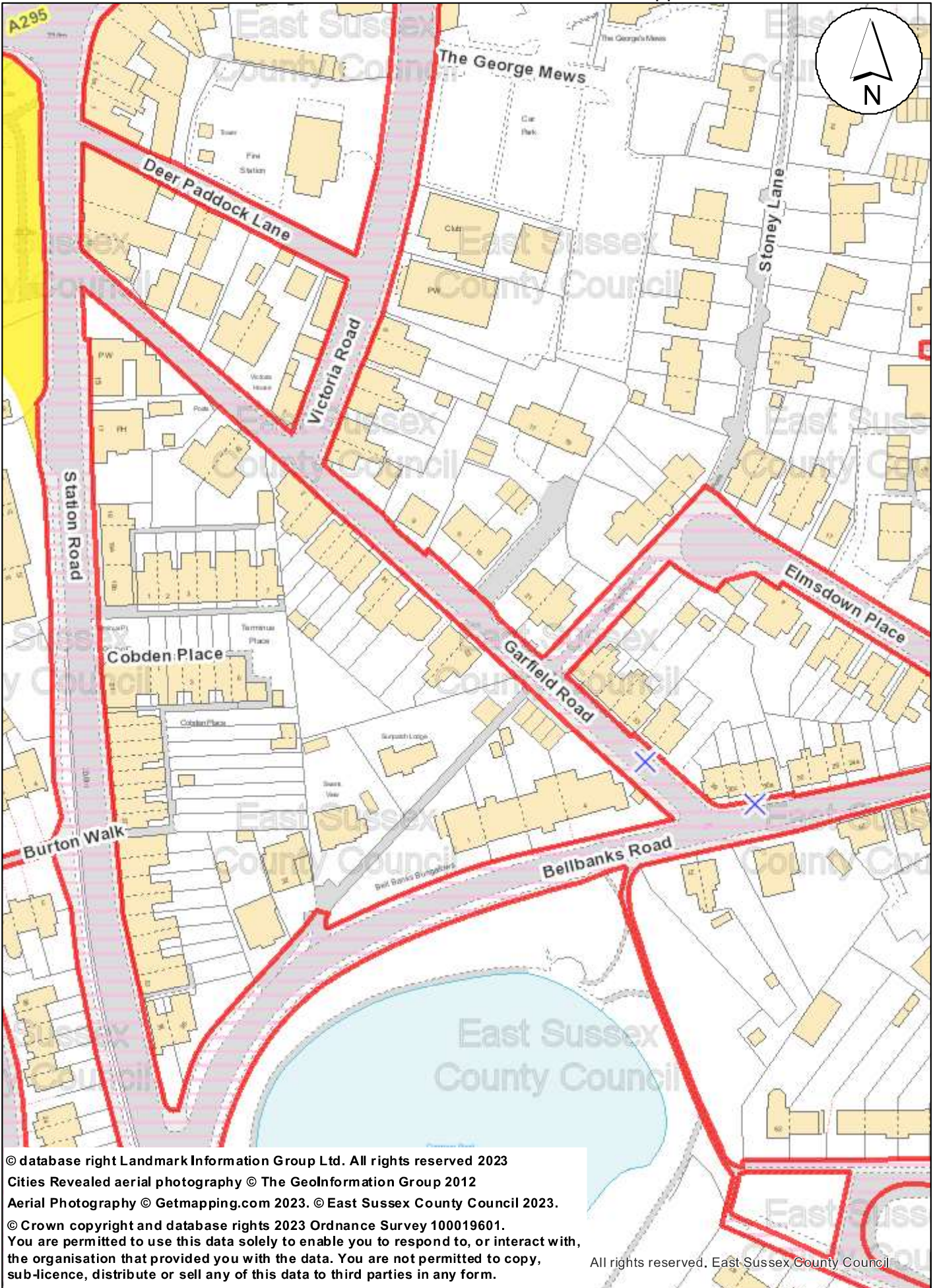
Email: Victoria.Bartholomew@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Murphy

BACKGROUND DOCUMENTS

None



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Garfield Road, Hailsham

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Author:

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Date: 22/03/2023





Report to:	Lead Member for Transport and Environment
Date of meeting:	22 May 2023
By:	Director of Communities, Economy and Transport
Title:	Petition to implement a one-way system, pedestrian crossing and traffic calming measures in Ocklynge Road, Eastbourne
Purpose:	To consider whether a one-way system, pedestrian crossing and traffic calming measures should be provided in Ocklynge Road, Eastbourne.

