



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 16 DECEMBER 2024 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 18 November 2024 (*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 - traffic management in Maplehurst Road, Hastings (*Pages 7 - 14*)
Report by the Director of Communities, Economy and Transport
5. Any urgent items previously notified under agenda item 3

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6 December 2024

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 18 November 2024 at Council Chamber, County Hall, Lewes

Councillors di Cara, Hollidge, Tutt and Wright spoke on item 4 (see minute 34)

Councillor Bennett spoke on item 5 (see minute 35)

Councillors Rodohan, Tutt and Wright spoke on item 6 (see minute 36)

30. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 14 OCTOBER 2024

30.1 The Lead Member approved as a correct record the minutes of the meeting held on 14 October 2024.

31. DISCLOSURE OF INTERESTS

31.1 There were none.

32. URGENT ITEMS

32.1 There were none.

33. REPORTS

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

34. CONSULTATION OUTCOME FOR REVISED SEASIDE AND ST ANTHONY'S AVENUE BUS PRIORITY PROPOSALS IN EASTBOURNE

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

34.2 Ms Jodie Atherton, the Lead Petitioner for the petition calling on the County Council to stop the proposed bus lane along Seaside Eastbourne spoke to highlight concerns including congestion, pedestrian safety, air quality and the importance of addressing views of local residents and businesses.

34.3 Mr Tom Nevill, the Lead Petitioner for the petition calling on the County Council to support Seaside, Eastbourne Bus Lane spoke to highlight the benefits of bus priority measures including journey times, reliability, sustainable transport and continuation of funding and support for bus service improvements.

DECISIONS

34.4 The Lead Member RESOLVED to:

(1) Note the outcomes of the second public consultation on revised bus priority proposals for Seaside and St Anthony's Avenue;

(2) Advise petitioners that the issues raised by both petitions relating to bus priority proposals for Seaside and St Anthony's Avenue have been reviewed and considered;

(3) Approve the revised Seaside and St Anthony's bus priority scheme to proceed to detailed design and construction stage in 2025/26; and

(4) Delegate authority to the Director of Communities, Economy and Transport to approve the final content of the Project Adjustment Request submitted to the Department for Transport.

REASONS

34.5 Following receipt of Government funding to deliver the County Council's Bus Service Improvement Plan, a package of 7 bus priority schemes were prioritised and put forward for public consultation between July and September 2023 on the basis that they generated the highest benefits for bus users, could generate additional bus passengers and meet the Department for Transport's delivery timescales. The Seaside and St Anthony's Avenue scheme had the largest proportion of opposing responses, with 70.2% strongly opposing the scheme. Following the Lead Member's decision in January 2024 for officers to review the Seaside and St Anthony's Avenue bus priority proposals, a revised design was subject to consultation between 15 July and 18 August 2024. The consultation outcomes, as set out in paragraphs 2.9 to 2.13 of the report, highlight that 56% of respondents supported the revised proposals with 37% opposing the revised proposals.

34.6 The outcomes of the traffic modelling demonstrated no detriment to general traffic journey times going eastbound in the morning and afternoon peak times. The modelling also demonstrated that with amendments to the proposed scheme, as set out in paragraph 2.17 of the report, there will be no detriment, and a slight betterment, on vehicle journey times travelling westbound in the morning and afternoon peak times. These amendments will be considered as part of the scheme's detailed design. In response to the previous feedback on the original

proposals, 54% of the on-street parking will be retained on Seaside and 57% on St Anthony's Avenue. This provides a balanced approach to the competing needs for parking, buses and general traffic on the corridor with the delivery of the bus lanes contributing towards achieving the objectives of East Sussex's LTP4 and BSIP.

34.7 Following the County Council meeting on 8 October 2024, the Chairman referred 2 petitions to the Lead Member for Transport and Environment. The petition in support of the bus lane has 494 signatures and the petition opposing the bus lane has 2,531 signatures. Issues raised by both petitions relating to bus priority proposals for Seaside and St Anthony's Avenue have been reviewed and considered alongside the consultation outcomes as part of the report.

