



PLACE SCRUTINY COMMITTEE

MONDAY, 29 SEPTEMBER 2025

10.30 am COUNCIL CHAMBER, COUNTY HALL, LEWES

MEMBERSHIP - Councillor Matthew Beaver (Chair)
Councillors Chris Collier, Julia Hilton (Vice Chair), Ian Hollidge, Eleanor Kirby-Green, Philip Lunn, Steve Murphy, Paul Redstone, Stephen Shing, David Tutt and Brett Wright

A G E N D A

1. Minutes of the previous meeting held on 22 July 2025 (*Pages 3 - 10*)
2. Apologies for absence
3. Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
4. Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.
5. Work programme (*Pages 11 - 36*)
6. East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) (*Pages 37 - 64*)
7. Scrutiny Review of Local Speed Limit Policy (*Pages 65 - 94*)
8. Any other items previously notified under agenda item 4

PHILIP BAKER
Deputy Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

19 September 2025

Contact Patrick Major, Policy and Scrutiny Adviser
07701 258227
Email: patrick.major@eastsussex.gov.uk

NOTE: As part of the County Council's drive to increase accessibility to its public meetings, this meeting will be broadcast live on its website and the record archived. The live broadcast is accessible at: <https://www.eastsussex.gov.uk/your-council/videos-of-council-meetings/webcasts>

This page is intentionally left blank

PLACE SCRUTINY COMMITTEE

MINUTES of a non-statutory meeting of the Place Scrutiny Committee held at Microsoft Teams on 22 July 2025.

PRESENT

Councillors Matthew Beaver (Chair), Julia Hilton (Vice Chair), Chris Collier, Ian Hollidge, Eleanor Kirby-Green, Philip Lunn, Steve Murphy, Paul Redstone, Stephen Shing, David Tutt and Brett Wright

LEAD MEMBERS

Councillor Nick Bennett, Lead Member Resources and Climate Change

Councillor Claire Dowling, Lead Member Transport and Environment

Councillor Penny di Cara, Lead Member Economy

ALSO PRESENT

Philip Baker, Deputy Chief Executive

Ian Gutsell, Chief Finance Officer

Rupert Clubb, Director of Communities, Economy and Transport

Ros Parker, Chief Operating Officer

Karl Taylor, Assistant Director Operations

Andrew Turner, Head of Highways

Edward Jennings, Contract Director for BBLP

Patrick Major, Policy and Scrutiny Adviser

1. MINUTES OF THE PREVIOUS MEETING

1.1 The Chair noted that, due to being held via Microsoft Teams because of a facilities issue, the meeting was being held on a non-statutory basis. The resolutions of the Committee would therefore be formally agreed at its next meeting.

1.2 The Committee RESOLVED to agree the minutes of the meeting held on 20 March 2025 as a correct record.

2. APOLOGIES FOR ABSENCE

2.1 There were no apologies for absence.

3. DISCLOSURES OF INTERESTS

3.1 There were no disclosures of interests.

4. URGENT ITEMS

4.1 There were no urgent items.

5. RECONCILING POLICY, PERFORMANCE AND RESOURCES (RPPR)

5.1 The Deputy Chief Executive introduced the report which starts the Committee's consideration of the budget setting process. The report provides an opportunity for the Committee to look back at the Council's performance through the year end Quarter 4 Council Monitoring report, and a look forward via the State of the County report. The report asks the Committee to identify areas of interest or focus, and where it would like further information as part of its RPPR work and work programme.

5.2 The Chief Finance Officer outlined in more detail the Council's financial position which projected a deficit of £36.5m for 2026/27, reduced to £24.6m if Council Tax were to increase by 5%. He explained that, going forward, the 5% Council Tax increase will be included as core spending within the medium term financial plan, as the Government have made this assumption in the recent funding reviews and reforms. He also set out the significant challenges that the Fair Funding Review presents for East Sussex County Council, including changes to the formulae which will redirect adult social care funding from elderly to working age adults. He highlighted that despite an increase in relative need in East Sussex, the Council would be unlikely to receive an increase in funding, due to council tax equalisation.

Use of reserves

5.3 The Committee discussed the use of reserves and asked why it had been necessary for the Council to rely heavily on reserves to cover the budget deficit for the last couple of years. The Chief Finance Officer, explained that the need to use reserves was driven largely by increasing need in the county for statutory services, particularly in Adult Social Care and Children's Services. This increasing need had not been met by a proportionate increase in funding, and that the Government had not yet put forward long-term solutions for SEND provision and home to school transport. The Fair Funding Review could result in ESCC adult social care funding decreasing, due to the national shift towards funding for working-age people, whereas the bulk of adult social care spending in East Sussex is on older adults, particularly over-85s.

Savings process

5.4 The Director of Communities, Economy and Transport (CET) noted that savings had been made for many years, which in CET alone had been worth about £40m in the last decade. The ability to continue make savings has therefore become more difficult and would require examining all service costs in detail in order to be identified. The Deputy Chief Executive added

that there were tight spending controls in place including a weekly recruitment sign-off process, and purchase order spending over £1,000 being examined by senior officers.

5.5 The Committee commented that the Council would have to be mindful of the needs of the new unitary authority when considering proposals as part of the RPPR process for future years. Cllr Collier commented that his preference was that if further savings were being made this year, they should be focused on universal services to avoid savings with a more direct human impact.

Council tax

5.6 The Committee asked if the Government were likely to consider removing the 5% referendum limit for increases on Council Tax. The Chief Finance Officer was not aware of any Government plans to do this, and noted that it is unlikely to change as the 5% increase is accounted for as part of local authority core spending power in the Fair Funding Review. However, the Fair Funding Review also included expectation of increases in requests for Exceptional Financial Support, which could result in higher Council Tax increases in those areas requiring it.

Fair Funding Review (FFR)

5.7 The Committee commented that the FFR would result in funding being allocated away from ESCC, which was counterintuitive as it is a well-run council. The Committee asked how the Council Tax base would change as a result of Local Government Reorganisation, and whether the new funding formulae would remain relevant in future years. The Chief Finance Officer responded that the Council Tax base is a publicly available data set that the Government are currently using for FFR modelling; whilst there are no plans to change Council Tax as a taxation system, the changing local authority landscape will have an impact on future years. The Government was looking to redistribute available public funding, which the allocations of the Recovery Grant had been indicative of, given that ESCC had not received anything from that grant when it would normally have expected approximately £6m from it.

Property

5.8 The Committee asked how the disposal of property assets could be used as a means to reducing the deficit, although noted that this alone would not deliver financial sustainability, and requested a future report on this topic. The Chief Operating Officer agreed that a report could be considered by the Committee under its work programme. ESCC assets have been subject to a programme of disposals over recent years, and that has partly funded the capital programme. However, the Council's minimal remaining assets available for disposal had lower returns, due to the work required to make them suitable for the market. The Council maintains an Asset Management Strategy which runs until 2025; the Place Scrutiny Reference Group for this strategy had agreed to conduct a light-touch refresh of the strategy and would reconvene when there was more clarity on LGR.

Adult's and Children's services

5.9 The Committee discussed having more of a mixed economy in adult social care, with a combination of ESCC-run and private provision, noting rises in care fees, and asked if Government was considering reform to the care market. The Committee also commented that the Council should consider greater provision for youth services. The Deputy Chief Executive noted that these areas were within the remit People Scrutiny Committee, and could be referred to them for further consideration.

5.10 The Chief Finance Officer added that the Casey Review was ongoing, and any long-term reforms to adult social care would likely come after its completion. The Council has a close relationship with the Social Care sector in the county which is largely made up of many small providers. The cost of social care provision has risen in recent years due to rises in National Living Wage and Employers' National Insurance, which increased costs for the Council. When

considering whether to deliver its own provision, the Council had to bear in mind the cost of staffing, as it was more expensive to directly employ staff than to use private provision. For children's services there are fewer providers which are able to charge much higher fees to ESCC, and there is a South East Regional Care Cooperative working collaboratively to reduce high cost placements.

Funding opportunities

5.11 The Committee asked if the Council was applying for all Government grant funding opportunities. The Chief Finance Officer responded that the Council had explored all available funding avenues and continued to look for all funding opportunities available to it, but that these opportunities are limited. The Director of CET added that resources are used in the bidding process for grant funding, so the council takes a targeted approach to bidding for funding which is most likely to yield results. The Deputy Chief Executive added that the associated costs of bidding for grant funding needs to be considered proportionately when applications are made. As grant funding is often short-term, it doesn't necessarily provide ongoing funding, which was an issue also encountered by the voluntary sector.

Trading Standards

5.12 The Committee asked whether funding was received for enforcing the regulation of illegal tobacco and vape products in East Sussex. The Director of CET confirmed that new burdens funding had been provided by Government for the enforcement of the Tobacco and Vapes Bill.

Parking

5.13 The Committee noted that the State of the County did not include information on use of funding from parking charges and asked how parking surpluses supported public transport. The Director of CET responded that there is a delicate balance which limits the ability to raise funds through parking charges as overly punitive parking charges tend to have a negative effect, reducing overall revenue. Parking rates charged by ESCC had struck roughly the right balance, and would be uplifted in line with inflation. Funds raised through parking are also limited as they can only be used for transport benefit and were currently used to alleviate concessionary fare.

Housing targets

5.14 The Committee expressed concern that the rate of housebuilding in East Sussex would not meet the Government target of 4,500, and that the Council did not have sufficient funding to provide the necessary infrastructure for developments. The Director of CET confirmed that the new Mayoral Strategic Authority would have a responsibility to produce a Spatial Development Strategy, which would identify areas for development and help the Council plan for new housing. There were also a significant number of banked planning permissions in the county at the moment, where permission had been granted but building had not yet commenced.

Streetlighting

5.15 The Committee asked why there had been an overspend in the cost of electricity for streetlighting and why this had been unexpected. It was agreed an answer would be provided outside the meeting.

Social Value

5.16 The Committee noted that the outturn performance for social value in contracts had fallen from 31% in 2023/24, to 19% in 2024/25 and asked why this was. The Chief Operating Officer responded that social value outturn could vary significantly between years, as it only applied to procurements that don't have pre-defined criteria which limited whether social value could be included as part of the contract. As the indicator is based on a small number of procurements, small changes could significantly change the outturn from quarter to quarter, as there were some types of procurements where providers such as SMEs and small care

providers, would struggle with social value requirements in a contract. The Council was considering a more qualitative measure of social value, at which point the target will be reconsidered, and a future report would come to Place Scrutiny.

State of the County Report structure

5.17 The Committee discussed the information provided in the report and how it could be structure to provide for effective scrutiny input, including highlights and more concise information, although some members of the Committee commented that they found the level of information provided to be right. The Deputy Chief Executive responded that the report aimed to be as transparent and informative as possible, and the level of detail to provide for a varied appetite for information which the Committee had expressed, but the comments made would be taken away and considered.

5.18 The Committee RESOLVED to:

- (1) Consider information within the 2024/25 end of year Council monitoring report and State of the County 2025 report and the implications for services within the remit of the committee;
- (2) Agree key areas for scrutiny focus as part of RPPR planning; and
- (3) Establish a RPPR scrutiny board to consider the developing Portfolio Plans and financial plans and to submit scrutiny's final comments on them to Cabinet in January 2026.

6. WORK PROGRAMME

6.1 The Chair introduced the report which outlines future items for the Place Scrutiny Committee. The Committee discussed potential areas of interest for addition to the work programme.

6.2 The Committee noted that Killed or Seriously Injured (KSI) accidents are higher in East Sussex than the national average and asked if this was linked to issues with cats' eyes and road markings, and requested a future report. The Director of CET clarified that there is no evidence to suggest that cats' eyes are linked to KSIs. He noted that most accidents are associated with behaviour, such as driving under the influence of drink or drugs and speeding, and there is a process in place whereby the police inform ESCC if they believe the issues with the road is a factor in an incident.

6.3 The Committee considered streetworks as a potential review topic, including the process for permitting road closures, diversions and communications and engagement with the public about the reasons for road closures. The Director of CET agreed this may be a helpful area for the Committee to consider so that Members better understood the process and could communicate this to residents, as road closures are often unpopular but necessary.

6.4 The Committee requested an update report on SPACES and asked if this could be considered as part of the update on property assets. The Chief Operating Officer suggested that the Committee could receive a SPACES report at their meeting in either November 2025 or March 2026. This report was last considered in March 2024 and could be combined with the asset management report to brief members about combining and making best use of public resources.

6.5 The Committee asked when it would receive an update on the Council's current approach to the use of AI. The Chief Operating Officer suggested that the Committee could receive a briefing in autumn.

6.6 The Committee RESOLVED to:

- 1) Agree the agenda items for the future committee meetings;
- 2) Add streetworks to the work programme and conduct a scoping meeting for a potential review; and
- 3) Agree to re-form the Local Transport Plan 4 reference group, for a briefing session on the Local Transport Plan 4 request assessment process.

7. EAST SUSSEX HIGHWAYS YEAR 2 CONTRACT PERFORMANCE

7.1 The Assistant Director of Operations, introduced the report on East Sussex Highways Performance, which summarises the performance of the contract through the second year (2024/2025) in achieving the contract Service Performance Indicators (SPIs) and outcomes. These outcomes were set prior to awarding the contract to Balfour Beatty Living Places (BBLP) and were focussed around: quality assurance; value for money; stakeholder management; sustainable economic growth; and carbon reduction. Year 2 performance is much improved on Year 1, against the same 17 SPIs and 6 Key Performance Indicators (KPIs), even with higher targets, but there is still scope for improvement in most areas. The report focussed on areas with improvement plans in place, which directed the contractor to address specific areas of concern and continue to deliver value for money and a continuously improving service to the residents of East Sussex.

