



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 25 SEPTEMBER 2023 AT 2.00 PM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 17 July 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. Petition: Introduction of a lorry route network (*Pages 7 - 18*)
Report by the Director of Communities, Economy and Transport
5. Eastbourne Town Centre Movement and Access Package Phase 2b & Victoria Place Levelling Up Fund (Seaside Road to Grand Parade) public consultation outcomes (*Pages 19 - 42*)
Report by the Director of Communities, Economy and Transport
6. Creation of a single Parking Board (*Pages 43 - 68*)
Report by the Director of Communities, Economy and Transport
7. Proposed minor amendments to the Community Match Initiative (*Pages 69 - 72*)
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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15 September 2023

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 17 July 2023 at Committee Room, County Hall, Lewes

20. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 26 JUNE 2023

20.1 The Lead Member approved as a correct record the minutes of the meeting held on 26 June 2023.

21. DISCLOSURE OF INTERESTS

21.1 There were none.

22. URGENT ITEMS

22.1 There were none.

23. REPORTS

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

24. PETITION FOR THE COUNTY COUNCIL TO TAKE STEPS TO REDUCE THE SPEED AND WEIGHT OF VEHICLES ON THE B2095 TO ADDRESS THE GROWING PROBLEM OF DANGEROUS AND INCONSIDERATE DRIVING

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

24.2 Mrs Pam Doodes, the Lead Petitioner for the petition calling on the County Council to take steps to reduce the speed and weight of vehicles on the B2095 to address the growing problem of dangerous and inconsiderate driving spoke to highlight safety concerns of fast moving HGVs and the safety benefits that would be seen by reducing the speed limit on the B2095.

DECISIONS

24.3 The Lead Member RESOLVED to advise petitioners that:

(1) The B2095 has been identified as part of the Road Safety Team's Strategic Casualty Reduction programme and a range of small scale traffic management measures will be implemented that have been shown to positively influence casualty reduction. The road will be monitored post completion of the works to ensure that the package of measures help to improve the safety record.

(2) The request for a lower 40mph speed limit between Hooe Village and A259 trunk road will be assessed as part of our forthcoming Speed Management Programme.

(3) The implementation of a weight restriction on the B2095 would not be in accordance with policy PS4/5 Control of Heavy Goods Vehicles.

REASONS

24.4 The B2095 has been identified as part of the Road Safety Team's Strategic Casualty Reduction programme. This will see a range of traffic management measures implemented that have been shown to positively influence casualty reduction. The B2095 will be monitored for a three-year period post completion of the works to ensure that the package of measures help to improve the safety record.

24.5 The request for a 40mph speed limit along the full extent of the B2095 between Hooe Village and the A259 trunk road will be assessed as part of the forthcoming Speed Management Programme.

24.6 The B2095 forms an important link within the County's road hierarchy. Roads are classified to indicate their function, with B class roads linking destinations of local importance, or to feed traffic between A roads and smaller roads on the network. It is therefore important that the B2095 remains available to all classes of traffic.

25. JOINT WASTE AGREEMENT (JWA) BETWEEN EAST SUSSEX COUNTY COUNCIL AND BRIGHTON AND HOVE CITY COUNCIL

25.1 The Lead Member considered a report by the Director of Communities, Economy and Transport together with exempt information contained in a later agenda item.

DECISIONS

25.2 The Lead Member RESOLVED to:

(1) Note the revised Joint Working Agreement.

(2) Delegate authority to the Director of Communities, Economy and Transport to approve the updated Joint Working Agreement.

(3) Delegate authority to the Director of Communities, Economy and Transport to approve future updates to the Joint Working Agreement.

REASONS

25.3 The Joint Working Agreement (JWA) requires the updates to reflect the current financial practices that are being applied to the Integrated Waste Management Services Contract (IWMSC). The document has been revised to be consistent with the joint working arrangements between the Councils.

25.4 Delegation of authority to the Director of Communities, Economy and Transport to approve future updates to the JWA that may be required will maintain fair and equitable sharing of contract costs and income between the Councils.

26. EXCLUSION OF THE PUBLIC AND PRESS

26.1 It was RESOLVED to exclude the public and press for the remaining agenda items on the grounds that if the public and press were present there would be disclosure to them of exempt information as specified in paragraph 3 of Part 1 of the Local Government Act 1972 (as amended), namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

27. JOINT WASTE AGREEMENT (JWA) BETWEEN EAST SUSSEX COUNTY COUNCIL AND BRIGHTON AND HOVE CITY COUNCIL - EXEMPT INFORMATION

27.1 The Lead Member considered a report by the Director of Communities, Economy and Transport which provided exempt information in support of an earlier item on the agenda.

DECISIONS

27.2 The Lead Member RESOLVED to note the information which supports an earlier agenda item.

REASONS

27.3 The report contained exempt information in relation to an earlier item on the agenda.

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Report to: Lead Member for Transport and Environment

Date of meeting: 25 September 2023

By: Director of Communities, Economy and Transport

Title: Petition: Introduction of a lorry route network

Purpose: To consider the request to introduce a lorry routing network similar to that as outlined in West Sussex County Council's Local Transport Plan 2022 – 2036, so that heavy goods vehicles (HGVs) are redirected away from narrow local roads in our villages

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

- (1) That the existing freight routing network will be reviewed as part of a new East Sussex Freight Strategy which will form part of the County's fourth Local Transport Plan; and**
 - (2) That a route study of the B2192 from Earwig Corner to the A265 at Cross in Hand, undertaken in 2021, has identified a package of measures which, if implemented, will seek to encourage those driving through Ringmer village to do so more sensitively.**
-

1 Background Information

1.1. A petition containing 400 signatures was submitted to Full Council on 21 March 2023 calling for the introduction of a lorry route network in East Sussex, similar to that of West Sussex County Council (WSCC), so that Heavy Goods Vehicles (HGVs) are redirected away from narrow local roads in our villages.

1.2. The principal issues raised in the petition referred to damage to property/vibrations, safety of non-motorised users, road surface/quality and speeding and the issue of noise arising from HGVs. Whilst most comments made as part of the petition related to freight movements through Ringmer, other locations mentioned include the C7 (Lewes – Newhaven), Firle, Newhaven, Ditchling, Glynde, Barcombe and South Chailey.

1.3. 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

East Sussex County Council's approach to road freight

2.1 The current approach and policy to (road) freight in East Sussex is set out in the County's third Local Transport Plan (LTP3) adopted in 2011 and 'Control of Heavy Goods Vehicles' policy [PS4/5](#) (see Appendix 1). LTP3 and the policy advise that as so few roads in the County are really suitable for HGVs, it is expected that the "A" and "B" roads in the county should be available to carry heavy lorries thereby allowing them to disperse over the available road network rather than to concentrate them on selected roads. LTP3 also elaborates on opportunities to 'support the transfer of freight by rail', 'work with Ordnance Survey and the freight industry to help address inappropriate use of routes identified by satellite navigation systems' and 'encourage more sustainably accessible locations for new business premises', ESCC have introduced restrictions on a small number of especially unsuitable roads across the County with the aim of improving the environment for residents and other users. Unless there is a specific structure along a route (for example, a bridge with a weight restriction), the Council are only able to implement these restrictions to HGVs using the route by way of a Traffic Regulation Order. In considering a potential prohibition for HGV movements, the following issues are taken into account:

- Is there a more suitable alternative route available?
- Can this route be adequately signed?

- What level of enforcement is available by the Police who have to follow the offending vehicle through the entry and terminal point of the restriction in order to enforce?
- What is the real extent of the problem – where is the evidence to support the claims of increased HGV use?
- How many of these HGVs would be impacted by a prohibition (origin/destination or number plate surveys would be required for each road under consideration)?
- What are the economic impacts – how would any prohibition affect local businesses which form part of our rural economy?
- What is the environmental impact of additional signage (i.e. assessing that it is not contributing to over-provision of signage and considering the impact of the sign in terms of its size, placement and lighting) the cost of implementing the necessary Traffic Regulation Order (TRO), and the whole life cost of maintaining the signs both at the restriction as well as the alternative route signing?

2.2 However, HGVs are still able to use these roads where HGV restrictions are in place for legitimate access reasons, for example deliveries to residential properties, removals and access to local businesses.

Freight movements in East Sussex

2.3 A combination of factors has, in recent years, increased the number of light and heavy goods vehicles on some roads on the network, with these factors not unique to the County, including:

- many rural farms/premises now being used for commercial and leisure purposes as part of the diversification of the local economy, which result in increased HGV movements at these sites;
- the use of in-vehicle Satellite Navigation (satnav) systems or mobile phone mapping often misdirecting HGV drivers down unsuitable routes;
- centralised deliveries by many businesses, resulting in one large HGV making many deliveries across a wide area instead of smaller commercial vehicles delivering from local depots, and
- movement to e-commerce increasing the level of online orders and deliveries, especially since the Covid-19 pandemic.

West Sussex County Council's Lorry Route Network

2.4 The petition requested that the County Council adopt a freight routing network similar to that of WSCC. Whilst West Sussex's Local Transport Plan (2022-2033) does not include a thematic Freight Strategy, it includes a section on freight which highlights constraints similar to East Sussex as set out in section 2.1 of the report, and a lorry route network map (see Appendix 3). There is an expectation that lorries in West Sussex will use the recommended freight routes, except for when local access is required, and using all other roads must be in accordance with traffic signing.

2.5 The main difference between the WSCC and ESCC approach regarding freight routing is that West Sussex recommends use of A roads only in their freight routing network, whereas the County Council recommends both A and B roads. As outlined above, this is due to so few roads in the County being suitable to carry HGVs in comparison to West Sussex's network.

Local Transport Plan 4 – review of Freight Strategy

2.6 The County Council is currently developing the County's fourth Local Transport Plan (LTP), which will be subject to public consultation later this year ahead of adoption in spring 2024. Alongside this process the Council will be developing a Freight Strategy during 2023/24, as a supporting document to the LTP. However, this will be available for consultation separate to the LTP, with the timescales for this to be determined. The development of the Strategy will need to consider whether amendments are necessary to the current approach to freight routing which promotes the use of A and B class roads and the policy PS 4/5 (Appendix 1) controlling HGVs on the network in the context of the need for the decarbonisation of transport and the opportunities for the safer and sustainable movement of freight.

Freight movements in Ringmer

2.7 As highlighted in section 1.2, the majority of the comments received in the petition related to freight movements in Ringmer. Ringmer is situated on the B2192 and therefore under the Council's current approach to freight routing, HGVs are able to use and traverse through the village.

Assessment of traffic and HGV flows

2.8 A detailed assessment regarding traffic movements in / around Ringmer, is outlined in Appendix 2. This has included a review of automatic traffic counter (ATC) surveys during 2019 and 2022 and using a five-day average flow to look at traffic and HGV flows through Ringmer and identify any trends. The ATCs are continually counting traffic and some of the counters include vehicle classifications. Whilst the Council recognises that there are also one-off video surveys, these are less comparable (only 12 hours) and have fewer classification groups. Therefore, to ensure that the report is underpinned by robust and comparable data Officers have referred to only the data collected from relevant ATC sites.

2.9 The key issues identified are:

- in relation to the data from the ATC sites reviewed the overall traffic flows in East Sussex (including HGV flows) are lower post-pandemic compared to pre-pandemic.
- there has been a reduction in the total flow and number of HGVs on the B2192 west of Ringmer (Site A43 Earwig Corner to New Road, Ringmer).
- there are approximately 408 HGV movements a day on the B2192 west of Ringmer (between Earwig Corner and New Road). This equates to approximately one HGV every 3.5 minutes.
- on the B2192 west of Ringmer (Site A43 Earwig Corner to New Road, Ringmer) there is a decrease of 3% in HGV flows.
- the site (site A43) between Earwig Corner and Ringmer saw an increase in HGVs as a percentage of total flow (+0.2 percentage points). The increase is due to a larger fall in other vehicle classes (e.g. cars), resulting in HGVs now making up a larger percentage of vehicles on the B2192.
- HGV movements at comparable villages and towns in East Sussex (Udimore Road, Rye, C7 – Swanborough), which have B roads running through them - have been considered. Data shows that there are some locations where HGV flows have increased and others where this has decreased.

Vehicle speeds

2.10 The petition also identified vehicle speeds through Ringmer as being high. Two speed surveys were undertaken in November 2022 on the B2192, one west (site A6092) of Kings Academy and the other to the east (site A6093). Average speeds at the site to the east were 29mph and 25mph at the site to the west albeit speeds by vehicle classification are not available. However, from the data available there is not considered to be any particular risk associated with vehicle speeds on this stretch of road.

Route Study on the B2192

2.12 The B2192 between A26 at Earwig Corner and A267 at Cross in Hand was identified for a Strategic Casualty Reduction (SCR) study, with this being undertaken in 2021. Due to the length of the route, the works order has been split into two phases:

- Phase 1 - A26 at Earwig Corner to A22 at Halland, which includes Ringmer, and
- Phase 2 – A22 at Halland to A267 at Cross In Hand.

2.13 Improvements have been identified including traffic signs and road markings to help drivers better understand the road alignment and hazards along the route in order to adjust their behaviour accordingly. The cost estimates for the delivery of these schemes are currently being developed. However, the schemes will be subject to a prioritisation against other Strategic Casualty Reduction studies identified specifically in consideration of the availability of funding and number of personal injury crashes on each route. The prioritisation will be undertaken during the remainder of 2023/24.

3 Conclusion and Reasons for Recommendations

3.1 The current approach for the freight routing network in East Sussex is that as so few roads in the County are really suitable for HGVs, it is expected that the “A” and “B” roads should be available to carry heavy lorries thereby allowing them to disperse over the available road network rather than to concentrate them on selected roads. As the road through Ringmer is a B class road (B2192), heavy goods vehicles using this route are complying with existing policy.