35. PETITION: IMPLEMENT A 40MPH SPEED LIMIT WITHIN THE PARISH OF ARLINGTON

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

35.2 Councillor Jackie Appleton, the Lead Petitioner for the petition calling on the County Council to Full traffic safety survey through the villages of Arlington and Caneheath spoke to highlight concerns including road safety for vulnerable road users, the increased speed of vehicles observed since a previous speed survey was conducted, the use of the routes as a cut through between the A22 and A27 and the number of non-personal injury crashes in the area.

DECISIONS

35.3 The Lead Member RESOLVED to advise petitioners that:

(1) an assessment of the safety record of the roads detailed in the petition has been undertaken by the Road Safety Team and there are no locations that meet the Council's threshold for inclusion in the annual road safety programme; and

(2) the roads and lanes within the parishes of Arlington, Berwick and Long Man set out at paragraph 1.1 of the report do not meet the Council's policy for a 40mph speed limit, and measures such as gateway features, Vehicle Activated Signs and improved signage may be appropriate. These measures could be considered via the Community Match initiative. The Traffic and Safety team can provide Arlington Parish Council with advice over what measures could be considered.

REASONS

35.4 Speed surveys have shown that average speeds on Caneheath, The Street and Arlington Road West are already very close to or below 40mph, and it is expected that the other roads detailed in paragraph 1.1 of the report will have broadly similar average speeds. A lower speed limit on the roads and lanes detailed in paragraph 1.1 of the report does not meet the Council's policy for a 40mph speed limit for the reasons set out in paragraphs 2.4 and 2.5 of the report. An assessment of the safety record of the roads specified in the petition has been carried out and there are no locations that meet the Council's threshold for inclusion in the annual road safety programme.

35.5 Whilst a lower speed limit does not meet the Council's policy for a 40mph limit, other road safety improvements could be considered should an alternative source of funding become available, or if an application through Community Match was successful. The Traffic and Safety Manager is happy to meet to discuss possible options for consideration through Community Match. The speed data for Caneheath, The Street and Arlington Road West that was recently collected can be provided to the group, upon request and further speed data collections can be arranged, should external funding be available.

36. EASTBOURNE TOWN CENTRE MOVEMENT AND ACCESS PACKAGE - PHASE 2A REVISED SCOPE

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

DECISIONS

36.2 The Lead Member RESOLVED to approve the revised scope for Eastbourne Town Centre Movement and Access Package Phase 2a and moving forward to construction in 2025/26 subject to final approval of the business case and project change request by the Lead Member for Strategic Management and Economic Development.

REASONS

36.3 Since the County Council secured £3m of LGF monies from the South East Local Enterprise Partnership (SELEP) towards the development and delivery of Phase 2a of the Eastbourne Town Centre Movement and Access Package (ETCMAP) in 2018, significant progress has been made on the design proposals for pedestrian improvements on Terminus Road between Bankers Corner (the junction with Cornfield Road) and Langney Road, aimed at supporting economic growth in Eastbourne Town Centre.

36.4 Additional funding has previously been secured from Active Travel England and allocated from the County Council's capital programme of local transport improvements to increase the overall available funding to develop and deliver the Phase 2a scheme. However, scheme development and construction costs have increased significantly across the sector because of high inflation, the war in Ukraine and delays due to the Covid-19 pandemic.

36.5 Following a comprehensive design and cost review of the original Phase 2a scheme's scope, the cost to deliver the remaining schemes exceeds the £3.6m remaining funding. With no other funding sources available to address the scheme's funding gap, a descoping exercise has been undertaken to identify which elements of the existing scheme could be delivered in the current funding envelope.

36.6 The business case for the revised Phase 2a scope, as outlined in section 2.6 of the report, has been updated subject to approval by the Lead Member. This demonstrates that the proposed revised scheme represents very high value for money, with a benefit to cost ratio of 4.03, alongside delivering other non-monetised benefits. Therefore, the re-scoped scheme would continue to meet the original goals of creating a more pedestrian-friendly environment and supporting the town centre's overall attractiveness that drives footfall, boosts local commerce, and contributes to the long-term vitality of Eastbourne's economy.

Report to: Lead Member for Transport and Environment

Date of meeting: 16 December 2024

By: Director of Communities, Economy and Transport

Title: Petition – traffic management in Maplehurst Road, Hastings

Purpose: To consider and respond to the petition received from local residents requesting the closure of Maplehurst Road in Hastings at its junction with the A21/A28 Westfield Road junction or the introduction of access only restrictions and appropriate enforcement measures.