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

- (1) A potential scheme to implement a one-way system, pedestrian crossing and traffic calming measures has been assessed through our approved High Level Sift process and is not a priority for the County Council at the present time.**
- (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.**

1 Background Information

1.1. At the County Council meeting on 7 February 2023, a petition was presented to the Chairman by Councillor Ungar on behalf of a group of residents from the Gore Park Avenue/Ocklynge Road area of Eastbourne. The group requests that the County Council:

- Implement a one-way system on the upper part of Ocklynge Road, between Upperton Road and St Mary's Road.
- Provide an illuminated pedestrian crossing in the vicinity of Gore Park Avenue.
- Install structural traffic calming measures on Ocklynge Road.

1.2. 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. A copy of the petition is available in the Members' Room.

2 Supporting Information

2.1. Ocklynge Road is covered by a 30-mph speed limit, as indicated by the system of street lighting. The northern end is residential with limited off-street parking and several sections of double yellow lines. This section of Ocklynge Road is used to access three other roads – St Mary's Road, Lower Road and Gore Park Avenue (which is a private road). The southern end of Ocklynge Road includes retail and commercial properties as well as residential properties. This section of the road is a no-through road with off-street parking facilities.

2.2. Crash data supplied by Sussex Police for the three-year period up to 31 January 2023 shows that there have been no crashes resulting in personal injury within Ocklynge Road. A location plan, and crash data plan can be found at Appendix 1.

2.3. A speed survey was undertaken in Ocklynge Road for a seven-day period starting 13 March 2023. As the main area of concern is at the upper end of Ocklynge Road between Lower

Road and Upperton Road, the speed data was collected between Lower Road and St Mary's Road. This indicated average vehicle speeds of 13mph for northbound traffic and 12mph for southbound traffic.

2.4. The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are targeted to those schemes which will be of the greatest benefit to local communities. To help prioritise the number of requests received for improvements, a process was developed to determine which schemes should be funded through an Integrated Transport Programme.

2.5. The request for a one-way system, pedestrian crossing and traffic calming scheme has been assessed through the approved High Level Sift process to determine if it may be a priority for future consideration; however, it did not meet the benchmark score to be taken forward.

2.6. Although the provision of a one-way system, pedestrian crossing and traffic calming scheme is not currently a priority for the County Council, the petitioners may wish to contact Eastbourne Borough Council to determine their interest in supporting a community funded scheme through the Community Match Initiative. A feasibility study at a cost of £500 would be required prior to a Community Match application.

3 Conclusion and Reasons for Recommendations

3.1. It is recommended that the petitioners be advised that a scheme to implement a one-way system, pedestrian crossing and traffic calming measures in Ocklynge Road does not meet the Council's criteria and therefore, 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, or an application through Community Match was successful.

3.2. To determine what measures could be suitable in this area, 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 area. Support from the Borough Council does not need to be financial – any group interested in taking a scheme forward through Community Match can provide the funding. They would then need to commission a Feasibility Study at a cost of £500. The speed data for Ocklynge Road that was recently collected can be provided to the group. This would help 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