3.2 The petition cites that the County Council should adopt a similar lorry route network approach to West Sussex, which encourages all HGV movements to be undertaken on A roads apart from access only, and that local access trips using all other roads must be made in accordance with traffic signing and these roads should be avoided as far as possible. The County Council is currently reviewing their Local Transport Plan, which will include the development of a Freight Strategy. It is recommended that

the petitioners are advised that as part of the development of the Freight Strategy the Council will be considering whether any amendments are necessary to the freight routing network for the county and policy, PS4/5, for the control of heavy goods vehicles.

3.3 In addition, it is also recommended to advise the petitioners that a route study for the B2192 has identified a package of measures which, if implemented, will seek to encourage those driving through Ringmer village to do so more sensitively.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor Johnny Denis and All Members

BACKGROUND DOCUMENTS

[East Sussex County Council Local Transport Plan 3](#)

[West Sussex County Council Local Transport Plan 2022-2036](#)

Appendix 1 – Policy PS/45 Control of Heavy Goods Vehicles

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIRONMENT

POLICY SUMMARY PS 4/5

Control of Heavy Goods Vehicles

Purpose of Policy

East Sussex County Council (ESCC) recognises the vital role played by the local highway network.

The purpose of this policy is to establish a pattern of control in order to reconcile, so far as is possible, the conflicting demands of the transport of goods and the environment on the highway network. This policy relates to individual roads. Area type restrictions in towns will be dealt with individually.

In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.

Policy Statement

1. A Traffic Regulation Order prohibiting goods vehicles over 7.5 tonnes gross weight*, except for loading or unloading, may be made where the following conditions are met:

[a] The road concerned is both physically and environmentally unsuitable for lorry traffic [see Appendix for details]; and

[b] An average of not less than one "through" lorry per hour for the peak 10 hour period in a day [as distinct from journeys by vehicles requiring access for loading/unloading purposes in the affected length]; and

[c] A more suitable alternative route is available.

2. An Order may also be made if, following a "deflectograph" survey, the structural condition of the road pavement is found to be unsuitable to carry the heavy vehicle loading being imposed upon it, and total failure is likely to result if action is not taken.

3. It is axiomatic that national "A" and "B" roads should be available for heavy lorries. Such roads will be improved if economically justified or reduced in classification if a restriction is to be imposed.

* 7.5 tonnes gross weight is the close metric equivalent of the former 3 tons unladen weight.

Supporting Information

The Road Traffic Regulation Act 1984

Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

Local Transport Plan 2011-2026

As few roads in the County are really suitable for heavy lorries, it has been a deliberate policy to allow the lorries to disperse over the available road network rather than to concentrate them on selected roads, themselves perhaps little more suitable than the rest. At the same time, restrictions have been placed on particularly unsuitable roads, which were much used by heavy lorries perhaps as short cuts, with the aim of improving the environment for residents and other users of these roads.

Version control

Highways & Transportation Committee –
16.12.1990 Agenda Item 11A

Highways & Transportation Committee –
31.05. 1989 Agenda Item 11

Lead Member for Transport & Environment –
agenda item 5, 16.10.2017

Date of last review:

July 2022

Appendix: Heavy Goods Vehicle merit rating factors and score

A score of 55+

indicates that a ban maybe justified subject to conditions [b] and [c] of the policy being met.

FACTOR

PHYSICAL FEATURES

Width [excepting Pinch Points]

Under 4.5m	20
4.5m - 4.8m	12
4.8m - 5.1m	8
5.1m - 5.5m	4
Over 5.5m	

% of HGV Traffic that is "Through"

Pinch Points [eg narrow bridge, close buildings, archway]

Under 3.0m wide	10
3.0m - 3.8m	6
3.8m - 4.5m	
4.5m - 5.5m	1

Over 5.5m
Over 30

Hilliness

Over 50m/km	5
15m/km - 50m/km	2
Under 15m/km	

INJURY ACCIDENTS

Development

In depth	6
Slight/ribbon	2

Worst Kilometre of Bendiness

Over 140°/km	15
110°/km - 140°/km	11
85°/km - 110°/km	6
60°/km - 85°/km	
Under 60°/km	

TRAFFIC FLOWS

Traffic Flow [6am – 10pm]

Over 1000	12
Over 700	6
Over 400	4
Over 200	2
0	

7

Over 50%
Over 20%

3

HGV Flow [per day in Peak 10hr Period]

Over 40
9

6

Over 10
1-10
0

HGV Accidents [last 3 years]

Over 2
1-2

Total Accidents [last 3 years]

Over 10
Over 5
1-5
2
0

Ringmer Area

A17 A26 between Earwig Corner and Ham Lane					
2019 Data	Total Veh	OGV1	OGV2	HGV	% HGV
To Uckfield	6282	149	65	214	3.41%
To Lewes	6387	142	61	203	3.18%
Total	12669	291	126	417	3.29%
5 day average 01 January 2019 - 31 December 2019					
2022 Data	Total Veh	OGV1	OGV2	HGV	% HGV
To Uckfield	5807	108	55	163	2.81%
To Lewes	5549	102	53	155	2.80%
Total	11356	211	108	319	2.81%
5 day average 01 January 2022 - 31 December 2022					
Changes	Total Veh	OGV1	OGV2	HGV	% HGV
To Uckfield	-475	-41	-10	-51	-0.60%
To Lewes	-838	-39	-8	-48	-0.38%
Total	-1313	-80	-18	-99	-0.49%

A43 B2192 Lewes Road					
2019 Data	Total Veh	OGV1	OGV2	HGV	% HGV
To Ringmer	6360	144	57	201	3.16%
From Ringmer	6031	159	60	219	3.63%
Total	12392	303	117	420	3.39%
5 day average 01 January 2019 - 31 December 2019					
2022 Data	Total Veh	OGV1	OGV2	HGV	% HGV
To Ringmer	5656	149	56	205	3.63%
From Ringmer	5825	154	49	203	3.48%
Total	11481	303	105	408	3.55%
5 day average 01 January 2022 - 31 December 2022					
Changes	Total Veh	OGV1	OGV2	HGV	% HGV
To Ringmer	-704	5	-1	4	0.47%
From Ringmer	-207	-5	-11	-16	-0.15%
Total	-911	0	-12	-12	0.17%

Ringmer Area

A141 Glynde

2019 Data	Total Veh
To Ringmer	1519
To Glynde	1748
Total	3267

5 day average 01 January 2019 - 31 December 2019. No classification breakdown available at this site

2022 Data	Total Veh
To Ringmer	997
To Glynde	1179
Total	2176

5 day average 01 January 2022 - 31 December 2022. No classification breakdown available at this site

Changes	Total Veh
To Ringmer	-522
To Glynde	-569
ALL	-1091

A44 B2192, Halland

2019 Data	Total Veh
To Halland	3010
To Ringmer	2835
Total	5846

5 day average 01 January 2019 - 31 December 2019. No classification

2022 Data	Total Veh
To Halland	2782
To Ringmer	2667
Total	5449

5 day average 01 January 2022 - 31 December 2022. No classification

Changes	Total Veh
To Halland	-229
To Ringmer	-168
Total	-397

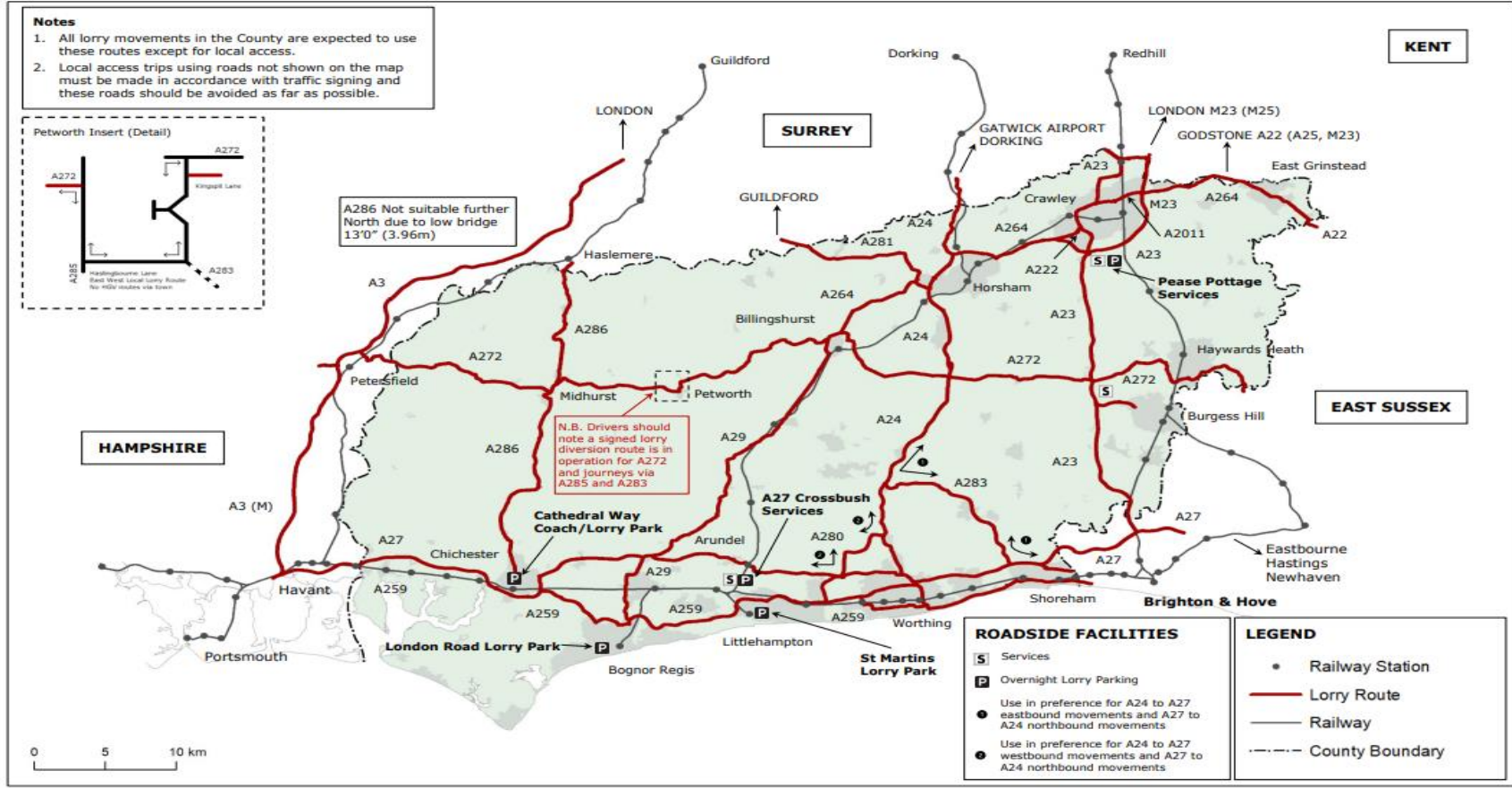
Ringmer Comparator Sites

A42 B2089 Udimore Road, Rye					
2019 Data	Total Veh	OGV1	OGV2	HGV	% HGV
From Rye	2380	48	19	67	2.81%
To Rye	2252	48	25	73	3.24%
B2089 Total	4632	96	44	140	3.02%
5 day average (2019)					
2022 Data	Total Veh	OGV1	OGV2	HGV	% HGV
From Rye	1994	32	10	42	2.11%
To Rye	2177	36	12	48	2.19%
B2089 Total	4171	68	22	90	2.15%
5 day average (2022)					
Changes	Total Veh	OGV1	OGV2	HGV	% HGV
From Rye	-386	-16	-9	-25	-0.70%
To Rye	-75	-13	-13	-25	-1.05%
B2089 Total	-461	-28	-22	-50	-0.87%

A126 C7, Swanborough					
2019 Data	Total Veh	Classification not available			
From Kingston	4849				
To Kingston	4622				
C7 Total	9471				
5 day average (2019)					
2022 Data	Total Veh	OGV1	OGV2	HGV	% HGV
From Kingston	4328	22	2	24	0.56%
To Kingston	3847	20	2	22	0.58%
C7 Total	8175	43	4	47	0.57%
5 day average (2022)					
Changes	Total Veh	Classification comparison not available			
From Kingston	-521				
To Kingston	-775				
C7 Total	-1295				

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Appendix 3 - West Sussex County Council Lorry Route Network



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LORRY ROUTE NETWORK
 Routes are free from height and width restrictions within West Sussex.
 Routes not shown may carry restrictions.



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Report to:	Lead Member for Transport and Environment
Date of meeting:	25 September 2023
By:	Director of Communities, Economy and Transport
Title:	Eastbourne Town Centre Movement and Access Package Phase 2b & Victoria Place Levelling Up Fund (Seaside Road to Grand Parade) public consultation outcomes
Purpose:	To consider the public consultation results and East Sussex County Council's response on the Eastbourne Town Centre Movement and Access Package Phase 2b schemes and recommend the next steps on taking forward each of the schemes.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) approve the East Sussex County Council response and report on the Eastbourne Town Centre Movement and Access Package Phase 2b public consultation;**
 - (2) Approve the Victoria Place (Trinity Trees/Seaside to Grand Parade) pedestrianisation of Terminus Road progressing to detailed design and construction; and**
 - (3) Approve the Memorial Roundabout and Ring Road relocation elements of the package progressing to detailed design and that funding opportunities are explored to enable the construction of both of these schemes.**
-

1 Background Information

1.1 During 2018 and 2019, significant investment was made on pedestrian, public realm and public transport improvements in Eastbourne town centre (Phase 1) to augment the extension to The Beacon shopping centre. Focussed on Terminus Road between Station roundabout and Bankers Corner, Cornfield Road and Gildredge Road, Phase 1 was funded from a range of sources including South East Local Enterprise Local Growth funding, the County Council, Eastbourne Borough Council, Network Rail and development contributions.