7.2 The Head of Highways, presented the report. The report showed more stabilised contract performance for Y2 than in Y1. The contract is delivered under East Sussex Highways, in partnership with BBLP, so the indicators measure the performance of the contract itself, not the contractors. He added that East Sussex Highways continuously review organisational and business processes to streamline service requests. The contract contains two incentives for good performance: a reward model based on SPI performance for each service year; and the possibility of the 7-year contract extension if KPIs are met or exceeded. The Contract Director for BBLP added that BBLP took a continuous improvement approach and while there was a high bar set to achieve KPIs, including 100% compliance to reach 'green' status against some indicators, he was hopeful that they could be achieved.

7.3 The Committee asked why some targets are set a 100% compliance, as this seems out of reach in practice. The Assistant Director Operations responded that the targets were set by a previous Scrutiny Committee, and noted that in some situations, a high target is appropriate. If Members felt the targets were inappropriate then they could be reviewed to assess their suitability. Some members commented that the KPIs and SPIs were well defined and thought that the contract had been well negotiated.

7.4 The Committee discussed the role of highways stewards and whether there were issues associated with relying on highway stewards who were employed by BBLP in raising defects with BBLP's work. The Committee noted that local stewards seemingly seemed to change often and asked whether there could be more consistency as this would improve communications with councillors. The Assistant Director Operations responded that the model of reporting through stewards employed directly by BBLP worked well and is appropriate, as it improves efficiency and shortens the time between a customer reporting an issue and resolution. He acknowledged that the changing of stewards could make maintaining continuity of communications for Members difficult, but that they would not want to limit the career progression opportunities for staff given that stewards hold a relatively junior role and may want to move upwards.

7.5 The Committee discussed who was responsible for the cost of long-standing defects in the road, where there has been an issue with repairs. Cllr Murphy referenced a defect on South

Road in Hailsham, where following a resurface water collected on the surface of the road as a drain was in the wrong place, and asked whether this was logged as a defect that BBLP was responsible for, or a new defect. The Assistant Director Operations agreed to provide an answer on South Road to Cllr Murphy outside of the meeting.

7.6 The Committee asked if future reports could include more contextual information on where targets had been missed, for instance the longest outstanding defect. Cllr Shing noted that he would find more information for understanding the challenges in different areas, and commented that some of the common issues concerns within his division were not addressed in the report. Assistant Director Operations noted that if there was specific information Members were interested in, they could contact the team at any point and ask for this. The Head of Highways added that he was keen to understand the concerns in particular circumstances, and that he would be meeting with Councillor Shing in August to better understand the issues in his division.

7.7 The Committee commented that where repairs are temporary, this was inconsistently being indicated with a spray painted 'T', which communicated their temporary status to residents. BBLP Contract Director confirmed that a response to this issue would be provided after the meeting.

7.8 The Committee discussed quality control and the 'right first time' approach repairs as in some areas top dressing/resurfacing has caused other issues, such as blocked drains. BBLP Contract Director responded that an important measure was 'first time fixes' where repairs are only conducted once, which 97% of repairs are. Reactive repair teams also have regular quality reviews which work alongside the 'right first time' quality approach to planned works, to minimise defects in repairs. Quality reviews are conducted every quarter to monitor quality of repairs, and management systems were improving every quarter for managing and measuring quality.

7.9 The Committee discussed that the Member portal, noting that it was not well used. Some councillors noted that they did not find it very user-friendly, and suggested that it show reasons why defects were not deemed at intervention level when an issue has been raised, as well as RAG ratings of roads within local divisions. Assistant Director Operations responded that it is difficult to design the portal to suit all 50 Members, as different Members have different requirements, but offered to put Members in touch with the team to discuss any particular concerns they had. SCANNER surveys had a huge amount of data which it would be difficult to publish online, but if Councillors wanted some more localised information that could be provided. The Head of Highways confirmed that issues that had previously been raised about the member portal were being looked at.

7.10 The Committee asked if full compliance with the contract could be expected by year 7. The Assistant Director Operations answered that full compliance was the expectation, and the contract performance indicated the right trajectory.

7.11 The Committee recognised that there were some issues which were complicated and took a long time to resolve and asked how these issues are tracked over multiple years, and how the contract ensures that this is communicated to Members. Assistant Director Operations responded that it does take a long time to resolve complicated issues but recognised that this was too long in some cases and maintaining communication with Members was highly important throughout.

7.12 The Committee asked whether there were penalties in place for failure to meet targets. The Assistant Director Operations responded that the contractor was paid their actual costs for delivering the service and there were no financial penalties for failure to meet targets. If the contractor beats the targets costs, they received a share of the gain share pot for delivering under cost delivery. Performance could be rewarded with 50% of the accumulated gain share pot but couldn't be accessed if performance was not high enough.

7.13 The Committee discussed whether it could receive an update report on improvements to the service in March 2026, with the results of the 6-month improvement plan. The Assistant Director Operations responded that a report could be brought to the Committee in March, but that some of the targets are annual, so the final outcome of these would not be received until the end of the financial year.

7.14 The Committee raised the frustrations of residents from seeing roadworks without work taking place, and asked how residents are informed of timescales for repairs to manage expectations. Assistant Director Operations responded that this could happen during utility company works, but there are often genuine reasons for a lack of visible work taking place, for example, if newly laid apparatus is being tested. He assured the Committee that permit inspectors regularly inspect utilities works and there are consequences for no work taking place without genuine reason.

7.15 The Committee commented that there was a perception from some of a 'postcode lottery' for road quality across the county, and whether there was an assessment of areas in the county where roads were better than others. It was noted that some areas of the county received a higher volume of complaints which fed a perception that more repairs were done in these areas. The Assistant Director Operations assured the Committee that there is a robust system in place to determine where repairs are carried out, and that repairs are prioritised based on need, not the area or number of complaints.

7.16 The Committee RESOLVED to:

- 1) Note the performance of the second year of the Highways Infrastructure and Services contract with Balfour Beatty Living Places.
- 2) Receive an update report from BBLP at a future meeting to review the performance of Year 3 of the contract.

8. ANY OTHER ITEMS PREVIOUSLY NOTIFIED UNDER AGENDA ITEM 4

8.1 There were none.

The meeting ended at 12.43 pm.

Councillor Matthew Beaver (Chair)

Report to: Place Scrutiny Committee

Date of meeting: 29 September 2025

By: Deputy Chief Executive

Title: Work Programme

Purpose: To review and discuss the Place Scrutiny Committee's future work programme.

RECOMMENDATIONS: The Committee is recommended to:

- 1) review and agree the latest work programme as set out at Appendix 1 to ensure it reflects the correct focus of the committee including in relation to its role in the ongoing RPPR process;
 - 2) review upcoming items on East Sussex County Council's Forward Plan as set out at Appendix 2 to identify any issues that may require more detailed scrutiny; and
 - 3) confirm the membership of the streetworks scoping board as set out at paragraph 2.2.
-

1. Background

1.1 The work programme is an important tool in ensuring the correct focus and best use of the committee's time in scrutinising topics that are of importance to the residents of East Sussex, and the efficient and effective working of the Council. It also provides clarity for those who may be requested to give evidence to the committee on the issues under review, and the questions the committee requires answers to.

1.2 Discussion of the work programme provides the committee with the opportunity to consider topics that it may be of value to scrutinise, and to decide whether further scoping work is required. This provides a basis for deciding the best way of scrutinising a topic, the timescale, and who from the committee will be involved in carrying out the review work. If there are a number of potential topics for review, Members can determine the priority of the work within the resources available to the committee.

1.3 In setting and reviewing the work programme, Members should also consider the committee's input into the Reconciling Policy, Performance and Resources (RPPR) process and identify any information needed to provide effective challenge on key issues and areas of work impacting on the Council's future planning.

2 Supporting information

Work Programme

2.1 The committee's latest work programme is attached at Appendix 1, incorporating a number of updates including those outlined below. The committee is asked to consider, discuss and agree the work programme, subject to any further changes required.

Scrutiny Reviews

Streetworks

2.2 At its meeting on 22 July 2025 the Committee agreed to hold an initial scoping board on Streetworks to consider issues including the Council's approach to permitting road closures, communications with the public, diversions and lane rental, to determine whether to conduct a full scrutiny review. The scoping meeting will be held on 20 October 2025 with proposed membership: Cllr Hilton, Cllr Hollidge, Cllr Lunn, Cllr Murphy and Cllr Redstone.

Reference Groups

Local government reorganisation and devolution

2.3 The Devolution and Local Government Reorganisation (LGR) Reference Group, made up of Members of both Place and People Scrutiny Committees, held its second meeting on 23 July 2025. The Reference Group considered and commented on the latest position with both the devolution and LGR processes. The Reference Group met again on 11 September 2025 to review and provide comments to Cabinet on the East Sussex LGR proposal, as well as the latest developments in relation to devolution and proposals to establish a Mayoral Combined County Authority for Sussex.

Local Transport Plan 4 (LTP4)

2.4 The LTP4 Reference Group, which was established to provide input into the development of the LTP4, reconvened to receive a briefing on the updated request assessment process ahead of it being considered and agreed by the Lead Member for Transport and Environment on 8 September 2025. Another briefing meeting for the Reference Group will be held in November 2025 to consider and comment on the review of the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP).

Scrutiny engagement in RPPR planning

2.5 This committee's input into the RPPR process is ongoing, both through specific RPPR reports and through more detailed scrutiny of specific issues through the wider work programme.

2.6 At the **July** meeting the committee discussed relevant parts of the 2024/25 year end monitoring report and the State of the County 2025 report, both of which had been considered by Cabinet in June. These reports enabled the committee to review current service and financial performance information, as well as considering new developments which will impact on services, to ensure a full understanding of the current context and future pressures for the areas within the remit of the committee.

2.7 The **September** meeting provides an opportunity for the committee to consider the latest policy and financial context for planning for 2026/27 and beyond, and to identify any further information it requires to support its engagement in the planning process for inclusion in its work programme. Currently, it is expected that further detail of the Government's plans for local government funding will be set out in a policy statement in late October or early November, which will inform a further RPPR planning update to Cabinet. This will be followed by detailed funding allocations set out in the provisional Local Government Finance Settlement which we expect to receive in December.

2.8 Meanwhile, demand for local services has continued to increase. The Quarter 1 2025/26 Council Monitoring report, reported to by Cabinet on 24 September, provides some initial indications of how national and local conditions are impacting on ESCC in year.

2.9 The **November** committee meeting will provide an opportunity to review the latest update to Cabinet on planning for 2026/27, including the latest financial position and national policy reforms.

2.10 The committee's **RPPR Board** will then meet on 16 December 2025 to agree detailed comments and any recommendations on the budget and emerging updated portfolio plans to be put to Cabinet on behalf of the committee in January 2026.

2.11 The **March 2026** meeting will enable the committee to review the process and its input into the RPPR process and receive feedback on how scrutiny input has been reflected in final plans. Any issues arising can be reflected in the future committee work programme.

2.12 As part of its ongoing input to RPPR, the committee is recommended to identify any further information it requires to support its engagement in the planning process. The committee is also recommended to consider any amendments to its work programme to aid its contribution to the ongoing RPPR process.

Briefings and training

2.13 An annual awayday is planned to follow the meeting on 29 September 2025 for the committee to undertake a more in-depth review of its current work programme in light of the latest priorities and to discuss any key issues and the committee's approach to scrutiny in further detail.

2.14 A briefing on the use of Artificial Intelligence (AI) at the Council is being arranged for the committee in November 2025. Upcoming items on the Member Training Programme relevant to the Place Scrutiny Committee are highlighted on the work programme. As part of ongoing development, Members are invited to consider any other topics of interest for training to support their role on the committee.

Forward Plan

2.15 A copy of the Council's Forward Plan of executive decisions for the period 1 September to 31 December 2025 is included at Appendix 2. The committee is requested to review the forthcoming items on the Forward Plan to identify any issues within the remit of this committee that may require more detailed scrutiny. The Forward Plan is revised and published on a monthly basis and committee members should regularly review the Forward Plan.

3. Conclusion and reasons for recommendations

3.1 An important part of managing the work of the Place Scrutiny Committee, including its input into the RPPR process, is regularly reviewing the future work programme. This involves the Committee assessing its priorities, ensuring its ongoing reviews are completed in a timely fashion and identifying new areas for scrutiny.

PHILIP BAKER
Deputy Chief Executive

Contact Officer: Patrick Major, Policy and Scrutiny Adviser

Tel. No. 07701 258227

Email: patrick.major@eastsussex.gov.uk

Place Scrutiny Committee – Work Programme

Current Scrutiny Reviews		
Title of Review	Detail	Proposed Completion Date
To be agreed		
Initial Scoping Reviews		
Subject area for initial scoping	Detail	Proposed Dates
Streetworks	The Committee has agreed to form a scoping board to explore a scrutiny review of streetworks. The scoping board will examine previous scrutiny work in this area as well as the Council's approach to permitting road closures, communications with the public, diversions and lane rental. The following Committee members have indicated they wish to take part in this work: Councillors Hilton, Hollidge, Lunn, Murphy and Redstone.	20 October 2025
List of Suggested Potential Future Scrutiny Review or Reference Group Topics		
Suggested Topic	Detail	
Footway (Pavement) Maintenance	This topic was discussed as part of the Scrutiny Review of Pothole Management and the Review Board has suggested that the Committee may wish to carry out a scrutiny review on this topic. Some of the issues regarding additional investment in pavement maintenance may be similar to those examined as part of the pothole review.	
Highway Drainage	The Review Board which worked on the Scrutiny Review of Pothole Management has also suggested that the Committee may wish to carry out a scrutiny review on highway drainage. This topic has links to storm overflows, flood risk management and climate change mitigation measures.	
Climate Change	The Committee has agreed to consider scoping a review to examine the Council's countywide work on climate change, which could look at countywide actions and how the Council works with other organisations (e.g. District and Borough councils) on this issue.	