Tel. No. 01424 724 284

Email: Victoria.Bartholomew@eastsussex.gov.uk

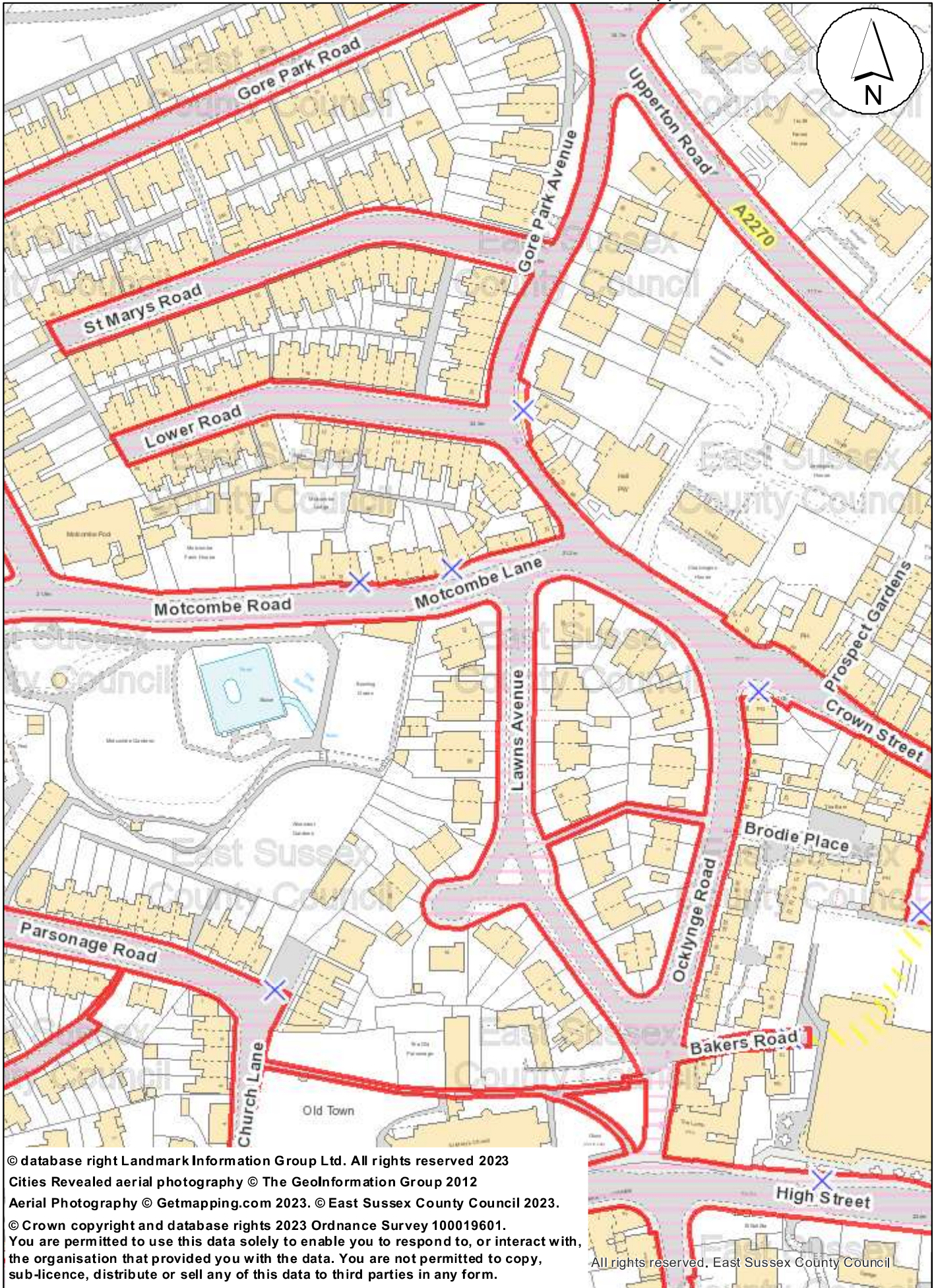
LOCAL MEMBERS

Councillor Ungar

Councillor Rodohan

BACKGROUND DOCUMENTS

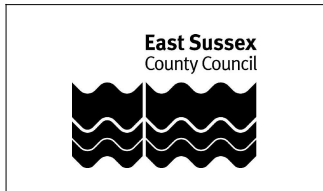
None



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**Most Recent
36 Months
Accident Data**

Ocklynge Road, Eastbourne

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SCALE	1 : 1600
DATE	03/05/2023
DRAWING NO.	1
DRAWN BY	VCB
ORIGINAL SIZE	

Report to:	Lead Member for Transport and Environment
Date of meeting:	22 May 2023
By:	Director of Communities, Economy and Transport
Title:	Petition to implement 20mph and Heavy Goods Vehicle limits on Lower Park Road, Hastings
Purpose:	To consider the need for the implementation of a 20mph speed limit and Heavy Goods Vehicle restriction on Lower Park Road between Dordrecht Way and Bethune Way, Hastings.