1.2 During 2018 and 2019, the County Council and Borough Council undertook extensive citizen-led engagement with key stakeholders from a wide variety of business, transport, sustainable travel, youth participation and disability involvement groups to identify further movement and access improvements for Eastbourne Town Centre. This engagement helped to identify a pipeline and prioritised list of schemes to utilise existing and secure future funding.

1.3 From this stakeholder engagement process, the Town Centre Phase 2a scheme focussed on the section of Terminus Road between Bankers Corner and Langney Road/Bolton Road was developed and subject to public consultation in autumn 2019. The outcomes of the consultation were reported to the Lead Member for Transport and Environment on 19 July 2021, with a resolution to progress to detailed design and construction. Funded from South East Local Enterprise Local Growth Fund monies, as well as the County Council's capital programme of local transport improvements and funding secured through Active Travel England, the scheme is currently programmed to start construction in 2024.

1.4 A further phase of improvements, Phase 2b, was also identified to progress to preliminary design and consultation. This phase comprised:

- upgrading the existing Terminus Road pedestrianised area from the end of Phase 2a scheme extents at Langney Road through to its junction with Seaside Road/Trinity Trees as well as pedestrianising the section of Terminus Road from Seaside Road/Trinity Trees to Grand Parade (known as Victoria Place);
- proposed improvements to pedestrian priority and space at Memorial Roundabout;
- the relocation of the northern and western sections of the town centre Ring Road from Ashford Road and Susans Road to The Avenue/Upper Avenue and Cavendish Place to support reducing traffic through the town centre.

1.5 The Phase 2b schemes seek to:

- Build on Phase 1 and Phase 2a, by completing the pedestrian spinal route on Terminus Road through the primary retail area of Eastbourne town centre to the seafront.
- Improve pedestrian safety and accessibility (ease of movement for vulnerable users, parents or carers with pushchairs etc.) by reallocating road space in the Victoria Place section of Terminus Road to pedestrians.
- Complete the pedestrian spinal route on Terminus Road through the primary retail area of Eastbourne town centre to the seafront.
- Improve the public realm within the town centre by upgrading street furniture and signage.
- Relocate the Ring Road to reduce town centre through-traffic and create a greater sense of arrival in Eastbourne.
- Improve pedestrian priority and safety at Memorial Roundabout with zebra crossing points on all arms that aid pedestrian movement and reduce vehicle speeds.

1.6 In autumn 2021, Eastbourne Borough Council were successful in their Round 1 Levelling Up Fund (LUF) application which secured £4.74m for the highways element of the 'Victoria Place' scheme within the Phase 2b package. At the Lead Member's decision-making meeting on 14 March 2022, it was resolved that the County Council, acting as a delivery partner, enter into a grant funding agreement with Eastbourne Borough Council in relation to the LUF monies, which is required to be spent by March 2025, to enable the delivery of the pedestrianisation of the Victoria Place section of Terminus Road.

2 Supporting Information

Public Consultation Approach

2.1 Between 2020 and 2022, key stakeholders made up of local interest groups, including locally elected Councillors, transport users, accessibility groups, business representatives such as Your Eastbourne BID team and the Eastbourne Chamber of Commerce were involved in a series of constructive co-development workshops and site visits, to help shape the preliminary stages of the Phase 2b schemes. Additional accessibility assessments were also carried out alongside the necessary road safety audits associated with the feasibility stage of the proposals. An Equality Impact Assessment was conducted which found that on balance, the benefits of the scheme far outweigh any negative impacts. The ongoing engagement with the stakeholder groups representing the experiences of disabled people and the significant dialogue and changes to the detailed design demonstrate the positive action measures that ESCC has undertaken for those with protected characteristics who suffer detrimental or substantial disadvantage. Working in partnership with Eastbourne Borough Council to advance the Phase 2b schemes, and to ensure the spend timescales of LUF were met, the public consultation on the Phase 2b preliminary design proposals were undertaken during October and November 2022. Prior to the consultation, a series of stakeholder engagement sessions were held in September 2022 to brief key stakeholders and locally elected officials on the consultation proposals.

2.2 The public consultation asked for feedback on the overall package of Phase 2b schemes as well as on each specific scheme. Staffed exhibitions were held at three different locations in the town centre to seek the views of the public, businesses and key stakeholders on the proposals; in addition, the proposals were presented to the Eastbourne Disability Involvement Group. The consultation was widely publicised both online (via email, social media and newsletters) and in person (via post and at key locations in the town centre). All the consultation material, including the questionnaire, was also available online on the East Sussex consultation hub which can be seen here: [Eastbourne Town Centre - Phase 2b Public Consultation - East Sussex - Citizen Space](#).

Public Consultation outcomes & key themes

2.3 The outcomes of the consultation are set out in the Eastbourne Town Centre Movement & Access Package Phase 2b Consultation Report at Appendix 1.

2.4 Overall, public and stakeholder feedback identified mixed levels of support for the proposals, with 64% of respondents strongly disagreeing or disagreeing that the proposals would have a positive impact on Eastbourne Town Centre. It should be noted that respondents to a consultation are a self-selecting group, and therefore a non-scientific sample made up of those who have chosen to respond. The responses reflect the views of only those who responded and whilst this provides an invaluable insight into the concerns, themes and issues surrounding the

proposals presented, they should not be considered a fully representative sample of the views of the whole local population. Respondents commented that full pedestrianisation of Terminus Road would improve accessibility and the town centre as a whole, as well as improve and create a safer environment for pedestrians. Comments also noted the success of the temporary closure of Victoria Place during Summer 2022 and the potential increased footfall the scheme could bring for local businesses. It was also noted that respondents felt the proposals could encourage more visitors and locals to eat out, as the proposals will make the environment feel more relaxed.

2.5 In addition, 88 out of 159 comments received were made in relation to the proposal to not allow cycling through Terminus Road. Therefore, a large proportion of those responses received strongly disagreeing or disagreeing with the proposals can be attributed to those concerned about not allowing cyclists through Terminus Road, and that these respondents may not necessarily be opposed to the scheme as a whole. Provision for cyclists in the town centre, particularly between the rail station and seafront, is being made via alternative identified routes which were subject to public consultation in summer 2021 and considered by the Lead Member on 21 February 2022. East Sussex County Council (ESCC) have also sought guidance with Active Travel England in relation to improvements in the town centre and have been provided with town centre assessment tools which are currently being reviewed by officers.

2.6 In relation to the proposals for the Victoria Place section of Terminus Road, 58% of respondents either strongly opposed or opposed the scheme with 33% strongly supported or supported; this level of opposition is likely to be a result of the proposals to not allow cycling in Terminus Road.

2.7 In response to the proposed improvements to Memorial Roundabout, 75% either supported or were neutral to the proposals, whilst 68% of respondents were supportive or neutral on the proposed relocation of the Ring Road.

2.8 A number of respondents noted that the Terminus Road and Memorial Roundabout proposals would support the objectives to improve pedestrian safety, thereby enhancing the overall pedestrian environment along the whole length of Terminus Road between the station and seafront.

2.9 Common concerns reported through the consultation centred on:

- not enabling cyclists to use Terminus Road;
- ensuring there is disabled (blue badge) parking provision (blue badge) as well as taxi and other drop off areas in the vicinity of Victoria Place;
- general access to the Victoria Place section of Terminus Road for those with accessibility issues, and
- the re-routing of the no.99 bus from Terminus Road and Trinity Trees to Grand Parade and Devonshire Place.

2.10 Responses to the key themes, trends and comments related to the proposals are set out in the consultation report at Appendix 1.

Next Steps

Victoria Place Pedestrianisation LUF Phase 2b

2.11 Subject to Lead Member approval, it is proposed to progress the detailed design for the Victoria Place section of Terminus Road during 2023/24 and where practicable, seek to address the comments/concerns raised during the public consultation. The detailed design process will also include continued engagement with key stakeholder groups including the business community, accessibility groups, transport groups and heritage groups. Construction is proposed to take place in 2024/25 and proposed completion targeted for end of March 2025.

Other Phase 2b schemes

2.12 As identified in the 2023/24 capital programme of Transport Improvements approved by the Lead Member for Transport and Environment at her decision-making meeting on 13 March 2023, the Memorial Roundabout and Relocation of the Ring Road will advance to detailed design. Funding has been secured through the Active Travel Fund 4, administered by Active Travel England, to progress the detailed design during 2023/24.

3. Conclusion and Reasons for Recommendations

3.1 Phase 2b of the Eastbourne Town Centre Movement and Access Package focusses on upgrading the existing Terminus Road pedestrianised area from Langney Road through to its junction with Seaside Road/Trinity Trees. In addition, it addresses pedestrianising the 'Victoria Place' section of Terminus Road from Seaside Road/Trinity Trees to Grand Parade funded through Eastbourne Borough Council's 'Levelling Up Fund' allocation, alongside future pedestrian crossing improvements at Memorial Roundabout and the proposed relocation of the northern and western sections of the town centre ring road.

3.2 Following a series of co-development and design workshops and site visits held with a mixture of local interest groups and elected officials, public consultation was undertaken on the Eastbourne Town Centre Phase 2b proposals in October and November 2022. There was a mixed response on the proposals with good levels of support for the Memorial roundabout and ring road relocation schemes. However, there was less support for the Terminus Road proposals with the majority of comments expressing concerns regarding the lack of cycling provision through the existing and proposed pedestrianised area.

3.3 Whilst the Terminus Road proposals did not receive as much support as the other Phase 2b proposals, they build upon the previous and planned investment made in Phase 1 and Phase 2a improvements to Terminus Road and will enable the completion of the pedestrianised route between the rail station and the seafront meeting a key objective of the overall movement and access package for Eastbourne town centre. As a result, it is recommended to progress the Phase 2b scheme to detailed design and construction whilst continuing to engage with stakeholders and drawing on guidance and assessment tools from bodies such as Active Travel England to further shape the detailed design. The concerns raised during the consultation will, where practicable, be considered and addressed at the detailed design stage. The scheme will be funded using the £4.74m Levelling Up funding secured by Eastbourne Borough Council with construction currently programmed to be completed by the end of March 2025. Due to ongoing cost inflation pressures being experienced in the construction sectors and across supply chains as a result of cost inflation rises, arising from external factors such as the Covid-19 pandemic, war in Ukraine and cost of living crisis, programme delivery will be continued to be monitored closely.

3.4 It is also recommended that the detailed design for the Memorial roundabout and ring road relocation elements of the Phase 2b package are progressed, funded using the Active Travel Fund 4 funding, and that potential future funding opportunities are explored to construct the schemes.

RUPERT CLUBB

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LOCAL MEMBERS

Councillors Holt, Rodohan and Wright

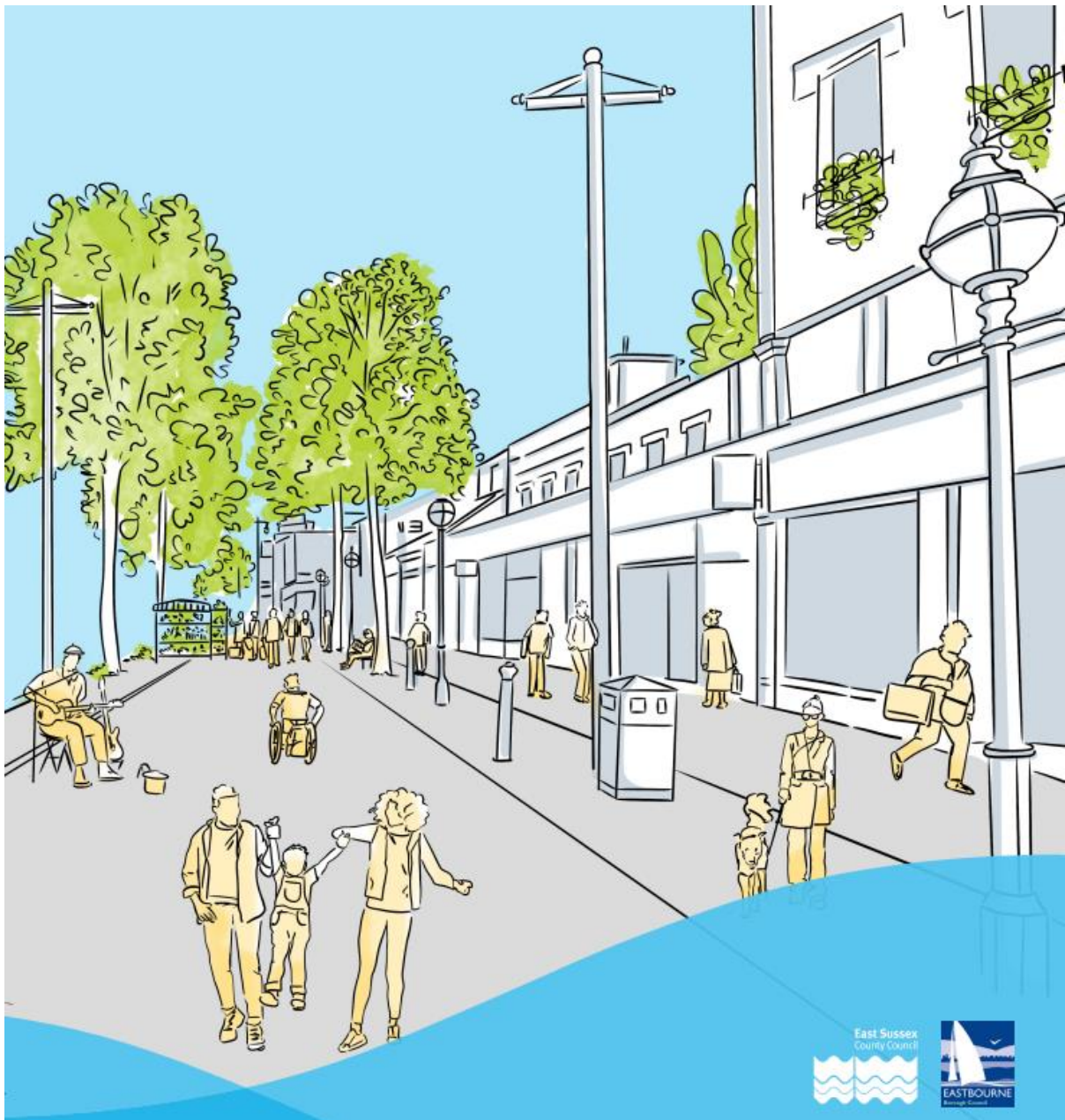
BACKGROUND DOCUMENTS

[Eastbourne Town Centre and Movement and Access brochure FINAL upd.pdf \(eastsussex.gov.uk\)](#)

East Sussex County Council Response & Next steps - Phase 2b Public Consultation

Eastbourne Town Centre Movement & Access Package Phase 2b

September 2023



We would like to extend our appreciation to those who have taken the time to engage and provide feedback on these proposals during this formative stage. Your comments and suggestions are appreciated and will help to shape the final proposals.