Parking Policy	A potential review of parking policy examining how the Council manages highway space in relation to allowing vehicles to park on street including for Electric Vehicle charging; the rational for pricing and could it be revised (e.g. can parking policy influence or encourage to more Active Travel); how the Council uses any parking revenue surplus and how that can be used under 2004 Traffic Management Act to fund other transport measures in areas where public expect ESCC to deliver services or projects where the Council does not have funding.	
Local Speed Limit Policy – Part 2	Part 2 of the Scrutiny Review of Local Speed Limit Policy including: the work undertaken to review speed limits, their funding and cost; the role of speed limits in the context of the LTP4; the LTP4 prioritisation process and available resources; and the policy framework and budget allocation for 20mph limits and zones of other local authorities and the approaches they have taken to 20mph limits.	
Scrutiny Reference and Working Groups		
Reference Group Title	Subject Area	Meetings Dates
Local Transport Plan 4 Reference Group	The Committee established a Reference Group to provide input into the development of the revised Local Transport Plan (LTP4) which was adopted by the Council in October 2024. The Committee agreed to re-form the Reference Group as relevant support documents and strategies of LTP4 were developed and a briefing meeting on the revised Local Cycling and Walking Infrastructure Plan (LCWIP) has been planned. Membership of the Reference Group consists of Cllr Beaver, Cllr Collier, Cllr Hilton, Cllr Hollidge, Cllr Lunn, Cllr Redstone (Chair), Cllr Shing and Cllr Tutt.	November 2025
Devolution and Local Government Reorganisation (LGR) Reference Group	The Committee has established a Reference Group, together with members of the People Scrutiny Committee, to provide scrutiny input into the work related to Devolution and Local Government Reorganisation (LGR). Membership of the Reference Group consists of all Place Scrutiny Committee members and People Scrutiny Committee members Cllr Cross, Cllr Geary, and Cllr Howell.	26 November 2025, 12 January 2026
Asset Management Strategy Working Group	The Committee has established a Working Group to provide scrutiny input into the update of the corporate Asset Management Strategy. Future work subject to LGR developments. Membership of the Working Group consists of Cllr Hilton, Cllr Hollidge, Cllr Lunn, Cllr Murphy (Chair) and Cllr Redstone.	TBC
Reports for Information/Briefings		

Subject		Detail	Proposed Date
Increased Use of Artificial Intelligence.		For the Committee to have a briefing on the increased use of AI, including what was happening currently, a risk analysis and the potential benefits (e.g. where AI could be used to gain efficiencies in areas such as process documentation).	November 2025
The Keep		A report or briefing on The Keep including information on who uses it, how the service works, what are the costs of the service and how it generates income, together with a site visit for committee members.	To be agreed
Funding bids and opportunities from Government		A report or briefing outlining how ESCC can work collaboratively with District and Borough councils in East Sussex to ensure funding allocated as part of Levelling Up and Town Deals etc. (managed by Government and the relevant District or Borough councils) improves Traffic Management, Movement and Access, Highway improvements and the Public Realm in these areas which are ESCC's responsibility.	To be confirmed
Training and Development			
Title of Training/Briefing		Detail	Proposed Date
Place Scrutiny Committee Away Day		Work planning Away Day to review the Committee's work programme and carry out horizon scanning of potential scrutiny topics, changes and challenges facing the Council where scrutiny input would be beneficial.	29 September 2025 (after Committee meeting)
Food Waste		This session will focus on the introduction of food waste recycling and will explain how waste services will be changing in order to separate and compost food waste from April 2026 onwards. Other key aspects of the Environment Act will also be covered. To be held via Teams and open to all Members.	29 September 2025, 2-3pm
Future Committee Agenda Items			Author/Witnesses
27 November 2025			
Reconciling Policy, Performance and Resources (RPPR)	The Committee will examine any additional information requested at the September meeting and consider any updated RPPR information for 2026/27.		Chief Executive / Scrutiny and Policy Adviser

Qualitative Approach to Social Value in Procurement	A report on the development and next steps in adopting a qualitative approach to Social Value in procurement, following a recommendation that this model is explored for procurement across the Council in the Committee's review report on the same topic.	Chief Operating Officer / Director of Procurement / Head of Policy & Modernisation, Orbis
Work Programme	To consider items for inclusion in the Committee's work programme: • Reports for future meetings • Scrutiny reviews and potential scrutiny reviews • Items from the Forward Plan	Scrutiny and Policy Adviser
19 March 2026		
Reconciling Policy, Performance and Resources (RPPR)	The Committee will review its input into the RPPR budget setting process, and the impact of any recommendations or comments made by the Committee.	Chief Executive / Scrutiny and Policy Adviser
Scrutiny Review of Local Speed Limit Policy	To receive the second update report on the implementation of the recommendation from the Scrutiny Review of Local Speed Limit Policy	Assistant Director Communities / Head of Communities
Work Programme	To consider items for inclusion in the Committee's work programme: • Reports for future meetings • Scrutiny reviews and potential scrutiny reviews • Items from the Forward Plan	Scrutiny and Policy Adviser
22 July 2026		
Reconciling Policy, Performance and Resources (RPPR)	The Committee will examine any additional information requested at the September meeting and consider any updated RPPR information for 2026/27.	Chief Executive / Scrutiny and Policy Adviser
Work Programme	To consider items for inclusion in the Committee's work programme: • Reports for future meetings • Scrutiny reviews and potential scrutiny reviews • Items from the Forward Plan	Scrutiny and Policy Adviser
23 September 2026		
Reconciling Policy, Performance and Resources (RPPR)	The Committee will examine any additional information requested at the September meeting and consider any updated RPPR information for 2026/27.	Chief Executive / Scrutiny and Policy Adviser
Work Programme	To consider items for inclusion in the Committee's work programme: • Reports for future meetings • Scrutiny reviews and potential scrutiny reviews	Scrutiny and Policy Adviser

	Items from the Forward Plan	
Future Items – to be scheduled		Witnesses
Killed and Seriously Injured (KSI) Road Collisions	The Committee requested an update report on the effectiveness of the interventions that have been put in place to try and reduce the number of KSI collisions on the County's roads and have an outline of the measures that other local authorities have put in place to tackle this issue.	Director of Communities Economy and Transport / Assistant Director Communities
SPACES Programme and property asset disposal	To receive an update report on the work of the SPACES programme last reported to the Committee in March 2024, to include information on the Council's approach to property asset disposals. Timing TBC and to tie in with the work of the Asset Management Strategy Reference Group	Assistant Director Property / Chief Operating Officer
Highways maintenance contract	To receive an update report on the key performance indicators of the Highways Maintenance Contract. To be scheduled March or July 2025.	Director of Communities Economy and Transport / Assistant Director Communities

This page is intentionally left blank

EAST SUSSEX COUNTY COUNCIL'S FORWARD PLAN

The Leader of the County Council is required to publish a forward plan setting out matters which the Leader believes will be the subject of a key decision by the Cabinet, individual Cabinet member or officer in the period covered by the Plan (the subsequent four months). The Council's Constitution states that a key decision is one that involves

- (a) expenditure which is, or the making of savings which are, significant having regard to the expenditure of the County Council's budget, namely above £500,000 per annum; or
- (b) is significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions.

As a matter of good practice, the Council's Forward Plan includes other items in addition to key decisions that are to be considered by the Cabinet/individual members. This additional information is provided to inform local residents of all matters to be considered, with the exception of issues which are dealt with under the urgency provisions. Only key decisions to be taken by officers are included.

For each decision included on the Plan the following information is provided:

- Page 21
- the name of the individual or body that is to make the decision and the date of the meeting or relevant time period for an officer decision
 - the title of the report and decision to be considered
 - groups that will be consulted prior to the decision being taken
 - a list of documents that will be considered when making the decision
 - the name and telephone number of the contact officer for each item.

The Plan is updated and published every month on the Council's website two weeks before the start of the period to be covered.

Meetings of the Cabinet/individual members are open to the public (with the exception of discussion regarding reports which contain exempt/confidential information). Copies of agenda and reports for meetings are available on the website in advance of meetings. Key decisions taken by officers will not be taken at a meeting – documents listed can be made available on request to the contact officer, with the exception of those which contain exempt/confidential information.

For further details on the time of meetings and general information about the Plan please contact Hannah Matthews at County Hall, St Anne's Crescent, Lewes, BN7 1UE, or telephone 01273 335138 or send an e-mail to Hannah.matthews@eastsussex.gov.uk. For further detailed information regarding specific issues to be considered by the Cabinet, individual Member or officer please contact the named contact officer for the item concerned.

EAST SUSSEX COUNTY COUNCIL
County Hall, St Anne's Crescent, Lewes, BN7 1UE

For copies of reports or other documents please contact the officer listed on the Plan or phone 01273 335274.

FORWARD PLAN – EXECUTIVE DECISIONS (including Key Decisions) –1 September 2025 to 31 December 2025

Additional notices in relation to Key Decisions and/or private decisions are available on the [Council's website](#).

Cabinet membership:

Councillor Keith Glazier - Lead Member for Strategic Management and Economic Development
Councillor Nick Bennett – Lead Member for Resources and Climate Change
Councillor Penny di Cara – Lead Member for Economy
Councillor Claire Dowling – Lead Member for Transport and Environment
Councillor Carl Maynard – Lead Member for Adult Social Care and Health
Councillor Bob Bowdler – Lead Member for Children and Families
Councillor Bob Standley – Lead Member for Education and Inclusion, Special Educational Needs and Disability

Date for Decision	Decision Taker	Decision/Key Issue	Decision to be taken wholly or partly in private (P) or Key Decision (KD)	Consultation	List of Documents to be submitted to decision maker	Contact Officer
8 Sep 2025	Lead Member for Transport and Environment	The East Sussex Local Transport Plan 4 (LTP4) - Request Assessment Process (Transport Schemes) To consider the updates to the 'Request Assessment Process', to ensure alignment with the East Sussex LTP4, adopted by Full Council in October 2024. This will inform how requests for transport schemes are prioritised for inclusion in the annual Integrated Transport Capital Programme from 2026/27 onwards.	KD		Report, other documents may also be submitted	Douglas Chapman 07514 724422

8 Sep 2025	Lead Member for Transport and Environment	Highway Maintenance Incentive Funding 2025/26 A condition of the 2025/26 Highway Maintenance Block Funding is to provide information to the Department for Transport (DfT) regarding the value of the Council's highway assets and evidence that the Council is following certain best practice criteria. The DfT require the information to be signed off by either the Leader of the Council or Lead Member for Transport and Environment. The report recommends approval of the draft report to the Department for Transport containing the information required.	KD		Report, other documents may also be submitted	Andrew Turner 07526 567283
8 Sep 2025	Lead Member for Transport and Environment	Petition regarding the 51 bus service To consider the petition on the 51 bus service. The petition is to 'Stop Stagecoach from changing the 51 bus service to Eastbourne to hourly from half-hourly'.	KD		Report, other documents may also be submitted	Craig Lamberton 01273 337525
8 Sep 2025	Lead Member for Transport and Environment	Strategic Highways Policies and Plans - Update and Approvals As part of best practice, the Contracts Management Group for the East Sussex Highways contract is conducting a comprehensive review of East Sussex County Council's strategic highways plans and policies to create a consistent, long-term approach to asset management. The Lead Member will consider proposed updates to key documents—including the Highway Asset Management Policy and Strategy - and consider introducing new			Report, other documents may also be submitted	Rosslyn Mills 01273 336337

		policies on Commuted Sums and Winter Service. These updates align with Local Transport Plan 4 (LTP4) objectives, address identified policy gaps and reflect current best practice and government expectations linked to future funding.				
15 Sep 2025	Lead Member for Strategic Management and Economic Development	East Sussex Local Growth Assurance Framework (ESLGAF) Capital Programme report To note the project progress and final spend in 2024/25 across the Local Growth Fund, Getting Building Fund and Growing Places programmes and agree the scheme spend profiles for the Local Growth Fund, Getting Building Fund and Growing Places programmes for the first half of the 2025/26 financial year.			Report, other documents may also be submitted	Mirco Cordeiro 07731 343705
15 Sep 2025	Lead Member for Strategic Management and Economic Development	Observer Building, Hastings - reprofiling finances To consider reprofiling and further support proposals for the Observer Building project in respect of the Growing Places Fund loan.	P KD		Report, other documents may also be submitted	Alex Colbran 07729 108123
15 Sep 2025	Lead Member for Strategic Management and Economic Development	East Sussex Lane Rental Scheme - approval of Policy for surplus fund spend The East Sussex Lane Rental Scheme contains a surplus revenue policy which states that the East Sussex Lane Rental Scheme Board will determine the use of any surplus revenue. After bids have been reviewed by the Board, approval is required. As this relates to an executive function, the	KD		Report, other documents may also be submitted	Pippa Mabey 01273 335506

		Leader will consider the addition of a new delegation to the Officer Scheme of Delegations to authorise the Director of Communities, Economy and Transport to approve any Scheme Lane Rental surplus bids under £500,000.				
15 Sep 2025	Lead Member for Strategic Management and Economic Development	Local Government Reorganisation: Proposal for a single tier of local government across East Sussex The Leader is asked to consider and note the full proposal for a single tier of local government in East Sussex, and to seek the views of Full Council ahead of consideration by Cabinet, and prior to the proposal being submitted to Government by 26 September 2025.	KD	If the proposal is agreed by Government it would impact on all Members' divisions.	Report, other documents may also be submitted	Philip Baker 01273 481564
15 Sep 2025	Lead Member for Strategic Management and Economic Development	Devolution: Consent to the establishment of a Mayoral Strategic Authority for Sussex Government has confirmed the statutory tests for a Mayoral Strategic Authority for Sussex have been met and that it intends to proceed with its establishment. The Leader is asked to consider and note the summary content of the Statutory Instrument that will establish a Mayoral Strategic Authority, and to seek the views of Full Council ahead of consideration by Cabinet.	KD		Report, other documents may also be submitted	Philip Baker 01273 481564
24 Sep 2025	Cabinet	East Sussex County Council's approval as a constituent authority of the final draft of Transport for the South East's Transport Strategy	KD	Transport for the South East undertook a public	Report, other documents may also be submitted	Lisa Simmonds 03456 080190

