

## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 11 March 2024 at Committee Room, County Hall, Lewes

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Councillors Godfrey Daniel, Julia Hilton and Stephen Shing spoke on item 4 (see minute 63)

Councillors Godfrey Daniel, Wendy Maples, Stephen Shing and Brett Wright spoke on item 6 (see minute 65)

### 59. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 15 JANUARY 2024

59.1 The Lead Member approved as a correct record the minutes of the meeting held on 15 January 2024.

### 60. DISCLOSURE OF INTERESTS

60.1 Councillor Hilton declared a personal interest in item 4 as a member of the Hastings Garden Town team. She did not consider this to be prejudicial.

### 61. URGENT ITEMS

61.1 There were none.

### 62. REPORTS

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

### 63. CAPITAL PROGRAMME FOR TRANSPORT IMPROVEMENTS 2024/25

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

#### DECISIONS

63.2 The Lead Member RESOLVED to:

(1) Agree the programme of local transport improvements for 2024/25 set out in Appendix 1 of the report; and

(2) Agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2024/25 programme.

#### REASONS

63.3 The draft capital programme for local transport improvements 2024/25 represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's current Local Transport Plan but also contribute to achieving the broader corporate objectives of reducing carbon emissions, supporting economic recovery and growth, and promoting health and wellbeing.

63.4 The funding approved by the County Council, development contributions and Local Growth Fund monies for the Eastbourne South Wealden Walking and Cycling Package, Hastings and Bexhill Movement and Access Package and the Hailsham, Polegate and Eastbourne Movement and Access Corridor identified to support the capital programme for local transport improvements for 2024/25 will be allocated to the respective schemes set out in Appendix 1 of the report.

### 64. THE DEVELOPMENT OF "MINOR WORKS AGREEMENTS" UNDER SECTION 278 OF THE HIGHWAYS ACT FOR DEVELOPER LED OR THIRD-PARTY HIGHWAY WORKS

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

#### DECISIONS

64.2 The Lead Member RESOLVED to approve the use of the "Minor Works Agreements under Section 278 legal agreement process for development related highway works.

#### REASONS

64.3 The use of Minor Works S278 Highway Works Agreements and associated Developer Guidance Notes will provide an improved service to customers and will most efficiently and effectively manage development related highway works.

## 65. EAST SUSSEX COUNTY COUNCIL GUIDANCE FOR PARKING AT NEW DEVELOPMENTS

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

### DECISIONS

65.2 The Lead Member RESOLVED to approve the use of the 'Guidance for Parking at New Developments' at Appendix 1 of the report.

### REASONS

65.3 Assessing parking provision for new development is one key aspect of assessing planning applications. The updated document conforms to relevant guidance and reflects current best practice. The updated calculation tool for residential development has been developed based on current ward boundaries and the most up to date East Sussex specific car ownership ward data available to reflect the different characteristics that occur across the County. The calculation tool provides developers and other interested parties a user-friendly method to ascertain the optimum car parking provision for residential development whilst not compromising road safety for all road users.

65.4 The application of the guidance will ensure that the right type and amount of all forms of parking for new development is provided. This will mean that the right balance is struck between meeting parking demand whilst exploiting the potential for sustainable travel and minimising adverse effects on highway safety. The guidance will be kept under review and carefully monitored to ensure that it meets these objectives and remains effective.