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1. Introduction

1.1 About the project

The Eastbourne Town Centre Movement and Access Package (ETCMAP) has been developed by East Sussex County Council in partnership with Eastbourne Borough Council to enhance and promote the vitality of the town centre.

The ongoing project aims to improve Eastbourne Town Centre by:

- reducing the amount of through-traffic,
- providing more space for people through the completion of a pedestrian spinal route through the town centre,
- creating new public spaces, and
- enhancing the existing pedestrian environment at key locations.

Eastbourne Town Centre is a key location in Eastbourne borough and wider county of East Sussex. It is a vital hub for retail, leisure, tourism, cultural and community activities, and is an important economic driver, providing employment and business opportunities.

Following on from Phase 1 and 2a of the Eastbourne Town Centre Movement and Access Package, East Sussex County Council (ESCC) has developed Phase 2b to continue efforts to enhance the vitality of the town centre; Figure 1 below highlights the schemes of Phase 1, Phase 2a and Phase 2b.

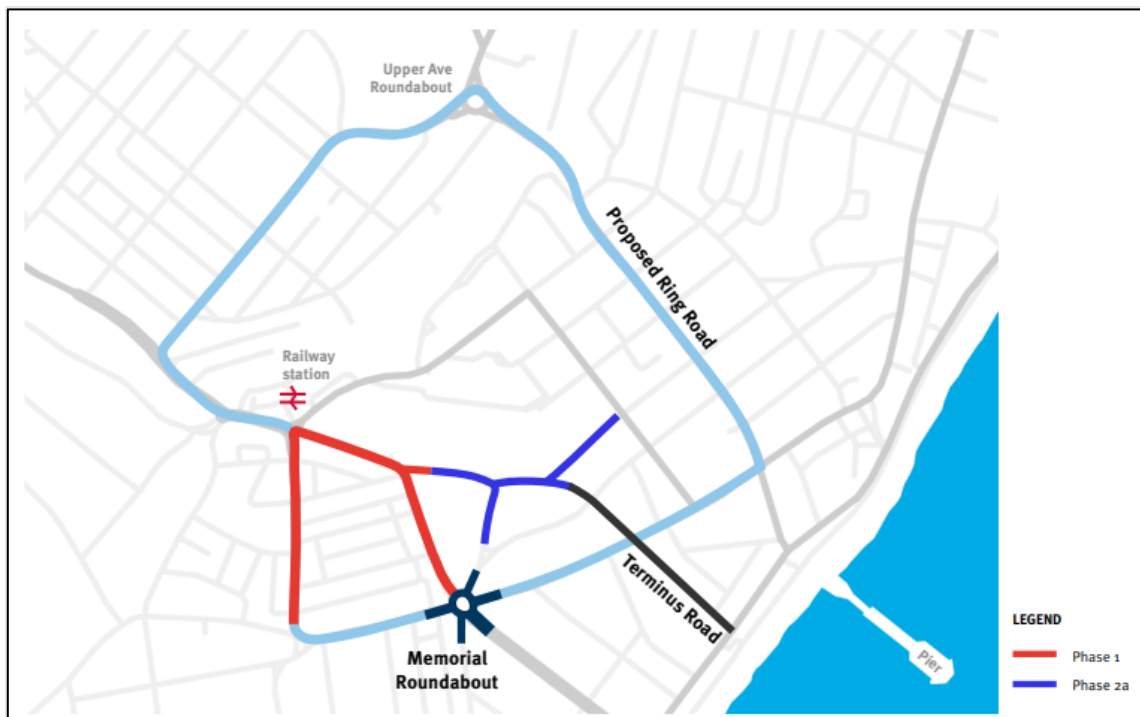


Figure 1 - Eastbourne Town Centre Movement and Access Packages Map - Phase1, 2a & 2b

In summary, the Phase 2b proposals include:

- Pedestrianisation and enhancement of Terminus Road between Grand Parade and Langney Road, with a particular focus on the Victoria Place (between Grand Parade and Trinity Trees/Seaside) section
- Pedestrian improvements at Memorial Roundabout
- Relocation of part of the town centre Ring Road

Objectives

The agreed objectives for Phase 2b of the Eastbourne Town Centre Movement and Access Package are to:

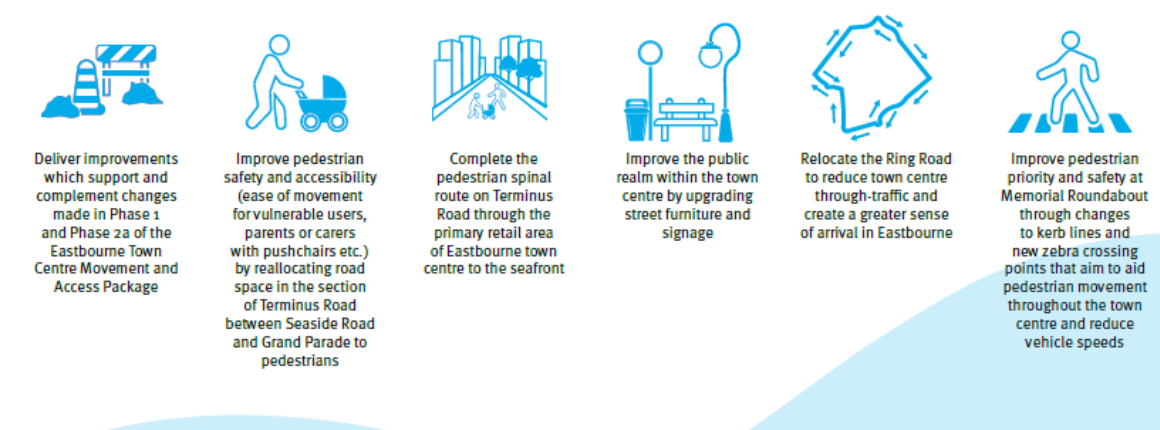


Figure 2 - Objectives of Phase 2b of Eastbourne Town Centre Movement and Access Package

East Sussex County Council carried out a public consultation on the Phase 2b proposals which ran for six weeks from Monday 10 October 2022 to Sunday 20 November 2022.

The purpose of the consultation was to provide an opportunity for the public and stakeholders to comment and provide feedback on the Phase 2b proposals to help shape the further development of the Victoria Place scheme, in particular, during the detailed design stage.

Ahead of the consultation, several key stakeholder workshops were held on 28, 29 and 30 September 2022 to update stakeholders on the project, share plans for the consultation and preview the materials that would be used in the scheme's construction.

The workshops also provided an opportunity to reiterate the objectives, constraints, and key messages for the project ahead of the consultation starting, helping to ensure that stakeholders have a clear understanding and can help disseminate helpful information and act as advocates for the project. Key stakeholders were also encouraged to help promote the consultation through their own channels to maximise the reach and increase the number of respondents.

1.2 Full ETCMAP Phase 2b Public Consultation Results Report

The full report on the ETCMAP Phase 2b Public Consultation with analysis and details of responses has been published alongside this ESCC response report to the consultation results. The report can be accessed via this link on the ESCC Consultation Hub.

1.3 Purpose of ESCC Response & Next Steps Report

The aims of this report are to outline ESCC's response to the results from the public consultation outlined both in this document and in the consultation results report; and highlight how the proposals will be developed further during the next stages for each scheme.

2. Overview of results from Public Consultation

2.1 Introduction

A total of 251 consultation responses were received, with 205 responses to the online questionnaire and a further 46 responses received by email.

From both the email responses and the online questionnaire, there was a wide mix of responses from stakeholders including locally elected representatives, transport user groups, businesses, and community groups.

It should be noted that respondents to a consultation are self-selecting, and therefore a non-scientific sample made up of those who have chosen to respond. The responses reflect the views of *only* those who responded and whilst this provides an invaluable insight into the concerns, themes and issues surrounding the proposals presented, they should not be considered a fully representative sample of the population's views as a whole.

2.2 Consultation outcomes - quantitative questions

The 205 responses received via the online questionnaire provided replies to quantitative questions around the level of support for the three different elements for Phase 2b.

Question 1 - Impact of ETC MAP Phase 2b

When asked whether the proposed Eastbourne Town Centre Movement and Access Package Phase 2b proposals would have a positive impact on Eastbourne town centre?

- 64% of respondents strongly disagreed or disagreed
- 32% of respondents strongly agreed or agreed
- 4% of respondents were neutral

It is important to note that in this open question for the scheme as a whole, 88 comments were made in relation to the fact that the scheme proposed to remove cycling from Terminus Road. Therefore, a large proportion of the above negative responses received can be attributed to those concerned about the impact the proposals would have on cycling, and that these respondents are not necessarily in opposition to the scheme as a whole.

Question 2 - Terminus Road proposals

When asked whether respondents supported the proposed improvements to Terminus Road

- 58% of respondents either strongly opposed or opposed
- 33% of respondents strongly supported or supported
- 8% of respondents answered neutral

Question 3 - Memorial roundabout proposals

When asked whether respondents supported the proposed improvements to Memorial Roundabout

- 75% of respondents were either supportive of, or neutral to, the proposals
- 25% of respondents strongly opposed or opposed

Question 4 - Ring Road proposals

When asked whether respondents supported the proposed plans to relocate the Ring Road

- 68% of respondents answered neutral to or supportive of the proposed relocation of the Ring Road
- 32% answering strongly oppose or oppose

2.3 Consultation outcomes - qualitative comments

Respondents were also provided the opportunity to provide written comments about the Eastbourne Town Centre Movement and Access Package. Within these comment sections several themes recurred:

- **Positive impact on pedestrian safety:** In both the Terminus Road and Memorial Roundabout open questions, many respondents noted how the removal of traffic along the Victoria Place section of Terminus Road (between Trinity Trees/Seaside and Grand Parade) and the improvements proposed to Memorial Roundabout will largely improve pedestrian safety, thereby enhancing the overall pedestrian environment along the whole length of Terminus Road between the station and seafront.
- **Concerns over the removal of cycling along Terminus Road:** A large number of respondents had concerns over the proposed removal of cycling along Terminus Road. Respondents felt this decision to be unjustified and that it could endanger the safety of people who cycle if they cannot use the existing cycle routes.
- **Active travel:** Some respondents were concerned that the proposals did not encourage active travel - specifically cycling. They felt that by removing cycling from Terminus Road it would encourage more people to drive instead of using more sustainable modes of transport.

Following the analysis carried out on the responses to the consultation, feedback will be considered as part of the detailed design process and comments will be taken into account as part of this.

3. Specific themes & trends from qualitative data & ESCC Responses

Below we have outlined the specific themes and trends that have been identified from the analysis of from the consultation results and provided ESCC's response.

3.1 Overall comments: Eastbourne Town Centre Movement & Access Package Phase 2b Schemes

<i>Comment</i>	<i>ESCC Response</i>
There were many comments that were largely positive with direct support for the proposed Eastbourne Town Centre Movement and Access Package Phase 2b proposals, including a focus on the schemes improving accessibility and the town centre as a whole and improving safety.	We welcome the comments of support for the ETCMAP Phase 2b schemes and the alignment with the overall aims and objectives of the package, of building on the improvements made through previous phases to continue to increase the accessibility, reduce town centre traffic and public realm of the town centre. Whilst also spreading the improvements beyond Terminus Road to wider areas of the town centre, including Memorial Roundabout and the Ring Road Relocation.