		To approve of the finalised Transport Strategy that has been developed by Transport for the South East ahead of its proposed formal adoption by their Partnership Board in October 2024 and submission to the Department for Transport		consultation on their draft strategy between 10 December 2024 and 7 March 2025.		
24 Sep 2025	Cabinet	Local Government Reorganisation: Proposal for a single tier of local government across East Sussex Seeking Cabinet approval of the full proposal for a single tier of local government in East Sussex following discussion at Full Council, prior to submission to Government by 26 September 2025.	KD	If the proposal is agreed by Government it would impact on all Members' divisions.	Report, other documents may also be submitted	Philip Baker 01273 481564
24 Sep 2025	Cabinet	Council Monitoring Quarter 1 To consider the Council Monitoring report for the first quarter of the financial year 2025/26 as part of the Council's Reconciling Policy, Performance and Resources (RPPR) budget monitoring process.	KD		Report, other documents may also be submitted	Victoria Beard 07894 708914
24 Sep 2025	Cabinet	Ashdown Forest Trust Fund To inform Cabinet of the movements on the Trust Fund during 2024/25 and the closing position as at 31 March 2025.			Report, other documents may also be submitted	Andy Fowler 01273 481774
25 Sep 2025	Lead Member for Resources and Climate Change	Playing field adjacent to the Tilling Green Community Centre - outcome of the public consultation of the Council's proposal disposal of the land On 22 April 2025, the Lead Member gave	KD	Public consultation was held.	Report, other documents may also be submitted	Rebecca Lewis 07955 312371

		approval to enter into a public consultation regarding the proposal to dispose of the land as per the requirement to do so under Section 123 of the Local Government Act 1972. The consultation was held, and the responses will be considered by the Lead Member. Options for next steps will also be considered.				
25 Sep 2025 Page 27	Lead Member for Resources and Climate Change	Acre Wood Academy (previously Grove Park School)- award of building contract for new school facilities Award of Joint Contracts Tribunal (JCT) Building Contract in relation to the constructing a new building to provide Special Educational Needs (SEN) Secondary facilities on the existing Acre Wood Academy (previously Grove Park Primary School) site in Crowborough. The Secondary is relocating from its current shared site. The project will enable education provision for 60 pupils aged 2-16 with Profound and Multiple Learning Difficulties (PMLD), Autistic Spectrum Disorder (ASD) and Severe Learning Difficulties (SLD) in one location.	P KD		Report, other documents may also be submitted	Nigel Brown 07394 410630
September 2025	Director of Communities, Economy and Transport	East Sussex on-street electric vehicle chargepoint contract award Award of contract, following the conclusion of a procurement process, of an operator to install and manage on-street electric vehicle charge points on the road network in East Sussex.	P KD		Report, other documents may also be submitted	Ian Glover 01273 336389

September 2025	Director of Adult Social Care and Health	Contract Award - Adult Drug and Treatment Services To decide of the outcome of the commissioning process to award the contract for the Adult Drug and Treatment Services.	P KD	The following have been consulted: A range of professional stakeholders, those who use or have used the existing service in the past, those who do not use the service, those who care for people use or have used the existing service and the wider community.	Report, other documents may also be submitted	Caz Kearton-Evans 07879 117579
September 2025	Director of Adult Social Care and Health	BHT Sussex, Provision of Housing-Related Floating Support, use of allowed for contract extension As part of its savings programme and following public consultation, the Council has agreed that the funding for the Floating Support Service should be reduced from 1 October 2025. The current contract held by BHT Sussex runs to November 2026 allowing for an extension of up to five years. It is proposed, as part of the contract amendment to reduce the funding, to extend the contract from November 2026 for a further three years to November 2029 with the option to use the further 2 years as	KD		Report, other documents may also be submitted	Tamsin Peart 07881 282732

		+1 and + 1 to allow for flexibility, provide continuity and enable additional funding from Districts and Boroughs to be added to the contract.				
6 Oct 2025	Lead Member for Education and Inclusion, Special Educational Needs and Disability	Chailey St Peter's Church of England Primary School To make a final decision on the proposal to establish a specialist facility with a designation of Autistic Spectrum Disorder (ASD) at Chailey St Peter's CE Primary School.		Consultation was undertaken with the school community and other interested parties between 25 April and 23 May 2025. A statutory proposal, to be published in July 2025, provides interested parties with a further opportunity to comment on, or object to, the proposal.	Report, other documents may also be submitted	Gary Langford 01273 481758
14 Oct 2025	Lead Member for Economy	Endorsement of the Get Sussex Working Plan The Department for Work and Pensions (DWP) has requested that the council develops a 'Get Sussex Working Plan' for the period 2025-2035, outlining priorities and actions for moving East Sussex towards an employment rate of 80%. The plan must be co-produced and endorsed by West Sussex County Council and Brighton and Hove City Council, and must also be endorsed by the Integrated Care Board for	KD	Over 100 local stakeholders from across Sussex have informed the plan through surveys, stakeholder consultation exercises and user voice exercises. Skills and Employment	Report, other documents may also be submitted	Holly Aquilina 01323 463538

		Sussex and the South-East Regional Area Team for the DWP, prior to being sent to the Minister for Employment for final approval. It will be taken forward initially by the 3 upper tier authorities and then under the remit of the proposed new Mayoral Combined County Authority.		East Sussex have had the opportunity to review the report and implementation plan.		
20 Oct 2025	Lead Member for Transport and Environment	Petition: Installation of a pedestrian crossing and a 20mph speed limit in Lewes Road, Newhaven To consider a petition to install a pedestrian crossing and a 20mph speed limit between Lawes Avenue and Robinson Road, in Lewes Road, Newhaven.			Report, other documents may also be submitted	Clare Akehurst 03456 080193
20 Oct 2025	Lead Member for Transport and Environment	Authorisation to carry out public consultation regarding the proposed introduction of parking charges at Broomhill Sands Car Park, Camber Authorisation is being sought to carry out a public consultation in relation to the proposed introduction of parking charges at Broomhill Sands Car Park, Camber.			Report, other documents may also be submitted	Andrew Le Gresley 03456 080193
20 Oct 2025	Lead Member for Transport and Environment	Installation of Fire Suppression Systems at Waste Transfer Stations To seek Lead Member approval to fund the installation of fire suppression systems at Maresfield and Pebsham waste transfer stations. This is to reduce the likelihood of a fire causing damage and disruption at both facilities, and reduce the consequent impact that the loss of either facility would have on	P KD		Report, other documents may also be submitted	Justin Foster 01273 335805

		waste collection and disposal services in East Sussex.				
21 Oct 2025	Cabinet	Devolution: Consent to the establishment of a Mayoral Strategic Authority for Sussex Government has confirmed the statutory tests for a Mayoral Strategic Authority for Sussex have been met and that it intends to proceed with its establishment. Cabinet is asked whether to provide consent to the laying of the Statutory Instrument in Parliament by which the Mayoral Strategic Authority will be established with the Council becoming a Constituent Authority.	KD		Report, other documents may also be submitted	Philip Baker 01273 481564
23 Oct 2025	Lead Member for Adult Social Care and Health	East Sussex Housing Partnership Strategy To approve a draft strategy which has been developed by East Sussex Housing Partnership. The strategy sets out a vision and priority areas of work for the local housing sector.	KD		Report, other documents may also be submitted	Michael Courts
23 Oct 2025	Lead Member for Adult Social Care and Health	Proposal to introduce admin fees for adults who fully fund care and support arranged by East Sussex County Council To consider the outcome of the public consultation on the proposed implementation of admin fees for adults who fully fund their care. This would apply to adults who have been financially assessed as having sufficient capital to be able to pay for their care themselves, under section 17 of the Care Act, and have requested that ESCC set up care on their behalf. The	KD	A public consultation will be undertaken for this proposal (running from May-July). The 2400 individuals who could be impacted were contacted directly. The survey is	Report, other documents may also be submitted	Ben Baker, Sonny Butler 01273 482830

Page 32		proposed fees would offset set-up costs and invoicing charges that the Council incurs when setting up this care		available publicly online and will be promoted through local networks and the council social media channels. Feedback from this consultation will be used to inform the final proposal. This proposal has the potential to impact individuals across all wards, as adults who fully fund their care live countywide.		
Between 7 Oct 2025 and 31 Oct 2025	Chief Operating Officer	Site 6, Eastbourne - Disposal of Long Leasehold Interest On 14 January 2025, the Lead Member for Resources and Climate Change declared Site 6, Eastbourne (the property) to be surplus and approved the disposal of it. Authority was delegated to the Chief Operating Officer to agree the terms of sale, jointly with Eastbourne Borough Council. The property has been marketed on the open market. The Chief Operating Officer will consider the offers made.	P KD		Report, other documents may also be submitted	Rebecca Lewis 07955 312371

3 Nov 2025	Lead Member for Education and Inclusion, Special Educational Needs and Disability	Admission arrangements for East Sussex schools 2027-28- permission to consult To seek Lead Member approval to consult on the proposed admission arrangements for Community and Voluntary Controlled schools for the 2027-28 academic year.	KD	Public consultation to be published on website.	Report, other documents may also be submitted	Jo Miles 01273 481911
11 Nov 2025	Cabinet	RPPR Update - 2026/27 next steps and Medium Term Financial Plan To consider an update on the reconciling policy, performance and resources (RPPR) process for 2026/27, the next steps and the medium term financial plan.	KD		Report, other documents may also be submitted	Victoria Beard 07894 708914
November 2025 25 33	Director of Communities, Economy and Transport	Award of construction contract for the Exceat Bridge replacement scheme Following the procurement process under the Hampshire Gen5 framework, which allowed 6 suppliers to submit bids for the construction of the new bridge, the Exceat Bridge Replacement Project Board will review the bid evaluations and provide a recommendation to the Director of Communities, Economy, and Transport to make the final contract award decision.	P KD		Report, other documents may also be submitted	Karl Taylor 01273 482207
8 Dec 2025	Lead Member for Transport and Environment	The East Sussex Rail Strategy 2025 - 2050 To consider responses from the key stakeholder and public consultations on the draft East Sussex Rail Strategy, alongside seeking approval of this as a supporting document to the East Sussex Local Transport Plan 4.	KD		Report, other documents may also be submitted	Lisa Simmonds 03456 080190

8 Dec 2025	Lead Member for Transport and Environment	The East Sussex Freight Strategy 2025 - 2050 To consider responses from the key stakeholder and public consultations on the draft East Sussex Freight Strategy, alongside seeking approval of this as a supporting document to the East Sussex Local Transport Plan 4.	KD		Report, other documents may also be submitted	Lisa Simmonds 03456 080190
8 Dec 2025	Lead Member for Transport and Environment	East Sussex and Brighton & Hove Local Nature Recovery Strategy The County Council has a statutory duty to prepare a Local Nature Recovery Strategy (LNRS) for the county, including the administrative area of Brighton & Hove City Council. The report will be to seek Lead Member approval for the final LNRS, as well as the necessary statutory stages that lead to publication of the final LNRS.	KD	The Local Nature Recovery Strategy has been developed through significant consultation with a large range and number of stakeholders. Ahead of the Lead Member decision, a draft Strategy will have been subject to a 6-8 week period of public consultation.	Report, other documents may also be submitted	Kate Cole 01273 481621
9 Dec 2025	Cabinet	Council Monitoring Quarter 2 To consider the Council Monitoring report for the second quarter of the financial year 2025/26 as part of the Council's Reconciling Policy, Performance and Resources (RPPR) budget monitoring process.	KD		Report, other documents may also be submitted	

9 Dec 2025	Cabinet	Annual Report of Looked After Children To consider the annual report of the Looked After Children	KD		Report, other documents may also be submitted	Sally Carnie 01323 747194
16 Dec 2025	Lead Member for Adult Social Care and Health	Circle Room Young Persons Sexual Health clinic, Lewes - consultation outcome To consider the feedback from the consultation in relation to the future of the Circle Room Young Persons Sexual Health clinic in Lewes and to make a decision in relation to next steps.	KD	Circle Room's service users (young people aged up to 25 years old)	Report, other documents may also be submitted	Tony Proom 01273 335252

This page is intentionally left blank

Report to: Place Scrutiny Committee

Date of meeting: 29 September 2025

By: Director of Communities, Economy and Transport

Title: East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP)

Purpose: To provide an update on the progress of the East Sussex LCWIP alongside other active travel schemes, initiatives and training.

RECOMMENDATIONS:

- (1) To note recent project development and delivery associated with the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) alongside other active travel schemes, initiatives and training.**
 - (2) To note ESCC recent response to ATE's Local Authority Capability assessment.**
 - (3) To note the current activities associated with the review of the East Sussex LCWIP.**
 - (4) To note engagement with the Place Scrutiny Committee, with an invite circulated to all Councillors, on the draft East Sussex LCWIP will take place through a workshop in early November 2025, prior to a public and stakeholder consultation in early 2026.**
-

1 Background Information

Introduction

1.1. Local Cycling and Walking Infrastructure Plans (LCWIP) are strategic plans developed by local authorities to improve walking, wheeling and cycling infrastructure over a 5-10-year period. LCWIP's overarching aim is to make walking, wheeling and cycling an easy choice for journeys by setting out network and investment priorities.

1.2. The national policy context for LCWIPs is the Department for Transport's (DfT) Gear Change strategy, published in July 2020, which sets out a bold vision for cycling and walking, and outlines DfT's plans to revolutionise active travel. It focuses on the need for:

- Healthier, happier and greener communities
- Safer streets
- Convenient and accessible travel
- Ensuring active travel is at the heart of transport decision-making

1.3 Complementary to Gear Change is the DfT's second Cycling and Walking Investment Strategy (CWIS2), published in March 2023. CWIS2 sets out an ambition for 'walking, wheeling and cycling to be the natural choice for shorter journeys, or as part of longer journeys'. In turn, CWIS2's ambition is supported by a series of objectives to increase the percentage of short journeys in towns by walking and cycling, increase walking activity, doubling cycling activity and increasing the percentage of children walking to school.