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

- (1) A potential scheme to implement a 20mph speed limit and Heavy Goods Vehicle restriction 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.**
-

1 Background Information

1.1. At the County Council meeting on 7 February 2023, a petition was presented to the Chairman by Councillor Daniel on behalf of a group of residents from the Lower Park Road area of Hastings. The petitioners request that the County Council implement a 20mph speed limit and Heavy Goods Vehicle (HGV) restriction on Lower Park Road, between Dordrecht Way and Bethune Way. A copy of the petition is available in the Members' Room.

1.2. 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. Lower Park Road is covered by a 30mph speed limit as indicated by the system of street lighting. There are residential properties on the southern side of the road and Alexandra Park on the northern side. Some properties have off-street parking facilities and on-street parking is a mixture of double yellow lines, unrestricted parking, permit holder and time limited parking bays. The area can become heavily parked, especially during fine weather or when events are being held in Alexandra Park.

2.2. Crash data supplied by Sussex Police for the three-year period up to 31 January 2023 shows that there have been three crashes resulting in slight personal injury within Lower Park Road between Dordrecht Way and Bethune Way. None of the crashes were attributed to excessive or inappropriate speed or involved HGVs. A location plan, crash data plan and a plan of the parking restrictions can be found at Appendix 1.

2.3. Speed surveys were undertaken in Lower Park Road at two sites for the seven-day period from 13 March 2023. This indicated average vehicle speeds for the first site (western end, outside No. 81) of 22mph eastbound and 23mph westbound, and for the second site (eastern end, opposite No. 47) of 21mph eastbound and 20mph westbound.

2.4. The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are allocated to those schemes which will be of the greatest benefit to local communities. To help prioritise the number of requests received for improvements, a process has been developed to determine which schemes should be funded through the Integrated Transport Programme.

2.5. The request for a 20mph speed limit and HGV restriction has been assessed through the approved High Level Sift process and did not meet the benchmark score to be taken forward.

2.6. Although the provision of a 20mph speed limit and HGV restriction is not currently a priority for the County Council, the petitioners may wish to contact Hastings Borough Council to determine their interest in supporting a community funded scheme through the Community Match Initiative. A feasibility study at a cost of £500 would be required prior to a Community Match application.

3 Conclusion and Reasons for Recommendations

3.1. It is recommended that the petitioners are advised that a scheme to implement a 20mph speed limit and HGV restriction in Lower Park Road does not meet the County Council's criteria and, therefore, is not presently a priority for funding. However, appropriate improvements could be considered should an alternative source of funding become available, or an application through Community Match was successful.

3.2. To determine what measures could be suitable in this area, prior to a Community Match application, it is suggested that the petitioners contact Hastings Borough Council to ascertain whether they would be interested in supporting a scheme to try and influence traffic conditions in the area. Support from Hastings Borough Council does not need to be financial – any group interested in taking a scheme forward through Community Match can provide the funding. They would then need to commission a Feasibility Study at a cost of £500. The speed data for Lower Park Road that was recently collected can be provided to the group. This will help 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

Tel. No. 01424 724 284]