3.2 Terminus Road upgrade and Victoria Place Pedestrianisation

<i>Comment</i>	<i>ESCC Response</i>
<p>Positive comments for the full pedestrianisation of Terminus Road that will bring:</p> <ul style="list-style-type: none"> • safety improvements; • enhance the pedestrian environment; • Increase footfall & encourage visitors and locals to eat out; • public realm improvements to Victoria Place to create more pleasant environment for local people and visitors. 	<p>We welcome respondents' comments of support for the Terminus Road upgrade and pedestrianisation of the Victoria Place (Trinity Trees/Seaside to Grand Parade) section, and the benefits the scheme aims to bring around enhancing the pedestrian environment and wider public realm, supporting increasing footfall and visitors and businesses, through the creation of a new public space for people to use.</p>
<p><i>Concerns over removal of cycling along Terminus Road</i> - concerns expressed over the proposed removal of cycling along Terminus Road, that this was unjustified and it could endanger the safety of people who cycle if they cannot use the existing cycle routes.</p>	<p>The issue of cycling along Terminus Road has been carefully considered throughout the stakeholder engagement and design process.</p> <p>Given the high level of footfall in the area closest to the seafront, the potential conflicts arising from tables and chairs outside cafes and restaurants on the footway meaning pedestrians will spill out into the central part of the pedestrianised area, it is not appropriate to introduce dedicated cycle lanes in this section of Terminus Road. This reflects the guidance in Local Transport Note (LTN) 1/20 which advises that shared use in streets with high pedestrian or cycle flows should be avoided.</p> <p>Provisions for cycle access will be integrated as part of complementary schemes being developed for five new cycle routes in Eastbourne. As part of this, we will be delivering a new continuous cycle route from Eastbourne Station to the Devonshire and the seafront via Old Church Road, Saffrons Road, Grange Road, Carlisle Road and Wilmington Gardens (currently programmed - 2024/25).</p>
<p><i>Concerns over LTN 1/20 compliance- concerns expressed that the proposals for Terminus Road do not meet the standards of local</i></p>	<p>We are promoting a pedestrian route through Terminus Road by reallocating space to pedestrians over the car and therefore seeking to encourage more active travel.</p>

<i>Comment</i>	<i>ESCC Response</i>
<p>and national policy guidance around encouraging active travel and cycling infrastructure.</p>	<p>As highlighted above, LTN 1/20 does summarise that shared use in streets with high pedestrian or cycle flows should not be avoided. The guidance highlights that in spaces with high pedestrian or cycle flow, modes should be segregated via distinct tracks. However there is not sufficient room to add cycle lanes on Terminus Road to provide such segregation.</p> <p>As set out above provisions for cycle access will be integrated as part of complementary schemes being developed for five new cycle routes in Eastbourne. As part of this, we will be delivering a new continuous cycle route from Eastbourne Station to the Devonshire Quarter and the seafront</p>
<p><i>Accessibility concerns</i> - points raised that the proposals needed to be wheelchair accessible, disabled parking needs to be considered prior to construction and that the removal of cycling will affect those who may have mobility issues.</p>	<p>All comments regarding the accessibility of the proposed scheme designs are noted.</p> <p>As part of the preliminary design development for Phase 2b schemes the design team have incorporated best practice and learning from the previous phases to ensure the designs are inclusive and accessible, including design of the streetscape, choice of materials to be used and street furniture.</p> <p>As part of the detailed design process, we are conducting further engagement with representatives of accessibility groups within the town centre to ensure that the proposed changes are accessible as well as agreeing the locations and number of parking spaces to allocate to blue badge parking and pick up and drop off points on adjacent roads to Victoria Place.</p> <p>People with disabilities that cycle will not be asked to dismount or walk.</p>
<p><i>Loss of Parking on Terminus Road and accessibility</i> - concerns raised regarding the loss of parking as a result of the pedestrianisation of Terminus Road between Seaside Road and Grand Parade and the impact it may have on accessibility of Terminus Road.</p>	<p>The primary objective of this scheme is to improve movement and access in the Town Centre with the creation of a dedicated pedestrian route between the rail station and seafront, but it is recognised that in seeking to meet this objective this will result in some loss of parking in the vicinity of Terminus Road.</p> <p>As part of the detailed design process we are conducting further engagement with key stakeholders to ensure that the best mix of accessible parking locations, taxis and drop off points are provided near</p>

<i>Comment</i>	<i>ESCC Response</i>
	<p>to Victoria Place as well as consider the loading and access requirements.</p> <p>This includes exploring potential locations to introduce new on-street parking spaces, including for blue badge holders, in the vicinity of the Victoria Place section of Terminus Road. This would augment the current proposals to extend/convert the existing parking bays on Grand Parade (south-west of the junction with Terminus Road) for three blue badge disabled bays. There is also off-street parking at Trinity Place which is less than five minute walk from Victoria Place.</p>
<p><i>Burlington Road traffic management option</i> - The majority of respondents (89%) answered that they had no preference in relation to the two options presented to change traffic on either Burlington Road or Elms Road. 6% of respondents answered Option A (change direction of traffic on Burlington Road) and 4% answered Option B (change direction of traffic on part of Elms Road).</p>	<p>Due to the inconclusive result on a favoured option for Burlington Road traffic management, we will work to advance this element of the scheme during the detailed design stage taking into account of consultation feedback, as well as from further engagement with key stakeholders including the Eastbourne BID, local businesses and local residents on the operability of both options.</p>
<p><i>No. 99 bus route re-routing</i> - concerns expressed about disabled access, and that plans to relocate the number 99 bus route will mean disabled people would no longer have easy access to Victoria Place.</p>	<p>In order to fully pedestrianise the Victoria Place section of Terminus Road, the bus stop facilities along this between Grand Parade and Seaside Road will be removed, with bus route number 99 being diverted from Terminus Road to Devonshire Place.</p> <p>We recognise some people may be concerned by the route diversion. The new proposed route will go along Grand Parade with the upgrade of the Grand Parade bus stop being included as part of these Phase 2b proposals, along with the upgrade to the bus stop of Devonshire Place. This diversion of the bus route to Devonshire Place has been in place previously when Victoria Place has been closed for events.</p> <p>It is suggested that passengers with limited mobility or a disability who use the route 99 bus service use the exit at the Grand Parade bus stop to access Victoria Place and the southern section of Terminus Road.</p>

<i>Comment</i>	<i>ESCC Response</i>
	ESCC is still liaising with bus operators to finalise the details on the rerouted bus routes and stops upgrades.
<i>Anti-social behaviour concerns</i> - Representatives from the Neighbourhood Police Team outlined how the designs need to take into account previous and current uses of seating and planters on Terminus Road that have led to anti-social behaviour.	<p>The comments regarding addressing the scheme design needing to consider anti-social behaviour are noted.</p> <p>The current proposed designs include planters that are designed to reduce their use as seating. The new proposed seating follows designs that are accessible and inclusive for users and includes a mixture of single seating and multiple seating that have arm rests to reduce dwelling time.</p> <p>As part of the next stages of design development we will continue to liaise with key stakeholders ensuring concerns raised regarding the use of street furniture as part of anti-social behaviour in the town centre are considered.</p>
<i>Heritage comments on the design</i> - Representatives from heritage interest groups are supportive of trees and boulevard effect on the design for Victoria Place, have specific comments on heritage aspects of materials and furniture used, in addition to wishing to see the consideration of the inclusion of the planters and gateposts in the design that were previously at Bankers Corner.	<p>We welcome respondents comments on the heritage aspects of the designs for Victoria Place.</p> <p>The designs for Phase 2b and Victoria Place aim to continue to emulate and learn from the best practice of design development from Phase 2a.</p> <p>As part of the next stages of design development we will continue to liaise with key stakeholders as part of finalising the detailed designs including furniture and materials.</p>

3.3 Memorial Roundabout

<i>Comment</i>	<i>ESCC Response</i>
Support for the proposals due to the impact of proposals on improving safety for pedestrians.	<p>We welcome the comments on how the proposals for Memorial Roundabout works to improve the pedestrian environment and safety.</p> <p>Funding for the construction of Memorial Roundabout is yet to be agreed. The development of detailed designs will continue in 2023/24 building on feedback gained</p>

<i>Comment</i>	<i>ESCC Response</i>
	from this stakeholder and public whilst we explore for future funding opportunities.
<i>Concerns regarding the number of crossing points and congestion</i> - Concerns the proposals will increase congestion on the roundabout due to increasing the number of pedestrian crossings	<p>Memorial Roundabout is currently at a very early design stage as funding is yet to be agreed for these improvements.</p> <p>However all comments received will be considered as the proposals are developed further including reviewing traffic flow relative to pedestrian movements at the roundabout at the next design stage.</p>
<i>Accessibility concerns</i> - The number of crossings at Memorial Roundabout would be difficult for people who are partially sighted or blind	<p>We note the comments raised regarding accessibility of the proposed designs as a result of installing zebra crossings rather than signalised crossings at Memorial Roundabout.</p> <p>The rationale for including Zebra crossings is based on the current best option given the space provided and the aim to provide pedestrians (including those with mobility, visual and hidden disabilities), with greater priority when crossing each arm of the roundabout compared to introducing signalised crossings where pedestrians have to wait for the crossing to activate, as well as slow down vehicle speeds on entry and exist on each arm of the roundabout.</p> <p>ESCC will continue to engage with the local accessibility groups to refine the proposed design when the funding becomes available to take the proposals forward to detailed design stage.</p>
<i>Cycling infrastructure</i> - Requests for cycle infrastructure to be included in Designs. For example, a Dutch style roundabout and cycle lanes	<p>The comments regarding incorporating cycle infrastructure into the design are noted.</p> <p>Memorial Roundabout is currently at a very early design stage as funding is yet to be agreed for these improvements, however the inclusion of cycle provision can be considered again as the proposals are developed further.</p>
<i>Speed limits & 20mph</i> - Comments on implementing 20mph speed limits along Susans and Ashford Roads and around Memorial Roundabout	<p>20mph speed limits around Memorial Roundabout are not currently part of the proposed improvements.</p> <p>For 20mph speed limits to be effective and supported by the Police, they need to be self-enforcing. This may necessitate additional measures, which are outside the</p>

<i>Comment</i>	<i>ESCC Response</i>
	scope of this project, to enable speeds to be brought down to acceptable levels.

3.4 Ring Road Relocation

<i>Comment</i>	<i>ESCC Response</i>
<p>The majority of responses were neutral in relation to the ring road however some respondents expressed:</p> <ul style="list-style-type: none"> • General support for the proposed relocation; • the fact it will remove the level of traffic around the town centre • And that the relocation supports the other phase 2b proposals 	<p>The comments regarding the current plans for the proposed relocation of the ring road are noted. These will be taken into consideration when the next stage of design development commences.</p>
<p><i>Concerns that the proposals will increase highway capacity and traffic - concerns that the relocation of the ring road could increase carbon emissions and highway capacity and that the existing ring road would continue to be used.</i></p>	<p>The proposed relocation of the Ring Road aims to create a more attractive east-west route for vehicles around the edge of town centre and will reduce the level of through-traffic within the town centre.</p> <p>Our updated traffic modelling shows the introduction of the proposed new Ring Road route away from Ashford Road and Susans Road to The Avenue/Upper Avenue and Cavendish Place would generally have minimal impacts on traffic flows because the route is already widely used.</p> <p>Therefore, we do not believe the relocation of the Ring Road will increase the carbon footprint in the area overall as the same number of cars will be using the area but being encouraged to use an alternative route.</p> <p>We are not increasing the highway capacity for motor vehicles. New road signs and road markings would be installed to formalise the changes to the Ring Road route and encourage through-traffic to use it rather than other routes (Ashford Road and Susans Road) closer to the town centre.</p> <p>Existing signs and road markings would be removed along Ashford Road and Susans Road to make clear this is no longer part of the town centre Ring Road.</p>
<p><i>Need for cycling infrastructure and speed reductions in ring road relocation proposals - Segregated cycle lanes and more cycling infrastructure</i></p>	<p>The requests for including cycle infrastructure and speed limit reductions in the ring road relocation proposals are noted and will be considered as part of the detailed design stage.</p>

<i>Comment</i>	<i>ESCC Response</i>
as well as introducing 20mph speed limits along certain roads are needed as part of new Ring Road proposals.	

3.5 Other themed comments

<i>Comment</i>	<i>ESCC Response</i>
The proposals are not supporting active travel	<p>We are promoting a pedestrian route through Terminus Road from the station to the seafront by reallocating space previously used by vehicles to pedestrians.</p> <p>By removing vehicles from Terminus Road and reducing interaction between pedestrians and other transport users, we hope to encourage more people to consider walking as an alternative to travelling into the town centre by car, particularly for shorter journeys.</p> <p>Our designs provide new cycle parking facilities at key entry points into the town centre to ensure people accessing this area by cycling can park their cycles securely.</p> <p>Provisions for cycle access are also planned as part of complementary schemes being developed for five new cycle routes in Eastbourne. As part of this, we will be delivering (currently programmed 2024/25) a new continuous cycle route from Eastbourne Station to the Devonshire Quarter and the seafront (via Old Church Road, Saffrons Road, Grange Road, Carlisle Road and Wilmington Gardens) which received positive feedback when consulted upon in summer 2021.</p>
Prioritising pedestrians over other users	<p>Our proposals aim to create a safer, healthier and more vibrant town centre where people can live, shop, use services, and spend their leisure time, as well as support our efforts to encourage people to use more sustainable modes of travel, helping reduce carbon emissions and improve air quality.</p> <p>To do this, we are giving pedestrians more space and increased priority over other modes of transport, as well as improving the quality of pedestrian facilities.</p> <p>By upgrading and completing the pedestrianisation of Terminus Road at Victoria Place we will create a car-free environment; whilst maintaining necessary</p>

<i>Comment</i>	<i>ESCC Response</i>
	<p>delivery access for local businesses (time limited), which in turn we hope will increase footfall and encourage more visitors to the town centre, supporting local businesses and boosting the local economy.</p>
<p>More people will choose to travel by car if you remove cycling from Terminus Road</p>	<p>The pedestrianisation and removal of traffic from the Victoria Place section of Terminus Road aims to increase the dedicated pedestrian area in the town centre and therefore reduce pollution that results from transport being used on this section of the highway and reduce car usage in the area.</p> <p>Provisions for cycle access are also planned as part of complementary schemes being developed for five new cycle routes in Eastbourne. Alternative cycle routes are proposed between the rail station and the seafront which aim to provide infrastructure for cycling to and from the town centre that received positive feedback when consulted upon in summer 2021.</p>

4. Next Steps

All of the feedback received as part of this consultation will be taken into consideration and will feed into the detailed design stage of the project. The current next stages of design development for Terminus Road, Memorial Roundabout and Ring Road Relocation schemes are as outlined below:

Terminus Road Victoria Place Pedestrianisation (Levelling Up Fund)	
Detailed Design development	Spring - Autumn 2023
Detailed Design sign off	Autumn/Winter 2023
Traffic Regulation Order process	Winter 2023
Construction starting	Spring 2024
Construction completion	Spring 2025

Memorial Roundabout & Ring Road relocation	
Detailed design development	Autumn 2023 - Summer 2024
Construction	TBC - currently unfunded

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Report to:	Lead Member for Transport and Environment
Date of meeting:	25 September 2023
By:	Director of Communities, Economy and Transport
Title:	Creation of a single Parking Board
Purpose:	To authorise the creation of a single Parking Board covering all four areas of Civil Parking Enforcement.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree the Terms of Reference set out in Appendix 1**
 - (2) Authorise the creation of a single Parking Board covering all four areas of Civil Parking Enforcement.**
-

1 Background Information

1.1. There are four areas of Civil Parking Enforcement (CPE) which were introduced several years apart. Hastings Borough 1999, Lewes District 2004, Eastbourne Borough 2008 and Rother District 2020. Two separate Joint Parking Boards that meet twice a year were first set up with Hastings Borough and Lewes District councils.