1.4 Active Travel England (ATE) was established in August 2022 as an executive agency of the DfT, to support the delivery of these policies, and specifically to drive up the standards of active travel infrastructure delivered by local authorities through undertaking annual assessments. ATE

also have responsibilities for the allocation of active travel funding, monitoring of performance, approval and inspection of schemes, provision of training, good practice and knowledge sharing.

East Sussex Local Transport Plan

1.5 From a local policy context the [East Sussex Local Transport Plan 4 \(LTP4\)](#), adopted at the County Council's Full Council meeting in October 2024, embraces a planning for people and places approach focusing on enabling and encouraging integrated journeys and reducing the need to travel through land-use and planning policies that support sustainable travel.

1.6 East Sussex LTP4's more robust ambition for active travel is reflected in the 'Supporting safer, healthier lifestyles and communities' chapter, with the inclusion of the specific policy B2: Active travel. Policy B2 emphasises that planning, designing, delivering, and maintaining new and enhanced high-quality infrastructure and placemaking schemes, which support more active travel, will consider national infrastructure guidance and best practice, including DfT - Local Transport Note 1/20 Cycle Infrastructure Design, Manual for Streets and Inclusive Design, together with ATE design tools and guidance.

1.7 The chapter also highlights the need to align with key strategic plans including District & Borough Local Plans, the East Sussex Bus Service Improvement Plan and the draft East Sussex Rail Strategy to support sustainable development and integration between modes alongside increasing the opportunities to secure funding. Inclusive engagement is highlighted as critical, ensuring that this is integrated from the outset of scheme development. This is to enable all people to have a voice, particularly from groups that are seldom heard and to manage any challenges to scheme design. The chapter also highlights the opportunities associated with the need to review the East Sussex LCWIP to provide a greater balance across identified schemes which support walking, wheeling and cycling.

Current Local Cycling Walking and Cycling Infrastructure Plan

1.8 The current [East Sussex LCWIP](#) was approved by Cabinet in September 2021. It was developed in accordance with the DfT [LCWIP technical guidance](#) at the time, and in partnership with key local stakeholders. It sets out an ambitious proposed network of preferred cycling and walking routes and measures in specific areas of the County. The DfT recommended that LCWIPs must be focussed on areas where there is the greatest opportunity to increase levels of cycling and walking. Therefore, the East Sussex LCWIP was focussed on the coastal strip and larger market towns. It was made clear that the deliverability of the plan was dependent on the Council and its partner's ability to seek and secure funding to both develop and deliver future schemes.

2 Supporting Information

2.1 The responsibility for delivering the ambition for active travel, as outlined in the East Sussex LTP4 and the East Sussex LCWIP, lies with various teams in Communities, Economy and Transport (CET) who are directly or indirectly involved in seeking funding to plan, design, deliver, and maintain new and enhanced active travel infrastructure and placemaking schemes. This includes Infrastructure Planning & Place; Major Projects & Growth (MPG), Road Safety, Transport Development Planning, Highway Maintenance, Transport Hub, Parking and Highways contractor, Balfour Beatty Living Places.

2.2 This is complemented by partnership working with the Public Health department and key local partners including the district and borough councils, the South Downs National Park Authority and our neighbouring local authorities. Improvements to infrastructure are also supported by the delivery of active travel initiatives and training to support travel behaviour change.

2.3 The following section outlines the funding available for active travel, the County Council's response to the ATE Capability Assessment, the active travel capital and revenue funded related projects that have been developed and delivered since the LCWIP's adoption in 2021, and the current work programme on the review of the East Sussex LCWIP.

Funding of active travel infrastructure, initiatives and training

2.4 Funding for the identification, development and delivery of active travel infrastructure alongside initiatives and training is currently funded by numerous sources. This includes ATE capital and revenue (capability) funding which is used to develop and deliver active travel schemes, initiatives and training. This is alongside the annual capital grant for the development and delivery of integrated transport schemes. Development contributions augment this funding either secured via Section 106 agreements or from Community Infrastructure Levy bids.

2.5 In recent years, the County Council has been successful in securing project and programme-specific capital infrastructure funding to enable the development and delivery of active travel schemes through our MPG team. Other funding and programmes managed across the CET Directorate that directly or indirectly support active travel in the county include:

- Road Safety Speed Management Programme
- Safer Roads Programme
- Bikeability Programme
- Public Rights of Way - Surface Repairs and Bridge Replacement Programme, and
- Highways - Structural Maintenance programme

2.6 Further details of the funding available for active travel schemes for 2026/27 and the details on the different types of funding is outlined in Appendix 1.

2.7 Forthcoming changes to Government funding for transport infrastructure are anticipated from 2026/27 onwards with the move away from short term or intermittent funding to a longer-term funding settlement. We are supportive of this approach as it will enable a more robust approach to the planning and delivery of transport infrastructure programmes, including for active travel infrastructure, over a longer period. With devolution and the potential for the establishment of the Sussex Mayoral Strategic Authority (MSA) in May 2026, the transport priorities for the wider Sussex geography will be set by the new Mayor eventually through the development of a joint LTP for Sussex. Therefore, this may influence future longer-term allocations of funding for active travel within East Sussex received via the MSA.

2.8 In addition, local government reorganisation and the introduction of new unitary authorities across Sussex will bring closer alignment between planning and transport policy, and ensuring development more strongly plays its part in promoting active travel and delivering active travel infrastructure.

County Council - Response to ATE Capability Assessment

2.9 As outlined in paragraph 1.4, ATE undertake an annual assessment of local authority capability in relation to active travel from 0 to 4. The County Council currently has a local authority [active travel capability rating of 1](#) which is defined as 'some local leadership and support with developing plans and isolated interventions'.

2.10 The most recent assessment was provided at the end of June 2025 with a requirement to respond by 1 September 2025. Whilst there is currently no guidance from ATE on what constitutes a specific capability rating, ATE have indicated that the assessment for 2025/26 will apply a greater weighting to scheme delivery. There is also a new focus on understanding levels of active travel training within the authority, and local capability for value for money and monitoring and evaluation of schemes.

2.11 The County Council's response to the assessment is summarised within Appendix 2. It demonstrates the considerable progress made, especially related to local leadership and LCWIP

network development during the last year, and that the actions being taken in relation to these elements, are filtering through into scheme development and delivery.

2.12 Overall the County Council's 2025 self-assessment demonstrates that we have attained a level 2 (or above) on the majority of criteria and are moving closer towards a level 2 rating for delivery. As a consequence, we have requested that ATE consider raising our overall rating from 1 to 2.

2.13 Confirmation of ATE's local authority ratings will be provided in October 2025, with publication shortly afterwards. The ratings, alongside local population numbers, will continue to determine future allocations of funding for active travel scheme development and delivery.

Active Travel initiatives, activities and scheme project development and delivery

2.14 The adopted East Sussex LCWIP included a priority programme of twenty schemes to support both walking, wheeling and cycling across the prioritised LCWIP areas of Eastbourne and South Wealden, Bexhill and Hastings, Newhaven, Lewes and the SDNP. To date, 15 of these priority schemes have either been delivered or are at a development stage, either led by the County Council or a key local partner or community led groups.

2.15 To complement scheme development, the current LCWIP highlights the importance of integrating initiatives to support travel behaviour change as part of active travel scheme development and delivery.

2.16 Appendix 3 includes examples of active travel schemes, initiatives and activities that have been developed and delivered over the last four years funded in part or full by capital and/or revenue funding secured and received by the County Council. Examples of these schemes include School Streets and the design of measures to support the journey to school, Peacehaven & Telscombe Active Travel scheme – active travel neighbourhood approach, Eastbourne Town Centre and Hastings Green Connections, which is re-prioritising road space for people walking, wheeling, cycling and using public transport alongside inclusive placemaking. This is complemented by active travel behaviour change initiatives (as outlined in Appendix 4) and active travel training to enable the county to embrace national guidance and ATE's scheme development tools to enhance active travel scheme design.

Embedding active travel into policy

2.17 Considerable work is undertaken to ensure that active travel policy, as reflected in the East Sussex LTP4, is embed into relevant County Council plans and policies, for example the Healthy Weight whole system partnership plan, the Environment Plan and the East Sussex Economic Prosperity Strategy to 2050. This is alongside integration within key partners plans including the districts and boroughs and SDNPA local plans, with the inclusion of specific policies focussed on active travel to enable sustainable development.

East Sussex LCWIP Review 2025

2.18 The current East Sussex LCWIP outlines the potential alignment of the proposed cycling and walking networks in each geography. Whilst there has been progress in the development and delivery of a number of the prioritised schemes included in the plan to embrace the stronger strategic direction at both a national and local level in relation to active travel policy and guidance, and to develop a plan that more clearly indicates the County Council and our partners priorities of deliverable active travel schemes, a review of the East Sussex LCWIP has commenced. This will place the County Council and their partners in a stronger position to secure future funding.

2.19 The draft vision of the LCWIP aspires to promote healthy and active lifestyles by delivering a safe and inclusive walking, wheeling and cycling network that connects our communities and local destinations.

2.20 The review of the LCWIP includes a series of key stages, which are in alignment with the [DfT's LCWIP technical guidance](#). These include the following which is set out in more detail in Appendix 5: -

- Stages 1 & 2 - Project Inception & development of evidence base (June 2025)
- Stage 3 - Review and update of walking and cycling network plans (September 2025)
- Stage 4 - Development of walking and cycling concept design work (November 2025)
- Stage 5 - Prioritisation and appraisal of potential schemes (December 2025)
- Stage 6 - Public consultation of the East Sussex LCWIP (January 2026)

2.21 With the East Sussex LCWIP being a supporting document to the East Sussex LTP4 County Council officers will engage with the Place Scrutiny Committee at stage 4, with the invite extended to all Councillors to brief them on the progress of the review and to discuss the emerging work on the draft prioritised list of schemes for inclusion in the plan, ahead of the public consultation in early 2026.

3 Conclusion and Reasons for Recommendations

3.1 In recent years, there has been a national shift in transport policy placing a greater emphasis on the opportunities for active travel, resulting in strategies and plans and associated guidance and tools to support local authorities to develop and deliver higher quality integrated active travel infrastructure. The County Council has embraced this with the adoption of the East Sussex LTP4 which sets out a robust ambition for active travel across the county in planning for people and places over planning for vehicles.

3.2 The onus on delivering active travel infrastructure, initiatives and activities in the County Council does not sit with one team but across various teams in CET Directorate as well as Public Health, under the policy auspices of LTP4, as well as partnership work that is undertaken across the county. Since the adoption of the current LCWIP in September 2021, there has been significant progress especially related to local leadership - including the adoption of LTP4 in October 2024 - and LCWIP network development, with those actions filtering through into the complexity of scheme's being developed and starting to be delivered. The Committee is asked to note the recent project development and delivery associated with the East Sussex Local Cycling and Walking Infrastructure Plan alongside other active travel schemes, initiatives and training.

3.3 The ongoing delivery of active travel infrastructure, initiatives and activities continues and supports the evidence presented in the County Council's recent self-assessment submission to Active Travel England to increase the Local Authority Active Travel Capability rating from 1 to 2. The Committee is asked to note County Council's response to the recent Capability Assessment submission.

3.4 Following the adoption of LTP4 last year, the review of the East Sussex LCWIP commenced in summer 2025 and will be completed by the end of 2025. The review will support the development of a robust programme of deliverable active travel schemes to support the County Council and their partners in future applications for funding. This will be important with the forthcoming provision of a longer-term funding settlement for transport, devolution with the establishment of the Sussex Mayoral Combined County Authority in May 2026, and local government reorganisation. The Committee is also asked to note the current activities associated with the review of the LCWIP and the planned workshop with members of the Committee and Lead Member, with a wider invite to all Councillors to attend, in November 2025 ahead of public and stakeholder consultation in early 2026.

Director of Communities, Economy and Transport

Contact Officer: Lisa Simmonds

Tel. No. 07519 293 184

Email: lisa.simmonds@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

[East Sussex Local Transport Plan 4 \(LTP4\)](#)

Appendix 1 – East Sussex County Council's Transport budget (including specifically for active travel)

Figure 1 – East Sussex County Council Transport budget (including active travel)

Budget	2025/26
Total budget (£) your authority holds for transport this financial	£51,620,000
Total budget (£) your authority holds for Active Travel this financial year	£14,943,000

Figure 2 – Capital (2025/26)

Approved project	Finance Contact	2025/26 (£000)		
		In year monitoring outturn (£000)		
		Budget	Actual	Projected
Bexhill and Hastings Link Road	AF	0	0	200
BHLR Complementary Measures	AF	132	3	132
Community Match Fund - an initiative to enable Local Communities to apply for match funding to deliver additional highway projects.	BK	397	38	397
Community Road Safety Interventions	JM	422	23	422
Newhaven Port Access Road	AF	28	3	28
Local Electric Vehicle Infrastructure	MS	500	0	500
Real Time Passenger Information	MS	267	-18	267
Bus Service Improvement Plan - Bus Prioritisation	MS	5,877	155	1,281
Bus Service Improvement Plan - Passenger Transport	MS	183	282	183
Bus Service Improvement Plan - 2025-26		4,555	0	1,055
Queenway Gateway Road	BK	470	365	470
Hastings Bexhill Movement and Access Programme	BK	2,346	150	2,346
Eastbourne/South Wealden Walking & Cycling Package	BK	1,892	21	1,892
Hailsham/Polegate/Eastbourne Movement & Access Corridor	BK	310	19	310
Eastbourne Town Centre Phase 2a	BK	2,290	33	2,290
Eastbourne Town Centre Phase 2b	BK	4,328	305	4,328
Other Integrated Transport Schemes	BK	4,063	254	4,063
Integrated Transport Measures A22 Corridor Package: Development costs for A22 Corridor Package Major Road Network scheme	BK	1,112	274	1,112
A22 North of Hailsham	BK	242	56	242
Area-wide Traffic Management Scheme - Schools Streets	BK	154	0	154
ATF Eastbourne Liveable Town Centre	BK	117	50	117

Hastings Town Centre Public Realm and Green Connections	BK	772	-82	772
Exceat Bridge Replacement	SS	2,587	141	2,587
Emergency Active Travel Fund - Tranche 2	BK	403	18	403
Core Programme - Highways Structural Maintenance	BK	16,667	5,066	16,667
Safer Roads Fund	AF	864	0	864
Core Programme - Rights of Way Surface Repairs and Bridge Replacement Programme	BK	642	130	642
Gross Expenditure - Planned Programme		51,620	7,286	43,724

Details of funding streams available for active travel infrastructure, initiatives and training

This includes: -

- **Active Travel England** – The County Council is allocated annual capital (for infrastructure) and revenue capability (for scheme development/initiatives) funding from ATE. The allocations received are based on the county's population and ATE capability rating. These are funding the delivery of the School Streets projects and wider measures, the Peacehaven & Telscombe Active Travel scheme design work and contributing to other schemes within the Local Transport Improvements capital programme and major projects alongside officer active travel training and travel behaviour change initiatives.
- **East Sussex County Council's annual Capital Programme for Local Transport Improvements** – The County Council receives an annual capital grant for the development and delivery of integrated transport schemes. These include walking, wheeling and cycle schemes as well as local junction improvement, traffic management improvements.