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

- (1) following the opening of the Queensway Gateway Road, a programme of post-opening monitoring will be undertaken for a period of up to 12 months to assess any changes to traffic movements in and around the vicinity of the Queensway Gateway Road scheme; and**
 - (2) the outcomes of the monitoring will be used to determine whether any further measures are required, including in Maplehurst Road, to mitigate any identified impacts.**
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1. Background Information

1.1 A petition containing 70 signatures was submitted by Councillor Pragnell to the Chairman at the Full Council meeting on 8 October 2024 requesting the closure of Maplehurst Road in Hastings at its junction with the A21/A28 Westfield Road junction or the introduction of access only restrictions and appropriate enforcement measures.

1.2 The principal issues raised in the petition include the safety of vulnerable road users (people walking and ‘wheeling’ – (i.e. people using mobility scooters and wheelchairs), especially children and older people; the volume of traffic using the road; ability for residents to access their driveways; and the unfair burden being placed on this part of the road network.

1.3 The petition also puts forward a number of suggested solutions in response to these issues. These include the closure of the Maplehurst Road junction with the A21/A28 or restricting the road to access only via enforcement using Automatic Number Plate Recognition cameras. Since receipt of the petition, the County Council has also received correspondence from local residents and stakeholders both in support and against the petition request. Those correspondents in favour of the petition are generally residents of Maplehurst Road whilst those not supporting the petition are other residents from outside the locality.

1.4 Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment. A copy of the petition is available in the Members’ Room.

2. Supporting Information

Maplehurst Road

2.1 As part of the A2100, Maplehurst Road in the north of Hastings is approximately 230 metres long and historically is part of the A28 to Westfield. At its northern extent, Maplehurst Road has a T-junction with the A28 Westfield Road, and is also near the junction of the A21 and A28. At its southern extent, there is a T-junction arrangement with the B2093 The Ridge, Maplehurst Road, alongside Maplehurst Close, Maplehurst Rise and Maple Heights (all cul-de-sacs), is predominantly residential apart from The Harrow Inn at the junction between The Ridge and Maplehurst Road. It is also a key

route for emergency services, especially ambulances that need to access the Conquest Hospital on The Ridge from the A21 north of Hastings and the A28. A plan showing Maplehurst Road in context is at Appendix 1.

2.2 Maplehurst Road is subject to a 30mph speed limit and is already traffic calmed with a number of raised tables (speed humps with a long flat section that are generally used at junctions and can also improve crossing facilities for pedestrians) along its length – on the entry and exit from its junction with The Ridge as well as across the extent of the junction with Maplehurst Close. There is also a raised table on the entry and exit from Maplehurst Road’s junction with the A28 which also includes a 6 foot 6 inches ‘except for access’ signed width restriction for traffic travelling southbound (towards The Ridge).

Issues raised in Petition

2.3 The petition raises concerns about road safety on Maplehurst Road. There have been no collisions on Maplehurst Road in the last 5 years (from 1 October 2019 to 30 September 2024). Over the same time period, there have been 2 slight collisions on the A21 south of the junction with the A28 as well as a fatal collision at the A21/A28 junction.

2.4 The County Council has a statutory responsibility to investigate personal injury crashes on the county’s roads and put measures in place to prevent future crashes, and the Council takes this responsibility very seriously. With limited resources available, road safety interventions are directed at locations in the county with the most personal injury crashes, as this produces the greatest effect on casualty reduction. In order to fulfil this responsibility, the Council develops an annual road safety programme and in this year’s programme has identified 24 sites with 4 or more personal injury crashes over a 3-year assessment period. Maplehurst Road, or it’s junctions at either end, have not been identified as priorities for part of this programme.

2.5 The petition highlight’s concerns about the level of traffic using Maplehurst Road and the unfair burden being placed on this part of the road network. Traffic surveys as part of the County Council’s routine base transport monitoring programme were undertaken at the A28 Westfield Road and The Ridge junctions in September 2019 and 2021. Given the 2021 surveys were undertaken at a time when traffic flows were still being affected by the Covid pandemic, the 2019 surveys provide a more robust assessment of traffic using Maplehurst Road.