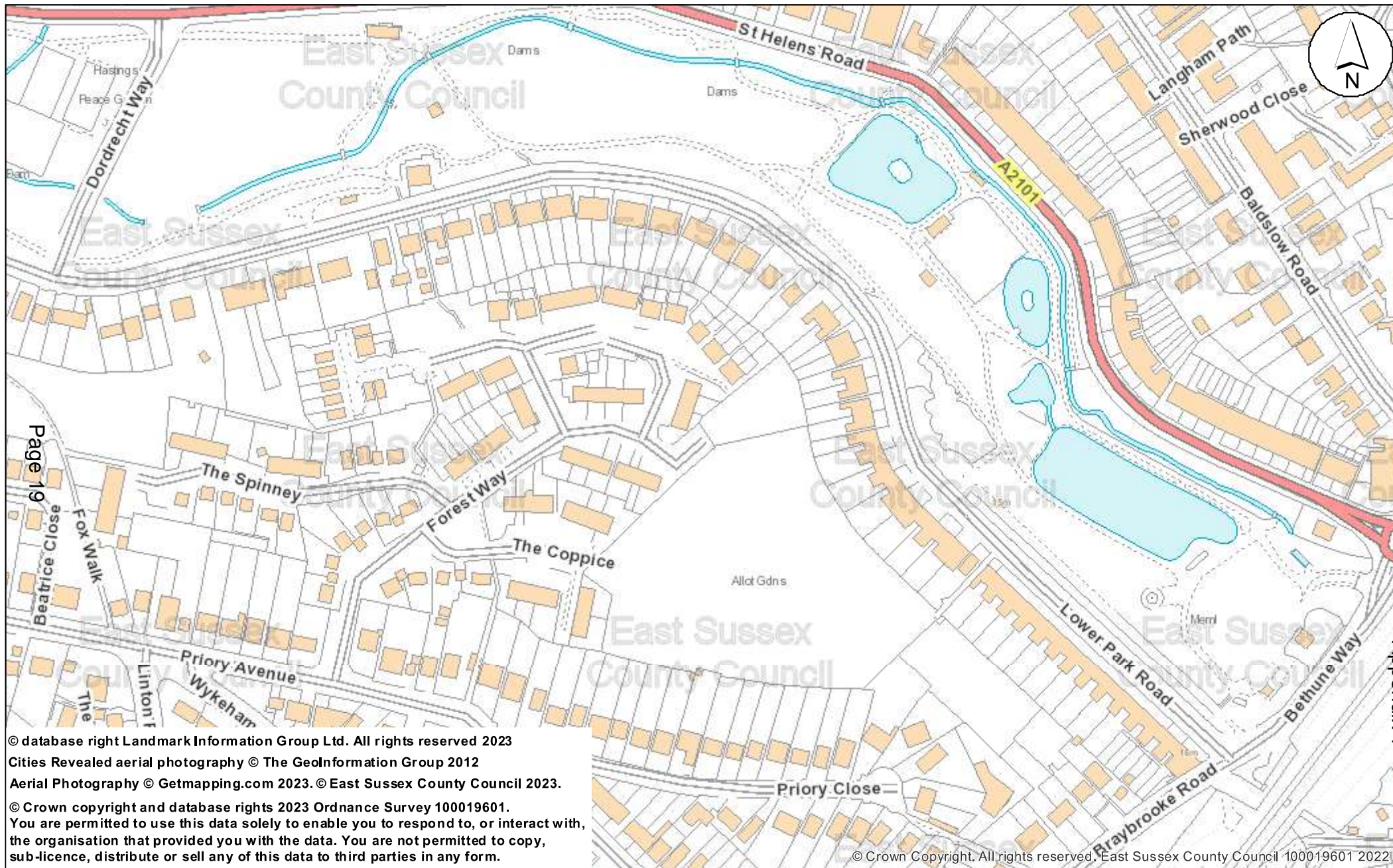
Email: Victoria.Bartholomew@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Daniel