For 2025/26, the grant amounted to £2.941m and was allocated to prioritised schemes, identified through requests from the members and public, within the [annual capital programme of local transport improvements](#) which was approved by the Lead Member for Transport & Environment in March 2025. 62% of this year's capital programme of local transport improvements was allocated to active travel (walking, wheeling and cycling) schemes, which also includes a £50,000 allocation for accessibility (dropped kerbs/tactile paving) improvements.

- **Development contributions** – augmenting the integrated transport grant funding, development contributions – either secured via s106 agreements or from Community Infrastructure Levy (CIL) bids – are used to develop and/or deliver active travel schemes – in full or in part – in the capital programme of local transport infrastructure. In addition, where appropriate, active travel infrastructure can be secured and delivered directly by development.
- **Project/programme specific capital infrastructure funding** – In recent years, the County Council has been successful in securing project and programme specific capital infrastructure funding to enable the development and delivery of active travel schemes through our Major Projects & Growth team. These schemes are identified within Transport for the South East's Transport Strategy and Strategic Infrastructure Plan, the East Sussex LTP4 and Investment Plan, as well as district

and borough Local Plan's and Infrastructure Delivery Plans and the East Sussex LCWIP. Recent scheme examples include the active travel elements of the South East Local Enterprise Partnership's Local Growth funded movement and access packages, as well as active travel and public realm improvement schemes in Eastbourne and Hastings town centres.

This page is intentionally left blank

Appendix 2 – East Sussex County Council's ATE Local Authority Capability Assessment 2025

The assessment required the provision of evidence covering the following four key elements. Please see below a summary of County Council response.

1. Budget and staff for transport and active travel within the local authority

A summary of the financial information that was reported is as outlined in Appendix 1.

2. Leadership and organisational capability

This section required local authorities to demonstrate the extent to which local authority leaders and elected members support active travel as outlined in an authority's related transport and planning policies and approaches related to value for money and monitoring and evaluation of active travel schemes.

With the adoption of the East Sussex Local Transport Plan 4 by Full Council in October 2024, which has an integral chapter setting out our ambition for active travel with supporting policies, we were able to demonstrate a strong policy context for active travel that has political leadership. This enabled us to rate ourselves overall as a **level 2 for this element**.

The key pieces of evidence that were provided related to:

- East Sussex Local Transport Plan 4,
- East Sussex Healthy Weight Plan and Partnership work,
- Public Health - Planning for Health Memorandum of Understanding (MoU – which Infrastructure Planning and Place team are signatory of alongside the district and borough councils,
- MoU with the SDNPA on Exceat and active travel,
- Active Travel and Healthy Streets training with officers
- East Sussex Climate Change Road Map – specifically references the action the authority is taking in relation to active travel,
- Planning committee's approval - school street schemes,
- Lead Member for Transport & Environment (LMTE) reports and design work Eastbourne Town Centre and Hastings Green Connections schemes, and
- Transport Development Planning guidance for developers – outlining required use of national guidance and tools relating to active travel.

3. Network Planning

With regards to this section ATE required an understanding of the level of progress an authority has made with their Local Cycling and Walking Infrastructure Plans (LCWIPs). Within this section we are able to provide evidence supporting an **overall level 2 rating**. This is because the existing East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP) provides a comprehensive coverage of the county within our key centres of population. We are also able to demonstrate that we have been able to progress several of the prioritised schemes within the existing LCWIP and that we undertake comprehensive inclusive engagement when consulting on all active travel schemes.

However, one critical area we are currently addressing through the review of the East Sussex LCWIP is to develop a stronger pipeline of deliverable active travel schemes that meet with Department for Transport and Active Travel England guidance and tools. This will place us in a stronger position to seek future funding. We were able to provide evidence outlining how the approach will support this and that the review of the East Sussex LCWIP is a priority project and that the updated plan will be available in early 2026.

4. Scheme Delivery

In regard to this section ATE required an understanding of a local authorities track record for delivering capital and revenue active travel schemes from any funding source over the past three years, and to understand delivered scheme complexity.

ATE have now applied a higher weighting in the assessment of this section. It requires evidence relating to the delivery of schemes on time and budget, complexity of schemes, stakeholder engagement and scheme quality. Within this section overall **we are able to rate ourselves a Level 1.**

We were able to demonstrate the delivery of more low complexity schemes that meet with national and ATE guidance and tools. We also used this section to demonstrate that many of the actions that we have either taken (i.e. adoption of the East Sussex LTP4, Active Travel Training with officers), current actions (i.e. review of the LCWIP, scheme development – Eastbourne Town Centre, Hastings Green Connections, Peacehaven and Telscombe Active Travel neighbourhood scheme) and proposed actions (i.e. developing a monitoring and evaluation framework – potentially with WSCC and BHCC) is beginning to filter through to support scheme development and delivery.

The actions that we are taking are providing a step change in the development of schemes that are more complex and are of a better quality for people walking, wheeling and cycling. Whilst we need to caveat that scheme development and delivery will take time, it is proposed that this will result in enabling us to move to a level 2 rating in future ATE Capability assessments.

Appendix 3 - Active Travel initiatives, activities and scheme project development and delivery

Active Travel initiatives, activities and scheme project development and delivery

The following active travel schemes, initiatives and activities have as examples been developed and delivered over the last four years funded in part or full by capital and/or revenue funding secured and received by the County Council:

School Streets

- Introduction of School streets sign only schemes at Southover CE Primary in Lewes; Langney Primary in Eastbourne and All Saints CE Primary in Sidley, Bexhill.
- Development of school street wider measures at above three primary schools.
- Commissioned and commenced the development of a policy/approach to enable the assessment and prioritisation of future school street schemes in the county.

Active Travel Training Programme

- Run throughout 2024 and 2025, a comprehensive programme of active travel design, equalities and healthy streets training, in partnership with consultants WSP and Healthy Streets Ltd, for County Council officers in CET teams and Public Health to drive a step change in active travel scheme design quality within the county by ensuring the effective use of national active travel guidance and tools.
- The development of an accessible dashboard to clearly outline the active travel guidance and tools that County Council officers/consultants or developers will be required to use at the different stages of active travel scheme design. This will be launched in autumn 2025.
- The final series of active travel training sessions in November 2025 include a comprehensive session for members of the East Sussex Local Transport Plan 4 Scrutiny Panel and the Lead Member for Transport and Environment. This will provide an overview of active travel policy, guidance and tools, healthy streets and the application of this to the review of the East Sussex Local Cycling & Walking Infrastructure Plan, which will result in a robust pipeline of active travel schemes being prioritised for design and delivery.

Partnership work other local authorities

- To enhance County Council Officer active travel training, regular engagement with other local authorities who have a higher active travel rating to share learning which can be applied to active travel scheme design and delivery in East Sussex. This includes with Brighton & Hove and West Sussex, in recognition of the forthcoming establishment of the Sussex MCCA and the opportunities that this will provide for strategic active travel and consistency in approaches and design of active travel schemes, initiatives and training.
- Have also continued engagement with Hampshire and Surrey County Councils as well as Buckinghamshire and Bournemouth, Christchurch & Poole unitary authorities.

Local Transport schemes and Major Projects

There are numerous projects or business cases that are supporting the development and delivery of more schemes which support active travel and placemaking across the county. These include: -

- *Eastbourne Town Centre improvements* - an ongoing multi-phased project which aims to improve Eastbourne Town Centre by re-allocating the amount of through-traffic, providing more space for people through the completion of a pedestrian spinal route through the town centre on Terminus Road from the rail station to the seafront, creating new public spaces and enhancing the existing pedestrian environment at key locations. Phase 1 has been completed with two phases – 2a and 2b – currently under construction. A further phase, focussed on introducing formal crossings on all arms of Memorial roundabout, is completed its detailed design and delivery subject to securing funding.
- *Hastings Green Connections* - sets out to improve public spaces in Hastings town and make the area more green, attractive, healthy and fun. The proposal includes integrated infrastructure for improved walking, wheeling and cycling infrastructure centre focused on the Havelock Road/Harold Place route from the station and seafront as well as the Robertson Street/Wellington Place axis - alongside employing nature-based solutions to contribute to the town's resilience to current and future environmental challenges by

cooling, draining, cleaning and greening the town. Construction due to commence in Spring 2026.

- *A22 Major Road Network Corridor scheme* - a comprehensive active travel package of measures in the Hailsham, Polegate, Stone Cross and Hampden Park part of Eastbourne that supports the A22 Major Road Network package of junction improvements. These include improvements to existing walking, wheeling and cycling links and new facilities to encourage and promote active travel junctions; one of the junction improvements at the A22/Dittons Road junction will remove the existing roundabout to create a signalised crossroads to improve active connectivity between Stone Cross and Polegate. Subject to full business case approval, construction programmed to start autumn 2026.
- *A259 Major Road Network South Coast Corridor Package* - a multi-modal package of active travel, traffic management/road safety and local junction improvements on the A259 MRN corridor from the eastern edge of Brighton to the eastern edge of Eastbourne, mainly focussed on measures in Peacehaven, Newhaven, Seaford and Eastbourne. The progression of the package is pending the outcome of the DfT review of MRN pre-programme entry schemes following the Government's spending review in June 2025
- *Local transport schemes* - The development and delivery of various active travel related local transport schemes including:
 - A259/Albert Road pedestrian and junction improvement, Hastings (Local Growth Fund (LGF), completed May 2025)
 - Station Approach/Devonshire Road/Cornwallis Road pedestrian crossing improvement (LGF, due for construction Q4 2025/26)
 - Bexhill Cycle route (LGF, due for construction Q4 2025/26)
 - Eastbourne Horsey cycle route Phase 1b and Town Centre to Seafront cycle routes (LGF, at detailed design & due for construction 2026)
 - Cycle parking in Eastbourne (LGF, completed 2025)
- *Peacehaven and Telscombe Active Travel Feasibility Study* – co-designed feasibility study involving stakeholders identified a package of low complexity inclusive active travel measures (including wayfinding, improvements to pedestrian crossings, school streets schemes) for the Peacehaven and Telscombe area. Feedback received from ATE during a recent design review of the project was positive and preliminary design commenced in September 2025.
- *Travel behaviour change programmes* – County Council currently procures Sustrans to deliver walking and cycling initiatives that support the development and delivery of active travel infrastructure projects, specifically the school streets schemes and the Peacehaven & Telscombe Active Travel project.

Background: The Sustrans Schools and Community Active Travel Project is funded by East Sussex County Council (ESCC) through Active Travel England's Capability and Ambition Fund. Sustrans has been delivering active travel behaviour change and engagement projects with ESCC since 2013, working to make it easier for people to walk, wheel, and cycle in East Sussex.

Introduction: This report covers the 2024/25 academic year, from September 2024 to the end of August 2025, during which one Project Officer was contracted at 0.8 FTE (4 days per week).

Aim: The overall aim of the project is to increase modal shift towards active modes of travel within school and community settings. The Sustrans Project Officer works in a targeted way, focusing on specific geographic areas and thematic priorities identified by ESCC.

For everyone: At the heart of this project is Sustrans' 'For Everyone' value- ensuring that active travel initiatives are inclusive, equitable, and responsive to the diverse needs of communities. This means recognising that not everyone experiences the same opportunities or barriers when it comes to walking, wheeling and cycling. Sustrans actively engages with underrepresented and marginalised groups, listens to lived experiences, and co-designs interventions that are culturally relevant, accessible, and empowering.

Methodology: The programme of activities is underpinned by the [COM-B](#) behaviour change model, which highlights that Capability, Opportunity, and Motivation must all be addressed to achieve lasting changes in travel behaviour.



Project deliverables

- 1 Intensive and regular engagement with the three **School Street** schools & the communities nearby, to enable behaviour change to support the infrastructure changes
- 2 Community engagement around the Peacehaven & Telscombe feasibility study and supporting the ongoing piece of work to make the area more walkable and cycleable
- 3 Continuing some light touch engagement with refugees via Sanctuary Eastbourne to support active travel

Attendee numbers

Across the three schools, our Project Officer engaged with **1,565 pupils**, plus **276 parents and carers** during School Street events.

Across Peacehaven and Telscombe, the Sustrans Officer engaged with an estimated **1,542 people** through school assemblies, community events, cycling sessions, and walks

Through the Sanctury, we had 12 cycles donated and checked/ fixed 14.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025

Sustrans support of East Sussex School Streets

2024-25



Following on from a successful trial (supported by Sustrans) in 2021, East Sussex County Council (ESCC) launched their first School Street schemes in Sept 2024 with three schools:

- Langney Primary Academy (Eastbourne)
- Southover C of E (Lewes)
- All Saints C of E Primary (Bexhill)

The scheme aims to make school journeys safer, calmer and more enjoyable by restricting motor vehicle access at peak times through a legal traffic order with signage.