2.6 As shown in the tables below, there were 7,548 traffic movements between 7am and 7pm into and out of Maplehurst Road at its junction with The Ridge and 7,325 movements at the A28 junction during the same time period.

The Ridge/Maplehurst Road junction traffic flow (7am to 7pm) – September 2019			
	Total flow	Flow towards junction	Flow away from junction
A2100 Maplehurst Road	7,548	4,513	3,035
B2093 The Ridge (west of junction)	17,296	7,239	10,057
B2093 The Ridge (east of junction)	20,180	10,760	9,420

A21/A28/Maplehurst Road junction traffic flow (7am to 7pm) – September 2019			
	Total flow	Flow towards junction	Flow away from junction
A2100 Maplehurst Road	7,325	2,932	4,393
A21 North	14,257	7,203	7,054
A21 South	16,917	8,987	7,930
A28	8,565	4,410	4,155

2.7 In comparison, as set out in the table below, other roads in the vicinity including The Ridge (which has an annual average daily traffic (AADT) flow of between 17,770 and 22,300 vehicles), have higher levels of traffic flow than the 7,325 – 7,548 AADT on Maplehurst Road .

Automatic Traffic Counter site	2023 AADT
A2690 Queensway, just south of Napier Rd	18,481
Queensway, between Combe Valley Way & Churchwood Drive	11,343
A2100 The Ridge W, between Queensway & Junction Rd	22,299
B2093 The Ridge, just east of Conquest Hospital	17,734
A2100 Hastings Rd, Telham	12,277
A28 Westfield Lane	8,742
A2101 St Helens Rd	16,849
Ivyhouse Lane	2,464

2.8 In relation to parking, the residential properties on the western side of the road are mainly terraced or semi-detached with some having off-road parking directly outside their frontage whilst others park on-road, many of which are parking half-on, half-off the adjacent footway. On the eastern side of Maplehurst Road, various properties are set back from the road with driveways and/or garages. Whilst the petition highlights that residents are not able to access their driveways due to other vehicles using the road and drivers being discourteous. These issues can be experienced on any road with residential properties off or adjacent to the highway across the country. However, all road users should accord with the Highway Code which aims to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system. Rule 147 of the Highway Code advises that all road users being careful of and considerate towards all other types of users whilst Rule 151 advises that in slow moving traffic, drivers should allow access into and from side roads (and by implication this would include driveways), as blocking these will add to congestion.

Queensway Gateway Road

2.9 In October 2014, Sea Change Sussex (SCS), as the scheme promoter, submitted a planning application to Hastings Borough Council (HBC) for the Queensway Gateway Road (QGR), linking Queensway and the A21. Ahead of submitting the planning application, SCS undertook engagement with Maplehurst Road residents on potential traffic management options for the road due to the potential impact the opening of the Queensway Gateway Road would have on traffic flows in the locality and particularly on Maplehurst Road. HBC's Planning Committee approved the planning application in February 2015 with a condition that modifications to the northern end of Maplehurst Road to control traffic behaviour be introduced. However, following a judicial review the HBC's original planning decision on the application was quashed.

2.10 Consequently, HBC's Planning Committee reconsidered the application in December 2015 and the scheme was granted planning permission in January 2016. Whilst the application's Transport Assessment and December 2015 Planning Committee report continued to discuss the potential closure of Maplehurst Road being modelled and assessed, this was not secured by a planning condition in the January 2016 (and extant) planning permission granted by HBC. Therefore, there is no planning requirement to introduce modifications or traffic management measures on Maplehurst Road.

2.11 Following the grant of planning permission, SCS have taken forward the phased construction of the Queensway Gateway Road over several years using Local Growth funding secured through the South East Local Enterprise Partnership. The road from a new roundabout on Queensway through to the western extent of Whitworth Road has been completed in various phases between July 2016 and July 2019. However, the construction of the remaining phase through to a proposed new roundabout on the A21 remained outstanding.

2.12 With the need for third party land to construct the roundabout on the A21, an alternative scheme, which still delivers improvements to traffic flows in the locality, has been developed which comprises utilising the existing alignment of Whitworth Road and, with localised widening of the road, introducing traffic signals at the existing A21 Junction Road/Whitworth Road junction. To complete the final phase of the road, a funding contribution of £2.5m was secured through the Hastings and Bexhill

Levelling Up Partnerships, with the transference of responsibility to complete the scheme now resting with the County Council and not SCS, the original scheme promoter.