1.2. The initial role of the Joint Parking Boards was to ensure the ethos under which the CPE scheme is operated takes account of local circumstances and needs. Ensure the appropriate public and stakeholder consultation is undertaken where relevant and to keep the relevant executives of both Councils informed on relevant matters.

1.3 The boards are comprised of County, District, and Borough Councillors and officers, although they do not have any executive decision-making powers.

2 Supporting Information

2.1. The legislation that covers CPE is the Traffic Management Act 2004. In the statutory [Guidance for local authorities on enforcing parking restrictions](#) it emphasises the importance of dialogue and joint activities with other authorities and services. The Council is committed to open dialogue and receiving suggestions from the borough and district councils for improvements to East Sussex County Council (ESCC)'s on-street parking schemes. Joint parking boards also give the councils attending the opportunity to update each other about changes in their area, national legislation, developments in enforcement and innovations to services.

2.2. Our two Joint Boards are currently held separately, although the Terms of Reference for the Lewes and Hastings Joint Parking Boards (appendix 2 and 3) include similar points and overall have the same objectives. Board meetings are held every six months, each meeting is attended by the enforcement contractor NSL, that produce a report for each area detailing the previous six months activities and parking issues in each area (appendices 4 and 5).

2.3. Through 2020 and 2021 the impact of Covid restrictions on meetings and pressures on local authorities resulted in the pausing of all the parking boards.

2.4. With the introduction of CPE into Rother District in September 2020 and the Council receiving a request from Eastbourne Borough to establish a Parking Board, we are proposing a

change of the current format of Parking Boards to include all areas with CPE. This will ensure we look at the county as a whole, where appropriate, have a consistent approach across all areas and make best use of the time of all those attending.

2.5. It is proposed to hold one collective meeting for all CPE areas, twice a year with representatives from all four CPE areas in attendance. One meeting to be held in May with service updates and enforcement activity reports. One meeting to be held in November would include a review of the Annual Parking Report and financial performance, starting in 2024. Having one collective meeting will maintain the Council's engagement with borough and district councils, and allow for consistent scrutiny of all the parking schemes. Whilst also making the most efficient use of Members' and officer time.

2.6. Appendix 1 details the proposed Terms of Reference for a single joint Board meeting subject to the approval of the Lead Member for Transport and Environment.

3 Conclusion and Reasons for Recommendations

3.1. To revise how the current joint Parking Boards are held, to include all four CPE areas, ensuring a consistent approach across the county and making the best use of Members' and officer's time.

3.2. It is recommended to change the current format and hold one collective meeting every six months with representatives from all four areas.

3.3. It is recommended to agree the new Terms of Reference as shown in Appendix 1.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Daniel Clarke

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Joint Parking Board

Terms of Reference

1. Status

- 1.1 The Joint Parking Board shall provide feedback on the effectiveness of CPE (on and off street) in East Sussex. The Board shall also consider how joint approaches to matters that impact on both on street and off street parking arrangements can improve the overall service. The meetings shall provide an opportunity to share knowledge and start conversations to develop complementary strategies to better support communities and environmental strategies.

2. Membership

- 2.1 The Board will comprise of no more than 6 Members.
- 2.2 No more than two East Sussex County Councillors and one Councillor from each District or Borough.
- 2.3 The County Councils Head of Transport and Operational Services and Team Manager, Parking, shall attend as advisors and to present reports but will have no voting rights.
- 2.4 The Joint Board may be supported and advised by other relevant officers from each Council for the purpose of providing technical advice, but those officers will have no voting rights.
- 2.6 Members shall be entitled to appoint a substitute councillor who may attend any meeting of the Joint Board in place of the appointed councillor.

3. Chair

- 3.1 The chair will be the County Council's Lead Member for Transport and Environment.
- 3.2 In the absence of the Chair, the Board shall appoint a Chair for that meeting from amongst the Members present at the meeting.
- 3.3 In the absence of the chair the Board shall appoint a chair for that meeting from amongst the Members present at the meeting.

4. Quorum

- 4.1 No business shall be dealt with at the meeting unless at least three Members of the Board are present.
- 4.2 If there is no quorum, the meeting will be adjourned immediately and any remaining business postponed either to a time fixed by the Chair or if no time is fixed, the next meeting of the Committee.

5. Attendance by councillors who are not members of the Board

- 5.1 No councillors shall be permitted to attend Board meetings unless acting as a substitute for a Member of the Board who is unable to attend.

6. Frequency of meetings

- 6.1 Meetings of the Board will be held six monthly, one to be held in the spring one in the autumn

7. Agenda

- 7.1 Prior to the meeting of the Board the Head of Transport and Operational Services will circulate to Members agenda and reports to be presented to the Board.

8. Function

- 8.1 The Joint Parking Board shall provide feedback on the effectiveness of CPE (on and off street) in East Sussex.
- 8.2 The Annual Parking Report will be presented to the Board at its Autumn meeting.
- 8.3 To consider joint and consistent approaches to events, where parking on and off street may be impacted.
- 8.4 To share experience and knowledge and ensure all are aware of current and foreseen issues. The Joint Board may be supported and advised by relevant officers from each Council for the purpose of providing advice.
- 8.5 Each Authority to present any changes being considered that may impact on parking arrangements in their area so that any impact can be taken into account by the other Councils.
- 8.6 To present changes to national legislation, where parking on and off street may be impacted.
- 8.7 Refer matters back to the Cabinets of County Council and District or Borough Council where necessary.
- 8.8 Keep the relevant executives of all Councils informed on relevant matters.
- 8.9 To update on any relevant changes to Local Transport Plans.

9. Delegated powers

- 9.1 The Committee is empowered to deal with any functions detailed above, other than those delegated to officers in accordance with the Officer Scheme of Delegation.

The terms of reference form part of the collaborative agreement with LDC made in 2018. This document contains schedule 4 only in relation to the joint parking board.

Schedule 4 – Joint Board

1. ESCC and LDC have established a Joint Board to be kept informed of the running of the civil parking scheme, and any new initiatives. The Board consists of five councillors, being three from ESCC and two from LDC.
2. For the avoidance of doubt the Joint Board has no executive decision making powers.
3. ESCC and LDC may appoint a substitute councillor or councillors who may attend any meeting of the Joint Board in place of the appointed councillor.
4. The Joint Board may be supported and advised by relevant officers from each Council for the purpose of providing legal, financial and operational advice.
5. The Joint Board shall meet not less than twice per year and be regulated in accordance with the standing orders of ESCC.
6. The role of the Joint Board is to:
 - 6.1. ensure that the ethos under which the CPE Scheme is operated takes account of local circumstances and needs;
 - 6.2. ensure that appropriate public and stakeholder consultation is undertaken where relevant;
 - 6.3. ensure that parking provision is well publicised;
 - 6.4. keep the relevant executives of both Councils informed on relevant matters;
 - 6.5. monitor the financial performance of parking within the CPE Scheme;
 - 6.6. refer matters back to the Cabinets of ESCC and LDC where necessary;
 - 6.7. give direction to the Parking Services Manager;
 - 6.8. recommend the letting of contracts and procurement to ESCC and LDC;
 - 6.9. recommend appropriate uses for any net surplus income generated from on-street parking; and
 - 6.10. provide a combined view in terms of publicity.

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Joint Parking Board Terms of Reference

Draft Terms of reference for the Joint Hastings Parking Board

1. Status and Function

1.1 The Joint Parking Board shall:

- Monitor the operational and financial performance of CPE (on and off street) in Hastings Borough
- Be consulted on any proposed changes to on and off street parking within Hastings Borough
- Recommend appropriate uses for any net surplus income generated from on-street parking. The Joint Board may be supported and advised by relevant officers from each Council for the purpose of providing legal and financial advice.
- Ensure that schemes identified to benefit from CPE surplus take account of local circumstances, needs and meet the objectives of the Local Transport Plan.
- Refer matters back to Cabinets of County Council and District or Borough Councils where necessary.
- Keep the relevant executives of both Councils informed on relevant matters.
- Provide a combined view in terms of publicity of identified schemes to benefit from CPE surplus.

2. Membership

2.1 The Board will comprise of no more than 4 Members, of which:

- Two shall be East Sussex County Councillors. These will consist of the Lead Member and a Member that will be appointed by the Lead Member.
- Two shall be Borough Councillors.
- The County Council's Transport Operations Head of Service and Team Manager Parking shall attend as advisors and to present reports but will have no voting rights.
- The Joint Board may be supported and advised by other relevant officers from each Council for the purpose of providing legal, financial and technical advice but those officers will have no voting rights.

2.2 The Borough and County where possible will provide cross party representation.

2.3 Members shall be entitled to appoint a substitute councillor who may attend any meeting of the Joint Board in place of the appointed councillor.

3. Chair

- 3.1 The Chair will be the County Council's Lead Member for Economy, Transport and Environment.
- 3.2 In the absence of the chair the Board shall appoint a Chair for that meeting from amongst the Members present at the meeting.

4. Quorum

- 4.1 No business shall be dealt with at the meeting unless at least three Members of the Board are present.
- 4.2 If there is no quorum, the meeting will be adjourned immediately and any remaining business postponed either to a time fixed by the Chair or if no time is fixed, the next meeting of the Board.

5. Voting by Members of the Board

- 5.1 Resolution of the Board shall be by a majority vote of those Members in attendance.
- 5.2 In the event of an equality of votes on any matter the Chair of the Board shall have a casting vote and the vote shall be taken again. In the event of a further equality of votes, the matter shall stand adjourned to the next meeting of the Board.

6. Attendance by Councillors who are not members of the Board

- 6.1 No councillors shall be permitted to attend Board meetings unless acting as a substitute for a Member of the Board who is unable to attend.

7. Frequency of meetings

- 7.1 Meetings of the Board will be held six monthly

8. Agenda

- 8.1 Prior to the meeting of the Board the Transport Operations Head of Service will circulate to Members Agenda and Reports to be considered by the Board.

9. Delegated Powers

- 9.1 The Board is empowered to deal with any functions detailed above, other than those delegated to officers in accordance with the Officer Scheme of Delegation.

Lewes Joint Parking Board – October 2019



News and information

The following slides are a brief summary of some of the activities and services that the NSL team have been part of during the last few months. Also included are a few examples of some of the inconsiderate parking that we have seen around Lewes District.

- ▶ School visits continue to be a priority. We have carried out 158 school visits from March until July where 124 vehicles were moved on and seven Penalty Charge Notices (PCNs) were issued. Two of these PCNs were Regulation 10 (postal PCNs).
- ▶ There have been few events in Lewes District over the last 6 months that have required our support. We continue to support football enforcement for games at The American Express Community Stadium, arriving early to try to prevent problems and remaining in the area to deter parking in contravention.

News and information

- ▶ New restrictions were installed in Barn Rise, Lexden Drive, Lexden Road, Jubilee Gardens and Pitt Drive, Seaford to alleviate parking issues for residents around Cradle Hill Community School. Specifically the restrictions are 08.30 – 09.30 and 14.30- 15.30 for school drop off and pick up times.
- ▶ In anticipation of Lewes Bonfire we have attended several meetings where it has been confirmed that road closures and suspensions will be the same as last year.
- ▶ Staff are being encouraged to inform us when they deal with anything non parking related in an effort to change public perception of the role of parking enforcement. Staff have been recognised for helping distressed drivers, changing car wheels and assisting a lady who had fallen over.
- ▶ We have been asked by the review team to monitor Marine Parade and Esplanade in Seaford to establish the level of mobile homes and caravans parking overnight and all day.
- ▶ At the Joint Action Group meeting in June we were made aware of a stabbing in Fort Road, Newhaven. We were asked to make CEOs aware and they continue to be vigilant with safety assessments initiated.

News and information

- ▶ We continue to work closely with the Blue Badge Team, since March nine blue badges have been seized for misuse. The Badges seized were all due to third party use, the locations of seizures include Friars Walk Car Park, High Street and Broad Street (Seaford).
- ▶ We have had two codes between March and August. One code yellow in May was called in High St, this involved two Officers receiving verbal aggression from the driver after they informed him he needed to pay to park. In June a code red was called in Fort Rd, Newhaven, following the issue of a PCN on double yellow lines, the driver removed the PCN and pushed it into the officers chest whilst swearing at him, this was reported to Police.
- ▶ We have rolled out Code prevention and Support guidance to all staff to ensure we are actively recording and monitoring incidents whilst making sure staff feel they will be assisted through internal processes, and supported to achieve attendance at work without threat of abuse.