This helps to encourage more walking and cycling, supporting a gradual shift toward safer, healthier travel habits within the community.

A six-month Experimental Traffic Regulation Order (ETRO) was put in place to enable the parents, pupils, teachers and residents to feedback their experiences.

The Sustrans Project Officer played a key role in educating and raising awareness of the changes to the street and **empowering families to walk, wheel or cycle to school.**

This case study is written in June 2025, reflecting on Sustrans project delivery during the academic year 2024-25.

Launch of active travel activities

Together with ESCC, Sustrans delivered **celebration days** at all three Schools to launch, including:

- Assemblies and classroom workshops to introduce the School Street scheme and highlight the benefits for the school community
- Smoothie bikes were set up before and after school to create an exciting, health-focused atmosphere
- 800 children received badges for walking or wheeling to school.

The purpose of the celebration events was to ensure that children, parents and staff understood the purpose of the School Street and how it connected to broader issues such as road safety, health, and air quality.



Photo: Langney School Facebook page

Headline figures



10 percentage point change in pupils “usually” travelling to school by active modes



Over **1000** children and family members involved in active travel initiatives



-12.7 percentage point reduction in pupils usually being driven to school

“To celebrate the start of School Streets at Langney, we tried to get as many children and staff to ditch their cars and scoot, cycle or walk to school.”

From Langney School Facebook page

Sustrans is the charity making it easier for people to walk and cycle.

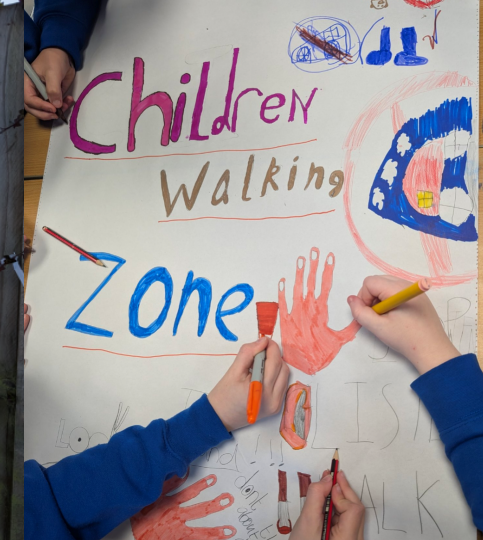
We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



A broad programme of active travel initiatives

To maintain momentum of active travel within the three school communities, the Sustrans Project Officer shared a menu of active travel initiatives with each school in the Autumn term of 2024. Schools could choose and tailor these activities based on their specific needs and resources.

Some examples included:

- Air quality workshops
- Road safety events
- Balance bike and Learn to Ride sessions
- Active travel celebration days
- Bike maintenance workshops
- Dr Bike events

“Sustrans have supported us in our quest for safer roads around our school and helped us all to live more sustainably. A number of workshops were held in school with very keen pupils. Well done everyone!”

From Langney School Facebook page



Example: All Saint CE Primary School & Nursery

Following regular school visits and observations, we identified All Saints CE Primary School as requiring additional support due to limited parental engagement and continued vehicle use in the restricted zone.

The Sustrans Project Officer organised a successful **Road Safety Week**, which included:

- A Park & Stride event
- Active travel incentive scheme
- Poster workshop promoting the School Street

The student's posters were displayed on the school fence to remind parents not to drive into the restricted zone.

The Sustrans Project Officer delivered a **Walk and Wheel to Nursery** week, where children earned stickers each day they used active travel. They also ran a weekly **balance bike session**, supported by nursery staff. There was visible progress in children's cycling confidence.

The Sustrans Project Officer also maintained a regular presence outside All Saints during School Street hours.

This created opportunities to reinforce the scheme's purpose, greet and reward children for using active travel and to have constructive conversations with parents who continued to drive on the restricted road.

The Sustrans Project Officer supported children to take part in a **traffic survey**, where pupils helped to count the number of cars driving through the area during restricted hours. By increasing the visibility of the pupils, this activity aimed to prompt drivers to reflect on their own actions and reconsider driving through the restrictions.

“A big thank you to everyone who participated and supported this important cause. It's through collective efforts like these that we can safeguard the wellbeing of our children and make a positive impact on road safety for all. Let's continue to work together to create safer roads and promote awareness in our community!”

Cllr Abul Azad, Sidley



Photo: Cllr Abul Azad

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



Partnership with Bikeability team

Each School Street school received dedicated Bikeability funding. The Sustrans Project Officer worked closely with the ESCC Bikeability team, promoting courses and helping schools to organise sessions.

Key actions by Sustrans officer included regular communication with headteachers and reminders about funding availability. At Langney school, the Sustrans Project Officer arranged Bikeability vouchers for pupils to access free training at Eastbourne Sports Park (ESP).

Whilst the school did not take up the offer of free Bikeability courses, pupils from Langney school used their 'Bikeability vouchers' to access training outside of school time.

Following this additional support and funding, the Bikeability team have also seen a significant increase in bookings from Southover school (from 21 bookings in 2024 to 36 in 2025) and All Saints school (from 9 bookings in 2024 to 26 in 2025).



Big Walk and Wheel (BWA) Engagement

The Sustrans Officer also promoted participation in **Sustrans Big Walk and Wheel**, encouraging schools to use the national campaign to celebrate their School Street.

At Langney school, the senior leadership team showed support and enthusiasm. This included:

- Smoothie bike and healthy snacks for children arriving actively
- Good promotion through school social media
- A visibly engaged and supportive school community

"I went back to the school gates for this new term to see Eastbourne's first School Street...It was a pleasant change to see children and adults walking and chatting in the road. The restriction of motor traffic makes walking, cycling, and scooting much easier and has huge benefits for physical activity, injury reduction, and community cohesion."

Professor Scarlett McNally. The British Medical Journal.
Scarlett McNally: Building healthy habits for the new academic year | The BMJ

Conclusion and Reflections

Sustrans' involvement helped to amplify and embed the School Street schemes. We saw measurable shift towards families travelling activity to school, and we achieved this by:

- The Sustrans Project Officer engaging directly with school communities as a visible and approachable member of staff.
- Offering flexible and tailored activities, based on needs of the school and behaviour change theory
- Working in close collaboration with schools, Bikeability, and ESCC

Lessons learned:

- Clear and regular communication from the school to their community is crucial to cascading information and embedding the School Street
- Parent engagement is key to lasting behaviour change
- Regular visibility and follow-up activities help maintain momentum

This first year of the scheme will inform how the School Streets can be supported and expanded across East Sussex in the future.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025

Promoting Active Travel in Peacehaven & Telscombe



2022 - 23

In April 2022, the Sustrans Project Officer started working in Peacehaven, focussed on encouraging walking, wheeling and cycling to school. One of the initial challenges was establishing contact with schools, as it was often difficult to identify the appropriate staff member to engage with and build ongoing communication.

To address this challenge, the Sustrans Project Officer utilised the Peacehaven Active Travel Hub, based at the Big Park, as a central location for delivering and promoting active travel initiatives. This hub became a focal point for community engagement and activity delivery.

From this location, the Project Officer organised regular holiday cycling courses for local children, including:

- Learn to Ride sessions for beginners
- Bike Skills sessions for developing confidence and control

These sessions were inclusive and open to children of all abilities.

Over the course of the year, 57 sessions were delivered, with 298 children taking part.

2024 - 25

In September 2024, East Sussex County Council funded a new Sustrans project in Peacehaven and Telscombe to explore how active travel could be made easier, safer, and more appealing locally. This work supports ESCC’s planned infrastructure improvements in the area, such as safer crossings and cycle routes.

The Sustrans Project Officer played a vital role in delivering this project-building trust, connecting with schools and community groups, organising events and working with individuals and groups to help remove barriers to active travel.

Using the **COM-B model**, the Officer focused on:

- **Capability** – helping people develop skills and confidence through training and support.
- **Opportunity** – creating safe, accessible spaces and events where people can walk, wheel, or cycle.
- **Motivation** – inspiring and encouraging behavior change through fun, inclusive activities and visible community engagement.

Quotes from parents/ carers of participants

“Matilda could not ride when she came to the sessions and now can confidently ride on her own, its been a transformation and she has a new love of cycling. Thank you so much”

Parent/ Carer

“My son has grown in confidence on a bike. Ania has been amazing with him and all the other kids. Awesome session , we will be back!”

Parent/ Carer

Sustrans is the charity making it easier for people to walk and cycle.
We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.
Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



The Sustrans Project Officer organized a wide range of activities in schools and communities in the area, establishing new connections and relationships that supported the East Sussex County Council initiative in Peacehaven and Telscombe.

Below, you can find the details of the events along with the numbers involved.

Schools Engagement

At the start, school engagement was challenging. Many school staff were unsure what was on offer, and email contact often went unanswered. The Sustrans Project Officer addressed this by making personal visits, meeting staff face-to-face, and using local events as entry points for conversation.

Existing connections with Peacehaven Community School provided a strong foundation.

In previous years, the Sustrans Officer Project had supported the school with girls' cycling sessions, helped them use bikes for Enrichment Day activities, and worked closely with the Bikeability team — including visiting the school together to promote Bikeability courses.

In 2025, the Sustrans Project Officer delivered a Dr Bike session, checking and repairing 17 bikes, and supported school staff to promote the Big Walk and Wheel through an engaging student presentation. The school also benefited from smoothie bike activities on two occasions, helping to raise awareness of active travel and health in a fun and memorable way. These collaborations helped to strengthen trust and maintain a positive relationship with the school, paving the way for further engagement.

“We also wanted to thank you for helping us with our Walk and Wheel to School Week! It was great to see the children so engaged and enthusiastic – your input helped to create a memorable and impactful week.”

Deputy Head, Jayne Campling

The Project Officer also built good relationships with Telscombe Cliffs Academy. They led a whole-school assembly introducing Sustrans and the benefits of active travel. This was followed by a Dr Bike event, where 5 pupils' bikes were checked and repaired, and two days of Air Quality workshops using microscopes to show the link between active travel and cleaner air. Two after-school Bike Skills sessions gave 18 children the chance to develop their riding skills with their parents present, generating immediate positive feedback.

The Sustrans Project Officer also coordinated Walk and Wheel to School Week, greeting families, handing out stickers, and rewarding pupils with healthy snacks. Parents commented that their children's enthusiasm had encouraged them to walk or wheel more often.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).



Cycling skills sessions for home educated children

This activity was a joint initiative between two Sustrans projects- working in partnership with the Sustrans and Sussex Community Development Association's (SCDA) "Moveability" project.

The 12 sessions were held weekly at the Peacehaven Cycle Hub, located in the Big Park, and 30 children took part in activities. The sessions were designed to support children of all abilities- from complete beginners learning to ride, to more confident riders wanting to build their skills.

The idea for the sessions emerged after both organizations recognised a gap in cycling opportunities for children who are educated at home, particularly those with additional needs such as neurodiversity, hidden disabilities, or low confidence.

With access to a safe space (the MUGA and nearby park), a container of cycles and experienced instructors, the sessions were popular.

With the support of three dedicated volunteers- two from Sustrans and one from SCDA- the sessions offered a vibrant and enjoyable environment.

Children gained valuable experience riding in the park, learning to manage common challenges such as navigating grassy areas, hill climbing, and maintaining control around dogs and other park users.

Many children overcame initial anxiety about cycling in public spaces and developed the confidence to ride in a standing position and tackle off-road sections.

"I am very happy with the amazing charity fun cycling lessons that you run. Caleb started and could not even pedal and in only 5 weeks Caleb has now learnt how to not only pedal but start off on his own.

Caleb said : he liked learning how to ride a bike, and the adults are fun too."

Caleb and his mother

Parents appreciated the supportive and inclusive environment.

The flexibility of the sessions meant they could be adapted to meet each child's needs, and the consistent structure allowed families to feel part of a wider cycling community.

Children developed not only their cycling abilities but also their confidence and independence.



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



Recovery Walks

Another part of the project has been the introduction of weekly Recovery Walks in successful partnership with The Conservation Volunteers.

These walks were designed to support people recovering from illness, injury, or poor mental health. The group met each week at the Big Park and enjoyed short, gentle walks in a welcoming and friendly environment. The aim was to rebuild confidence, improve physical fitness, and reduce isolation, with the hope that the walks will continue independently in the future.

One local resident who lives near the park shared that she discovered the Recovery Walk through a notice at the local library. She now regularly joins the walks. As she is unable to go on longer walks, the gentle pace and supportive atmosphere suit her perfectly. She also mentioned the mental health benefits of being outdoors and connecting with others in the community.

As a regular participant in our recovery walks in the Big Park, Chris – supported by his wife Jacqui – has now progressed to joining longer walks in the Peacehaven area.

This has been a meaningful step for them, as walking was something they both enjoyed doing before Chris’s operation.

To mark this positive milestone, The Conservation Volunteers (TCV) shared a lovely farewell note on social media (right).

“Lovely friendly group, walk pace set for all abilities.

Time to stop and rest”
Helen- Participant



“A fond farewell to Chris, Jacqui and Amber



Chris has been walking with our Peacehaven Recovery group for the past 8 weeks. Our gentle weekly walks have played a part in helping him regain strength and confidence—and now he’s ready to re-join other walking groups and take on longer walks!

It’s been lovely having Chris, Jacqui and Amber with us. We’ll miss them, but we’re so pleased to see how far Chris has come.”

TCV Social Media post

“ Thoroughly enjoy this walking group. I am walking with my husband who has recently had a total hip replacement. His walk has helped his recovery“

Jacqui- Participant

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Page 58

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



Peacehaven Family Hub

Building Strong Local Partnerships

A new partnership was formed between Sustrans and the Peacehaven Family Hub - a local community space that provides support and services for families with children aged 0–19 (or up to 25 for those with special educational needs and disabilities).