2.13 Construction of the final phase of the QGR commenced in September 2024. The traffic management during construction includes the closure of the northern end of Maplehurst Road at its junction with the A28 with southbound access only available for emergency vehicles. This is a temporary measure during the construction and has been implemented through a Temporary Traffic Regulation Order. Upon completion of the scheme these temporary traffic management measures will be removed, and two-way traffic movements reintroduced on Maplehurst Road. Traffic flow data is being collected on Maplehurst Road during this temporary closure.

Response to petition

2.14 The completion of the final section of the QGR will involve the closure of the existing junction between The Ridge and Junction Road and Junction Road with Whitworth Road. As with any new and major road infrastructure project, such as the completion of the Bexhill Hastings Link Road in 2015 and the Queensway Gateway Road, there will be a natural settling period as traffic flows and movements adjust to the revised network layout.

2.15 Whilst the County Council can undertake transport modelling to assess what these potential changes in transport movements might be, post-opening monitoring needs to be undertaken to understand what actual changes take place. To allow for traffic to settle back to 'normal', regular post-opening monitoring can take up to 12 months.

2.16 Therefore, once the QGR is open to traffic, the County Council will undertake post-opening monitoring of the impacts on traffic flows in the area, including on Maplehurst Road. This will be through its existing network of automatic traffic counters that will collect data on the volume of traffic flow on the roads in the vicinity as well as replicating turning count surveys at the Maplehurst Road junctions with the A21/A28 and The Ridge, as well as other junctions. This will enable a comparison analysis with previous traffic survey data and help to understand if there are any impacts on traffic movements arising from the QGR. The outcome of this post-opening monitoring would then be used to determine whether there is a need to consider further measures in the vicinity of the QGR, including in Maplehurst Road.

2.17 In undertaking the post opening monitoring, the Council will also consider the potential wider impact that introducing any traffic management measures or restrictions in Maplehurst Road would have, including how this could affect access to and from the communities along the A28 into Hastings as well as emergency services that need to access The Ridge corridor, and especially the Conquest Hospital.

3. Conclusion and Reasons for Recommendations

3.1 Maplehurst Road is part of the A2100, and links to the A28 Westfield Road at its northern extent and B2093 The Ridge at its southern extent. It is predominantly residential with a 30mph speed limit, existing traffic calming in situ and a 6 foot 6 inches 'except for access' width restriction for traffic travelling southbound (towards The Ridge). It carries between 7,325 and 7,548 vehicles (7am and 7pm), which is lower in comparison to other roads in the vicinity, with a mix of on and off-street parking and has a good safety record with no collisions in the last three years.

3.2 Planning permission was given by Hastings Borough Council in January 2016 to Sea Change Sussex, the original scheme promoter, to construct the Queensway Gateway Road. This extant permission does not include a planning condition for the introduction of traffic management measures on Maplehurst Road. Whilst the majority of the Queensway Gateway Road has been constructed, the final phase from Whitworth Road through to the A21 has remained outstanding. External funding of £2.5m has been secured through the Hastings and Rother Levelling Up Partnership's to contribute towards the completion of the scheme, with the County Council now taking responsibility to construct this final phase.

3.3 Construction of this final phase of the Queensway Gateway Road started in September 2024 with the road intended to be open in early 2025. As part of the traffic management associated with the construction, temporary measures have been put in place to restrict access to Maplehurst Road at the northern end and its junction with the A28 with southbound access only available for emergency

vehicles. These temporary traffic management measures, implemented under a temporary traffic regulation order, will be removed.

3.4 Once the Queensway Gateway Road is opened to traffic, there will be a natural settling period as traffic flows and movements adjust to the revised network layout including the closure of both ends of Junction Road. It is recommended that the petitioners are advised that, a programme of post-opening monitoring will be undertaken for a period of up to 12 months to assess any changes to traffic movements in and around the vicinity of the Queensway Gateway Road.