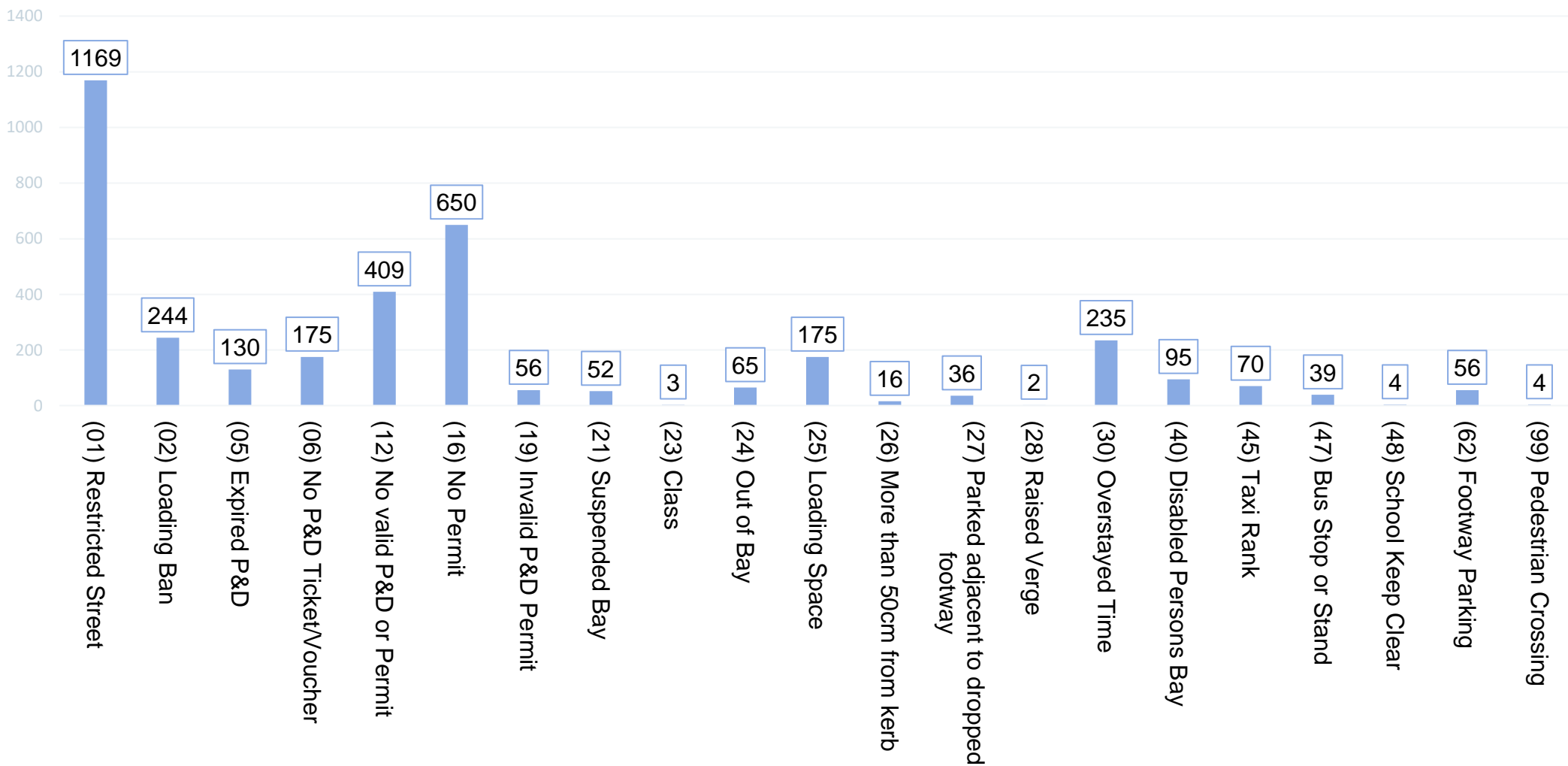
Examples of inconsiderate parking



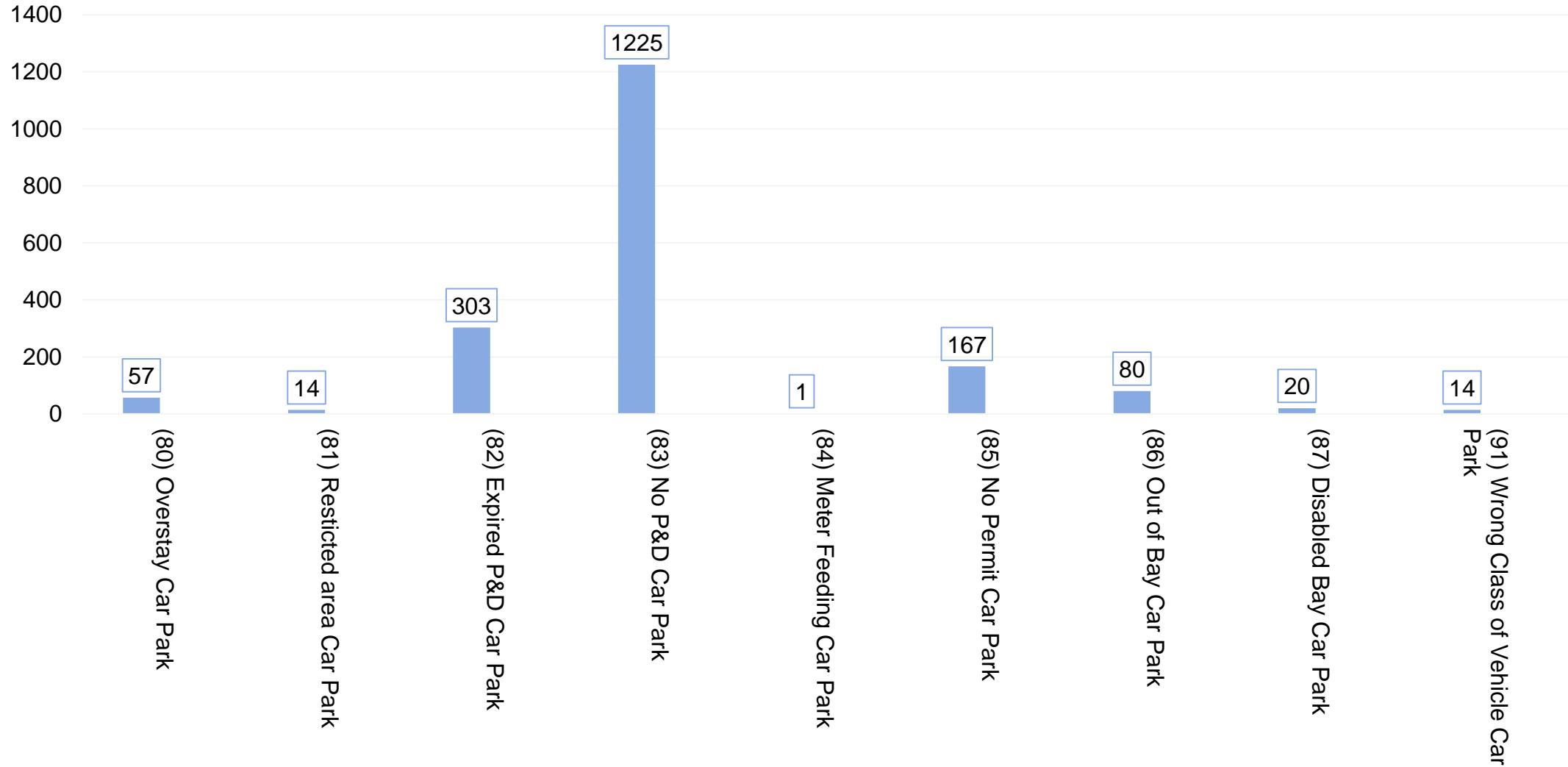
Examples of inconsiderate parking



On street PCNs by contravention March to August 2019

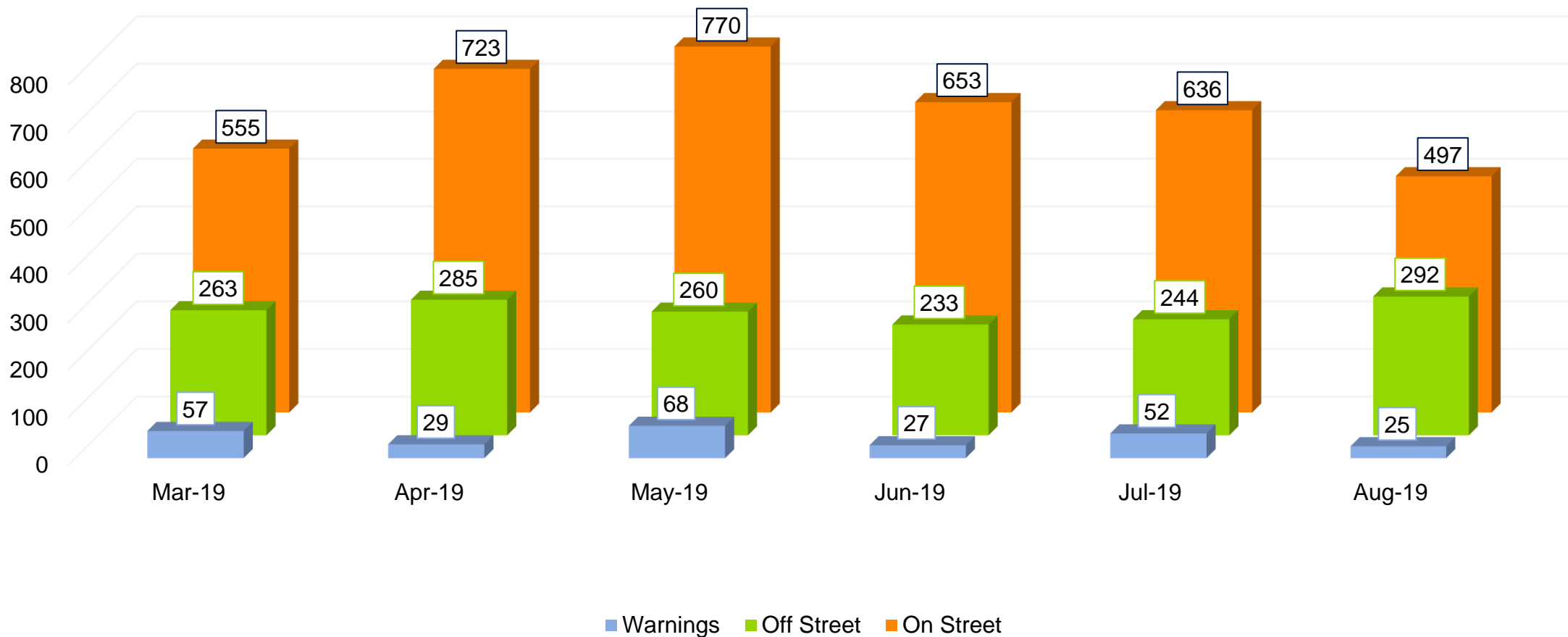


Off street PCNs by contravention March to August 2019



PCNs and warning notices issued March to August 2019

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Hastings Joint Parking Board – October 2019



News and information

The following points are a brief summary of some of the activities and services that the NSL team have been part of since the last meeting, also included are examples of some of the inconsiderate parking that we have seen around Hastings Borough.

- We continue to work closely with the ESCC Blue Badge Team. Since March, 17 blue badges have been seized for mis-use, of the badges seized 15 were due to third party use and two were for the use of a deceased persons badge.
- School visits continue to be a priority. We have carried out 201 school visits from March until July where 205 vehicles were moved on. 86 Penalty Charge Notices (PCNs) were issued and 20 of these were regulation 10 (Postal PCNs).
- We have been co-ordinating with the ESCC Road Safety Team to try to resolve issues surrounding pick up and drop off times at Silverdale Primary School. Road Safety officers spent a week at the school at drop off and pick up times advising parents and motorists about parking safely and highlighting the dangers of parking in contravention. We followed this up with the week after with school watch patrols to reinforce the advice of the Road Safety officers.
- There have been several events in Hastings over the last six months which required our support with a number of parking suspensions and extra enforcement. Including supporting the rolling road closures for the third annual event of Hastings Pride and keeping the area clear for The Hastings Carnival.

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News and information

- Staff are being encouraged to inform us when they deal with anything non parking related in an effort to change public perception of the role of parking enforcement. Staff have been recognised for helping an elderly gentlemen with a broken hip, Civil Enforcement Officers (CEOs) called emergency services and remained with him until the ambulance arrived. They have also assisted the Police in locating a wanted person which resulted in an arrest.
- In June all on street pay and display machines in Hastings were replaced with the new Cale CWTC. The machines continue to accept coin payments and have the added the option to pay by card.
- In an effort to be more environmentally friendly we have trialled electric bicycles giving us the ability to reduce our carbon footprint, whilst giving more accessibility to outreach areas. The trial was successful and we are now in the process of purchasing two which were delivered 12 October.

News and information

- We had one code yellow in March at Ore Village Primary School. The driver of a vehicle was very abusive and pushed both of the CEOs. The incident was reported to the police and they are still investigating.
- We have rolled out code prevention and support guidance to all staff. This ensures we are actively recording and monitoring incidents. This will make sure staff feel they will be assisted through internal processes and supported to achieve attendance at work without threat of abuse.