BACKGROUND DOCUMENTS

None

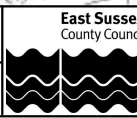


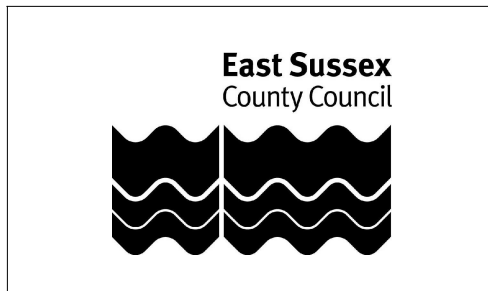
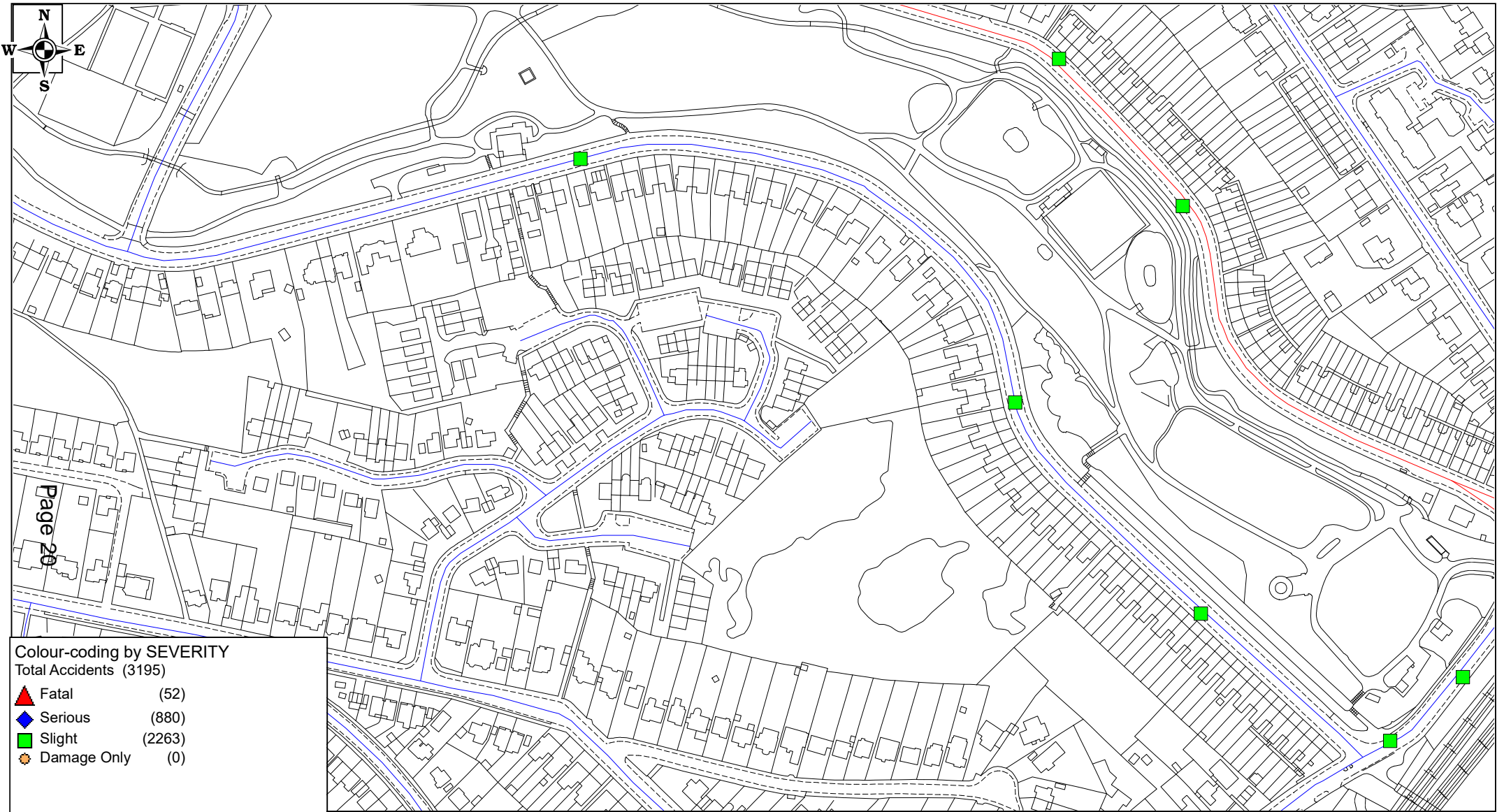
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Lower Park Road, Hastings
 Author: VCB