3.5 It is also recommended that the petitioners are advised that the outcomes of the monitoring would be used to determine whether any further measures are required, including in Maplehurst Road, to mitigate any identified impacts which will also need to take account of the wider impacts of access for communities along the A28 into Hastings as well as emergency services, especially to the Conquest Hospital. Should the County Council consider that there is a case for introducing further measures on Maplehurst Road, there will be an opportunity for residents to comment on any such proposals as they are developed.

RUPERT CLUBB

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LOCAL MEMBERS

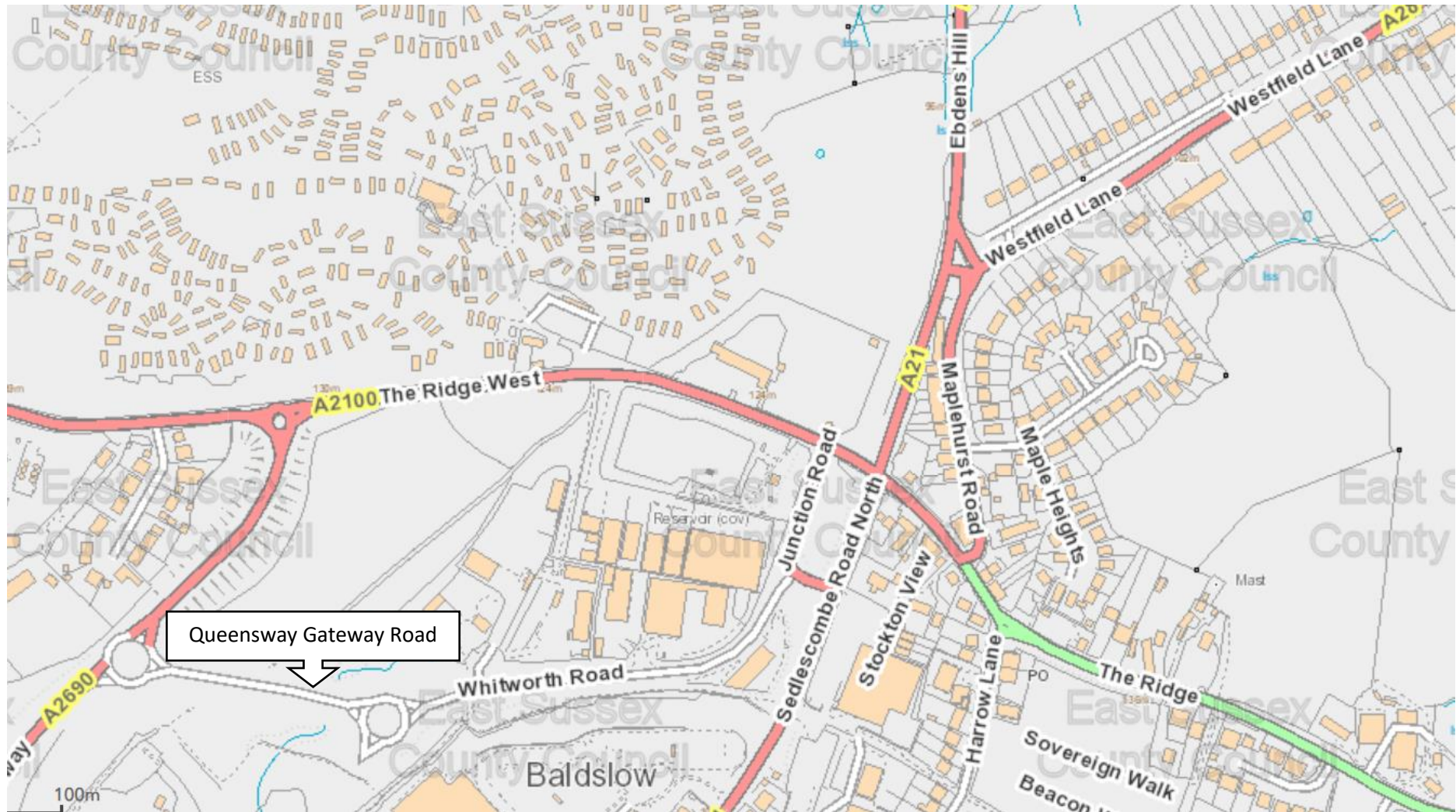
Councillor Pragnell

BACKGROUND DOCUMENTS

None

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Appendix 1 – Maplehurst Road, Hastings in context



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