Examples of inconsiderate parking

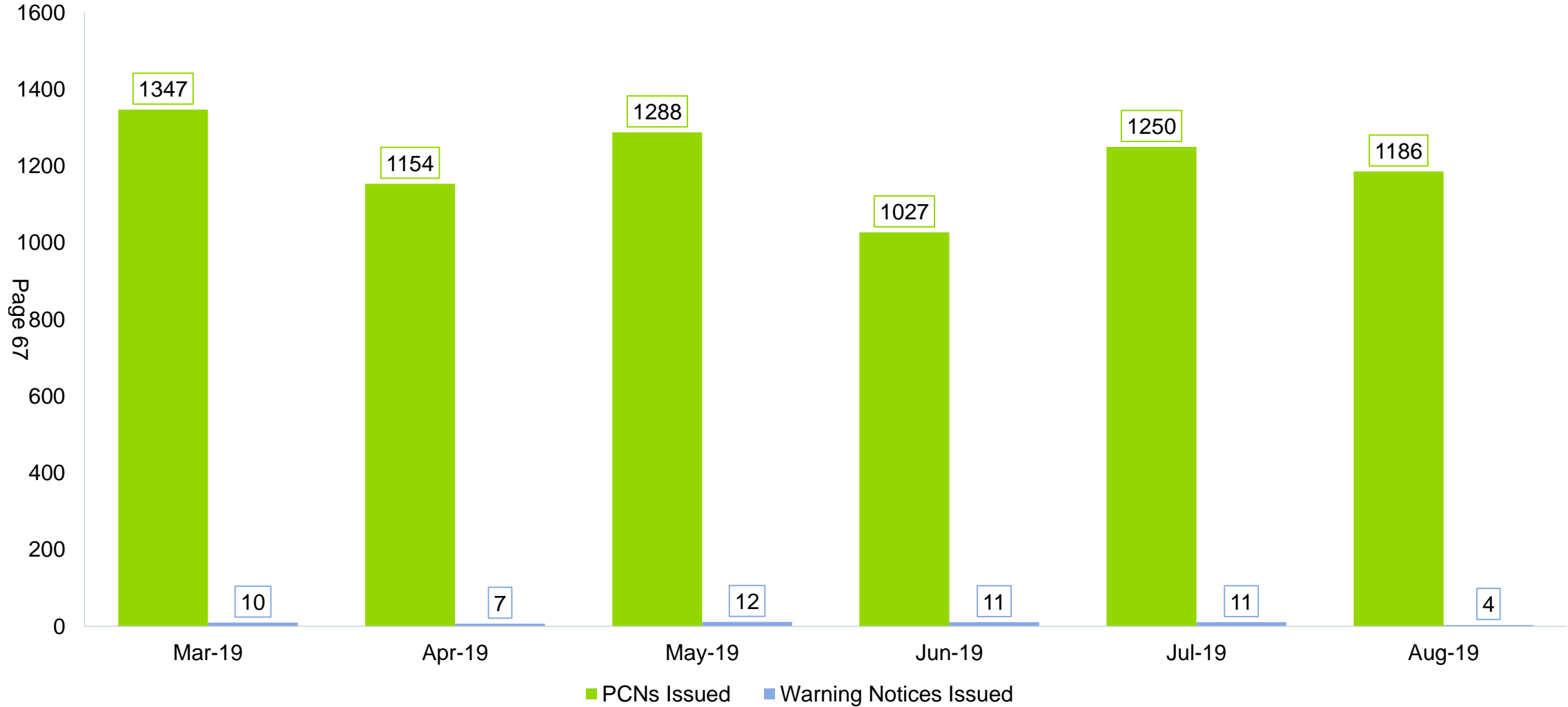


Examples of inconsiderate parking

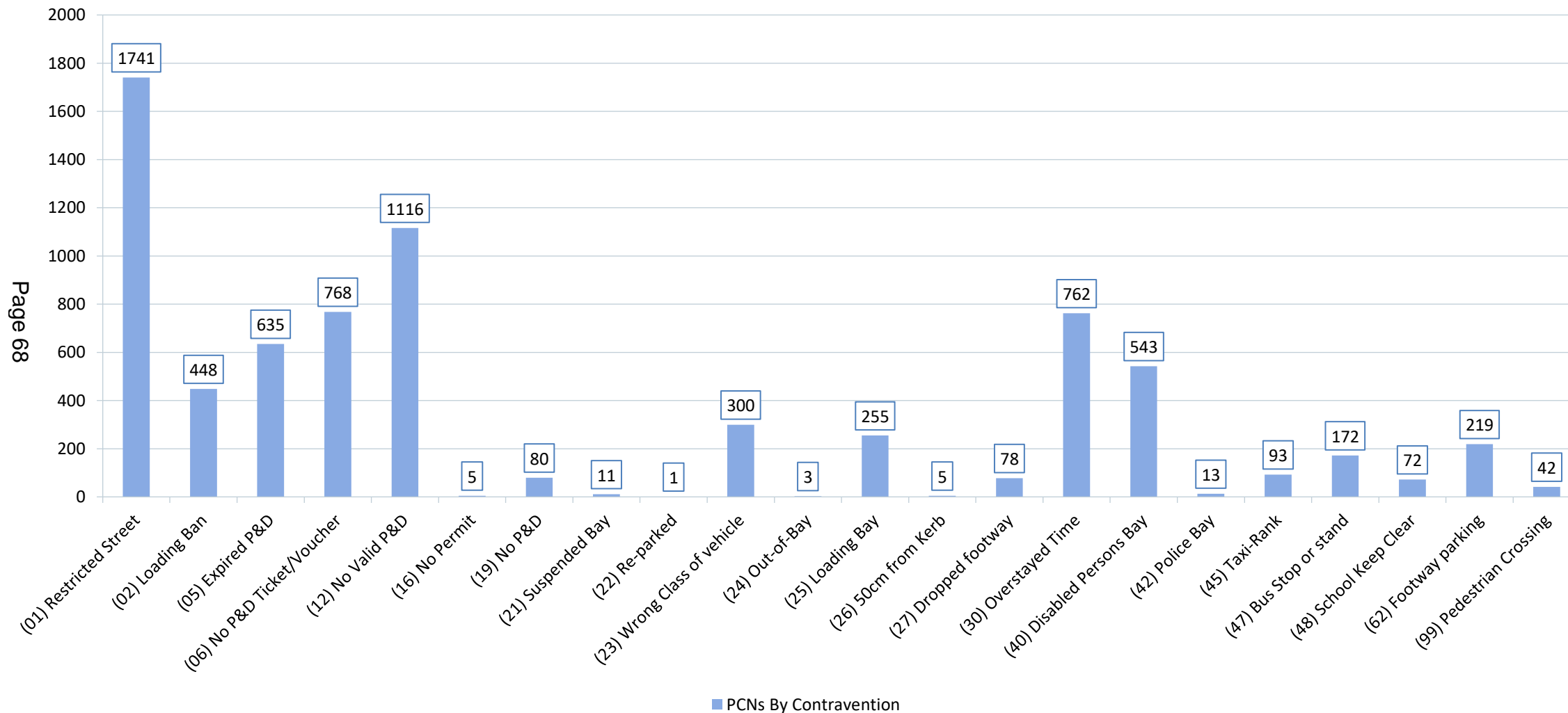
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PCNs and warning notices issued March to August 2019



PCNs by contravention March to August 2019



Report to:	Lead Member for Transport and Environment
Date of meeting:	25 September 2023
By:	Director of Communities, Economy and Transport
Title:	Proposed minor amendments to the Community Match Initiative
Purpose:	To consider proposed minor amendments to the Community Match Initiative.

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Approve the following proposed changes to the Community Match Initiative:

- **to increase the maximum match funding contribution that East Sussex County Council (ESCC) will make to a scheme from £50,000 to £60,000, which will need to be matched by the Parish Council, Town Council or community group;**
- **the introduction of a maximum indicative cost estimate for a Community Match scheme and that this is set at £120,000; and**
- **the introduction of a new gateway which will enable feedback to be provided within four weeks regarding the viability of proposed locally identified solutions to the traffic or transport issues; and**

(2) to note that new guidance and a community match handbook will be issued online at www.eastsussexhighways.com.

1 Background Information

1.1 The Community Match initiative was launched by the County Council in 2014. The initiative offers the opportunity for local communities in East Sussex (typically a Parish Council, 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 Currently the first stage of the community match application process is a feasibility study which assists applicants in identifying possible solutions to locally identified traffic or transport issues. The study also provides high level cost estimates for potential schemes. The feasibility study is undertaken by East Sussex Highways and is funded, at a cost of £500, by the Parish Council, Town Council, residents' group or organisation promoting the scheme. Many potential schemes do not progress beyond the feasibility study stage as the report will identify if a scheme is not deliverable, is too expensive to deliver using local community/authority funding, or there is no agreement among residents and businesses about the scheme proposals.

1.3 If a Parish Council, Town Council or community group support the measures suggested in the feasibility study, they can apply to the County Council for Community Match funds to take the scheme forward to detailed design and construction. The current maximum financial input from the County Council is £50,000 per scheme, which needs to be matched by the applicant. The feasibility study is only able to give approximate scheme costs and more detailed scheme costs are provided to applicants as the scheme design progresses through to preliminary and then detailed design. Applicants must demonstrate that the proposed scheme is supported by the local community. In addition, the relevant County Councillors are asked whether they support the proposed Community Match scheme in their division.

1.4 Community Match applications are considered annually by the Lead Member for Transport and Environment. Since 2015, 22 schemes funded by the Community Match initiative

have been delivered. These have included traffic calming, pedestrian improvements, new road markings and changes to speed limits, which otherwise would not have been implemented through the Council's capital programme of local transport improvements.

2 Supporting Information

2.1 Following a review of the Community Match process, criteria and feedback received from Members, the following proposed changes have been identified to streamline and improve the process for applicants. These proposed changes include providing earlier feedback to applicants on whether a potential scheme is viable before they fund a feasibility study. In addition, these proposed changes will reduce the number of potential schemes that do not progress beyond the feasibility stage. The proposed changes are detailed below:

- A dedicated ESCC Officer in the Highways Contracts Management Group will oversee the administration of the initiative and act as first point of contact for applicants and key stakeholders. Applicants will be able to seek early advice and guidance from this officer.
- Introduction of a new gateway where feedback on the viability of proposed locally identified solutions to the traffic or transport issues will be provided within four weeks of initial contact and prior to paying £500 for a feasibility Study.
- Over recent years there has been a considerable increase in both construction materials and labour costs. As such, to reflect these price increases it is recommended that the maximum contributions from the County Council be raised from £50,000 to £60,000 per scheme, which will need to be matched by the Parish Council, Town Council or community group. Community Match will still require local communities to pay the full cost of feasibility appraisal and contribute at least 50% of the detailed design and construction costs, whilst ESCC will fund up to 50% of the design and construction costs.
- The indicative cost estimate will continue to be provided as part of the feasibility study process, with more detailed scheme costs provided to applicants as the scheme design progresses. Once the scheme design is finalised a cost for implementation will be provided to the applicant who will then decide whether to progress. If the final cost for implementation is higher than £120,000, the applicant will be responsible for funding the additional costs.
- When the community match initiative was introduced, the intent was that it would enable local communities to implement relatively low cost smaller scale schemes through the Council's wider delivery programme. Although, the initiative has delivered a number of these smaller scale schemes, there have been numerous feasibility studies commissioned for larger scale, complex and higher cost schemes and the vast majority of these have not progressed as they are too expensive to deliver using local community or local authority funding. These feasibility studies have taken a disproportionate amount of design and delivery resource to progress. As Community Match schemes are not a sufficient priority for the Council to wholly fund and to ensure potential schemes could be match funded by a Parish Council, Town Council or community group, it is recommended that a maximum indicative cost estimate of £120,000 (with a maximum ESCC contribution of £60,000) is introduced for an individual Community Match scheme.

- If a Parish Council, Town Council or community group wish to progress and develop a scheme with an indicative cost estimate greater than £120,000, this would still be possible through a section 278 Agreement. A section 278 agreement is where developers (in this case the applicant) enter into a legal agreement with the County Council to make alterations or improvements to the public highway. However, the Parish Council, Town Council or community group would be wholly responsible for the progression of this scheme and would need to employ their own consultants to manage the design, any required informal and formal consultations and the construction of the scheme. At the stage that a potential scheme had been designed and costed, Stage 1 and 2 of the Road Safety Audit processes completed, and informal or formal consultation undertaken with the local community and statutory consultees, the Parish Council, Town Council or community group could choose to apply for a contribution from the Community Match Initiative of up to £60,000. If approved by the Lead Member for Transport and Environment, the applicant would remain responsible for the scheme's construction and delivery as well as any additional costs incurred over and above the £120,000 maximum scheme cost. They would also be responsible for the post construction Road Safety Audits and any required alterations. Further guidance on section 278 agreements will be produced.
- Types of schemes that will be considered as part of the Community Match initiative, include:
 - New road markings
 - Changes to speed limits
 - Parking restrictions
 - Dropped Kerbs/tactile paving
 - Signage
 - Traffic Calming
 - Pedestrian refuges (Traffic islands)
- Zebra, Puffin, Toucan, Parallel and Pegasus crossings will not be eligible for progression through the Community Match initiative as the cost will be higher than £120,000.
- Community Match applications will be presented and considered twice a year by the Lead Member for Transport and Environment in June and December.

2.2 New Community Match guidance will be published on the East Sussex Highways website and will include a downloadable guidance booklet which can be shared with applicants. This guidance will include examples of the type of schemes and their potential cost that may be eligible for match funding and implementation through the initiative.

2.3 The budget for Community Match will remain £250,000 per annum, and any future in-year underspend will continue to be reallocated to fund additional community focused road safety interventions and schemes. Following the decision by the Lead Member at her decision-making meeting on 21 February 2022 to reallocate the underspend in the Community Match budget, 10 community focused road safety schemes were delivered during 2022/23, and it is estimated that a further 15 to 20 schemes will be delivered over the next two financial years.

3 Conclusion and Reasons for Recommendations

3.1 Since its launch in 2014, the Community Match initiative has delivered 22 schemes of importance to local communities, such as traffic calming and changes to the speed limits which otherwise would not have been implemented through the Council's capital programme of local transport improvements.

3.2 The community match initiative remains an important funding route for local communities to progress schemes which are not currently a priority for the County Council. The proposed changes to the management and administration of the initiative would enhance its accessibility and improve the customer experience for applicants.

3.3 The proposed increase to the maximum amount of funding from ESCC from £50,000 to £60,000 to any one project will help ensure that the identified cost pressures do not act as a barrier to the progress of these smaller scale projects.

3.4 It is therefore recommended to approve the proposed changes to the Community Match initiative, as set out in section 2.1 of the report, and note that new guidance and a community match handbook will be issued.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Ruby Brittle

Email: ruby.brittle@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None