Scale: 1:2,900
 Date: 29/03/2023



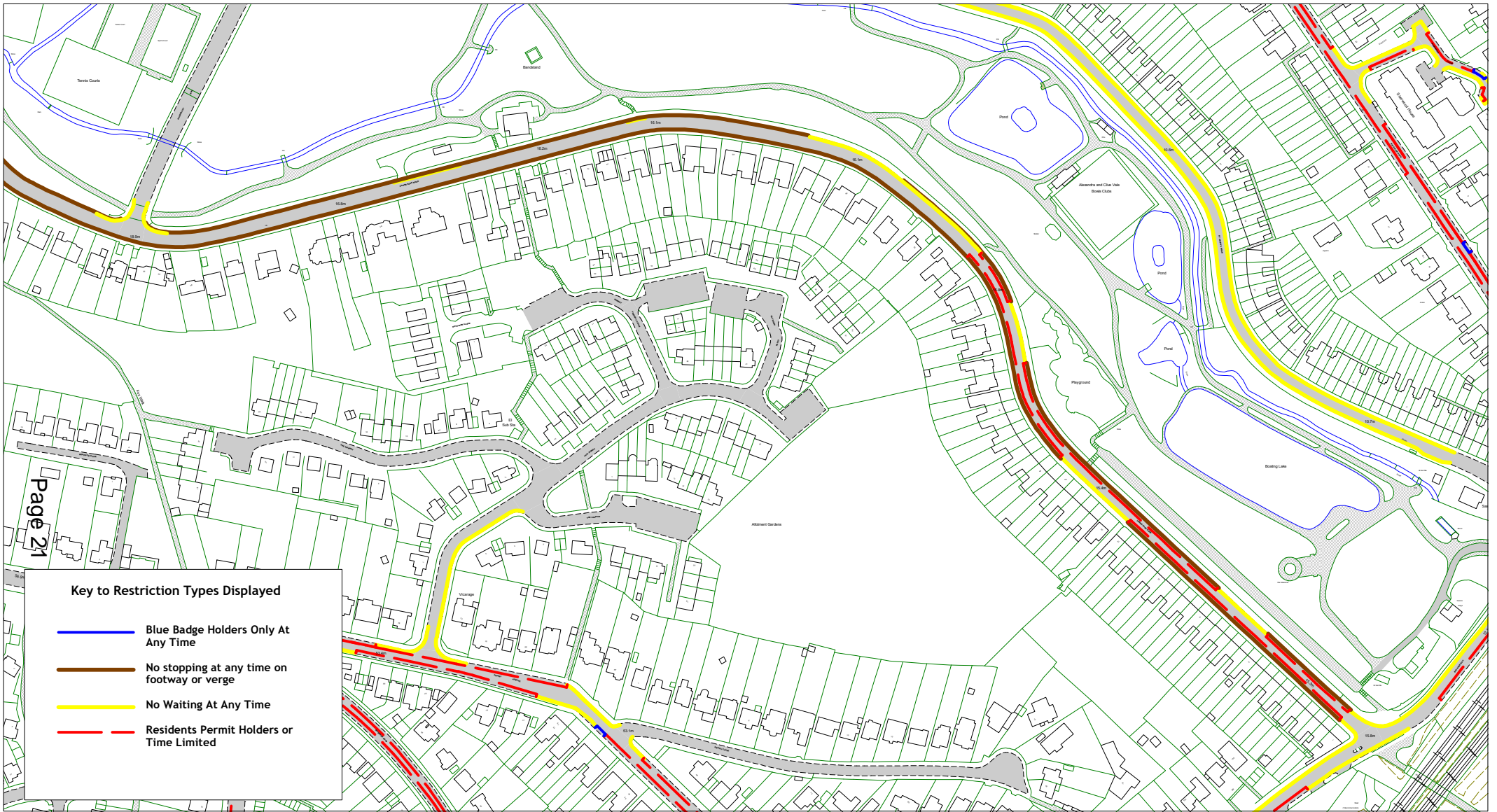


Lower Park Road, Eastbourne

**Most Recent 36 Months
Accident Data
01/02/2020-31/01/2023**

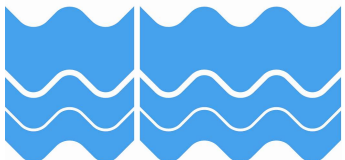
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SCALE	1 : 2900
DATE	29/03/2023
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East Sussex
County Council



Lower Park Road, Hastings
(parking restriction plan)

Page
1 of 1

SCALE	1 : 2900
DATE	29/03/2023
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