It brings together a range of services in one place—such as parenting support, early years activities, health advice, and education support—to ensure families can access the help they need in a welcoming and accessible environment.

We agreed to run a series of balance bike sessions at the Family Hub for children aged two to five. The final session also invited siblings to join.

The events are supported by staff from the Hub, helping to create a fun, inclusive, and supportive environment for all attending.

The close partnership fostered by the Project Officer with the Peacehaven Family Hub has helped promote the events and ensured they are accessible and welcoming to local families.

The Peacehaven and Telscombe Active Travel project has shown how strong community links, consistent presence of Sustrans Officer, and inclusive activities can lay the groundwork for lasting behavior change.

As East Sussex County Council continues to invest in improved walking and cycling infrastructure, these established relationships provide an ideal platform for embedding changes.

The relationships developed with local schools, the Peacehaven Cycle Hub, park authorities, community groups, and the Family Hub have created a network of partners who are well placed to support future initiatives.

Organisations such as the Family Hub, local schools, and community networks have the potential to act as gateways to residents of all ages and can bring valuable skills, resources, and local knowledge.

The foundations laid through this work mean that new routes, safer junctions, and better cycling facilities can be introduced into a community that is already engaged, motivated, and aware of the benefits.

Looking ahead, the challenge (but also opportunity) will be to ensure that the social connections, skills, and confidence built through this project are fully integrated with new infrastructure, making active travel the natural choice for everyday journeys in Peacehaven and Telscombe.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025

Sanctuary 2024-25

Bikes for those seeking refuge



Background

Since February 2023, the Sustrans Active Travel Officer in East Sussex has supported Sanctuary Café in Eastbourne by providing bikes and cycling sessions for refugees and asylum seekers. In partnership with East Sussex County Council and supported by Sport England Together Fund & Active Sussex. This work promotes connection, mobility, and wellbeing.

Following the closure of the hotels that previously housed asylum seekers and refugees, the activity at the Sanctuary Café changed significantly. While the number of bikes needing repair initially declined, the demand for bikes from families and new clients steadily increased.



The Sustrans Project Officer remained actively engaged, constantly searching for bicycles to donate. This included reaching out to Govia Thameslink Railway (GTR) and the Community Rail Partnership. These requests were strongly supported by East Sussex County Council.

Occasionally, generous members of the public also donated bikes. Each donated bike was safety-checked and refurbished by the Sustrans Project Officer before being passed on to a client.

Partnerships and Engagement

The Sustrans Project Officer also supported the Walk to Nature programme, organised by the South Downs National Park (SDNP).

The walks helped build trust with clients and strengthened collaboration with SDNP. These informal outdoor activities offered clients a gentle, welcoming way to connect with local nature and community life.

Project Successes



14 cycles
fixed for
residents



12 bikes
donated by
members of
the public

Many of our clients do not have recourse to public funds or are surviving off a small stipend. Therefore thanks to Sustrans they are able to mobilise. Riding a Bike offers choice and freedom to our clients as well as positive mental health and well-being. We are truly grateful for the partnership."

**Nora Ferguson, Volunteer
Coordinator, Sanctuary Café**

Sustrans is the charity making it easier for people to walk and cycle.
We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.
Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025



Personal Impact Stories: Peer Support and Growing Engagement

One client, who volunteers twice a week at Rooted in Eastbourne (a community allotment project), received a donated bike.

He had been struggling with insomnia and mental health issues. Since receiving the bike, he shared that cycling for leisure and being able to easily reach the allotment has helped him sleep better and improved his overall wellbeing. The bike came from a local resident who reached out to Sanctuary to offer two bikes for donation.

Another positive outcome of the cycling support at Sanctuary Café involved a woman who volunteers regularly, offering translation and support for other women.

She participated in a Sustrans Learn to Ride session at Fishermen's Green, where she successfully learned to cycle. To support her continued independence and mobility, she was later gifted a refurbished bike.

As the Sustrans Project Officer continued offering bike repairs at Sanctuary Café, a positive and unexpected development emerged—clients began showing interest in getting involved.

From September 2024, several clients expressed a desire to help with basic bike maintenance during the Friday sessions. This hands-on involvement not only supported the officer's work but also empowered participants by building their confidence, skills, and sense of ownership.

The Sustrans Project Officer adapts support according to need. With fewer drop-in repair sessions required, as we moved to 2025 the officer was able to offer more tailored, one-to-one support. Clients get directly in touch about issues with their cycles. The Sustrans Project Officer can bring the appropriate parts to the next session, and advise clients based on their specific issues.

One client contacted Sanctuary in distress when his bike broke just before a college exam.

The Sustrans Project Officer quickly stepped in, replaced the wheel and inner tube, and got the bike roadworthy again—ensuring the student made it to the exam on time.

Conclusion:

This case study highlights how adaptable, compassionate support—like that offered by the Sustrans officer at Sanctuary Café—can make a significant difference in people's lives.

Whether it's through providing bikes, repairing them, or simply being a friendly and reliable presence, the project continues to empower clients with independence, confidence, and access to essential services.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

© Sustrans Aug 2025

This page is intentionally left blank

Appendix 5 – LCWIP review process

- **Stages 1 & 2 - Project Inception & development of evidence base – June 2025**

Update the evidence base of the East Sussex LCWIP to inform targeted planning and decision making associated with the location and type of active travel measures for inclusion in the plan alongside reviewing the key corridors of focus in the county for walking, wheeling and cycling.

- **Stage 3 - review and update of walking and cycling network plans – September 2025**

Review and rationalise the existing LCWIP network informed by evidence identified in stage 2 and engagement with key local stakeholders to develop a deliverable network. (To note that the networks will be developed and presented as an interactive map.)

- **Stage 4 - Development of walking and cycling concept design work – November 2025**

Select focus walking, wheeling and cycling routes to progress to concept design (Up to 60km of the network). Identify appropriate and deliverable infrastructure improvements and assess these using Active Travel England (ATE) route tools. With the East Sussex LCWIP being a supporting document to the East Sussex LTP4 County Council officers will engage with the East Sussex LTP4 Member reference group, at this stage, to brief them on the progress of the review and to discuss the emerging work on the draft prioritised list of schemes for inclusion in the plan, ahead of the public consultation.

Stage 5 - Prioritisation and appraisal of potential schemes – December 2025

Develop a prioritised and costed list of active travel schemes, using a multi criteria assessment framework and undertake a cost benefit analysis using the DfT's Active Mode Appraisal Toolkit. Undertake further engagement with key stakeholders prior to a public consultation.

- **Stage 6 – Public consultation of the East Sussex LCWIP – January 2026**

Publish the updated East Sussex LCWIP for public consultation for an eight-week period with presentation of this to the County Council Cabinet in early summer 2026.

This page is intentionally left blank

Report to: **Place Scrutiny Committee**

Date of meeting: **29 September 2025**

By: **Director of Communities, Economy and Transport**

Title: **Scrutiny Review of Local Speed Limit Policy**

Purpose: **To provide an update on the action plan from the Scrutiny Review of Local Speed Limit Policy report dated November 2024**

RECOMMENDATIONS:

- 1 To note the updates to the recommendations and action plan set out in Appendix 1**
-

1. Background

1.1 The Place Scrutiny Committee at the meeting on 12 July 2024 agreed to establish a Review Board to undertake a Scrutiny Review of ESCC's Local Speed Limit Policy. The scope of the review included:

- Consideration of the purpose of a local speed limit policy and examining how local speed limits are reviewed, assessed and delivered by East Sussex County Council (ESCC).
- Examining whether the ESCC local speed limit policy PS05/02 is in line with national Department for Transport (DfT) guidance.
- Reviewing examples of other local authority speed limit policies (e.g. our nearest neighbours and those with similar road networks to ESCC).
- Reviewing national and local evidence on the impact and effectiveness of lower speed limits and zones (including 20mph limits).
- Exploring other measures local authorities and developments are bringing forward to deliver low speed environments in both urban and rural areas.
- Exploring how ESCC currently communicates the local speed limit policy and wider policy context to residents and considers potential improvements.
- Reviewing the amount of officer time spent carrying out assessments of road safety concerns and preparing petition reports.

1.2 The recommendations of the Scrutiny Review were presented to Cabinet for comment on 28 January 2025 and were accepted at Full Council on 11 February 2025. A copy of the full scrutiny review report and Cabinet's response to the recommendations can be found on the Council's web site here [Agenda for Cabinet on Tuesday, 28th January, 2025, 10.00 am.](#)

2. Supporting information

2.1 The Scrutiny Review of Local Speed Limit Policy was welcomed by the Department and the opportunity afforded by the review to examine improvements in how the service communicates the process for reviewing speed limits to the community.

2.2 The Department's response to the Review's recommendations and an update to the action plan are set out in Appendix 1.

2.3 A copy of the original Scrutiny Review of Local Speed Limit Policy report is attached in Appendix 2 for information.

3. Conclusion and reasons for recommendations

3.1 The Scrutiny Review highlighted several areas of focus for the department regarding the Local Speed Limit Policy. Progress has been made against each of the recommendations as highlighted in Appendix 1.

3.2 The Place Scrutiny Committee is recommended to note the updates to the action plan and to formally note all recommendations having been embedded into the departments working practices as standard.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Ismina Harvey

Email: Ismina.Harvey@eastsussex.gov.uk

LOCAL MEMBERS

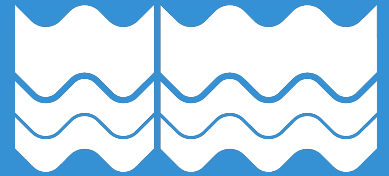
ALL

PLACE SCRUTINY COMMITTEE, SCRUTINY REVIEW OF LOCAL SPEED LIMIT POLICY – ACTION PLAN				
SCRUTINY RECOMMENDATION		DIRECTOR'S RESPONSE AND ACTION PLAN	TIMESCALE	6 MONTH UPDATE
R1.	The Board recommends that the Council regularly reviews Policy PS05/02 Local Speed Limits when there is a change in national guidance.	The Department recognises the importance of Policy PS05/02 aligning with national guidance. The department already reviews the Policy when there is a change in guidance and will continue to do so.	Ongoing - following a change in guidance	Ongoing - There have been no changes in relevant government guidance over the past 6 months. Once the new Government Road Safety Strategy is published this Autumn, we will review the policy and any associated guidance to consider whether any amendments are required.
R2.	The Board recommends that the ESCC website pages are updated to provide clearer information on the purpose of local, county wide speed limits and the wider policy context they are applied in.	The Department welcomes this recommendation and will review existing webpages to include clear information on the purpose of speed limits and policy context. In doing so, it is hoped that this will help local communities to gain a better understanding of how requests for changes to speed limits are considered, and the likelihood of any such requests being successful.	6 months	A review of the webpages has concluded. This incorporates recommendations R 2,4,5, 6 and 7. The following web pages are currently being updated and will go live early October: 1) The purpose of speed limits (R2) 2) A step by step process of how we assess requests for new speed limits, including the length of time it can take (R4, R5) 3) LTP4 Prioritisation (R4, R5) – approved at the LMTE in September 4) Case studies with images of different speed limits (R5) 5) Speed limit enquiry page (R6) 6) Information on Community Speed Watch (R7)
R3.	The Board recommends that officers review the speed limit assessment process and criteria that other local authorities have introduced to manage demand, to identify any potential efficiencies in officer time.	The Department receives a high number of requests from communities who wish to see lower speed limits in their area. Due to finite funding, these requests need to be prioritised so that we continue to deliver the schemes that are of the greatest benefit to the community. The Department agrees with this recommendation and will undertake a review of the current assessment process to identify potential efficiencies in officer time.	12 months	Officers recognise that requests received from our communities are a high priority to them. The updated webpages will provide greater clarity to communities on the process for assessing speed limits and the criteria with which speed limits are assessed. The development and delivery of small to medium scale local transport and road safety schemes will be assessed against the outcomes

				that support the six objectives of LTP4. These objectives are: • <i>Deliver safer and accessible journeys.</i> • <i>Support healthier lifestyles and communities.</i> • <i>Decarbonise transport.</i> • <i>Conserve and enhance our local environment.</i> • <i>Support sustainable economic growth.</i> • <i>Strengthen the resilience of our transport networks.</i> Teams across ESCC, including the Road Safety team have contributed to the development of LTP4 assessment process, including requests for lower speed limits, which was considered at the September meeting.
R4.	The Board recommends that the Council introduces a step-by-step process and guide for changes to local speed limits.	The Department agrees with this recommendation. The review of the website being undertaken under R2 will include a step-by-step process guide. In doing so, it is hoped that this will help local communities to gain a better understanding of how requests for changes to speed limits are considered, and the likelihood of any requests being successful.	6 months	As R2 – this has been undertaken as part of the web page review
R5.	The Board recommends: 1) A review is undertaken on the information provided to local communities, including Parish Councils; and 2) Information is provided on the Road Safety section on the ESCC website, including case studies, on the potential cost of designing and implementing	Whilst the Community Match pages of the ESCC website already contains detailed case studies on the costs of schemes, the Department agrees that it would be beneficial to set out case studies relating to speed limit requests. The review of the website being undertaken under R2 will include a case studies, costs and	6 months	Regarding 1) A new Parish Council toolkit will be developed which is very closely based on the Cllr Toolkit. Regarding 2) As R2 - incorporated into web page review

	signed only speed limits and also speed limit schemes where traffic calming is required. In addition, information is provided on the length of time it can take to deliver speed limit schemes.	information on the length of time it takes to deliver speed limit schemes.		
R6.	The Board recommends that officers refresh the information on speed limits on the ESCC website pages and create a speed limit change enquiry page.	The Department agrees with this recommendation. The review of the website being undertaken under R2 will include a dedicated speed limit enquiry page.	6 months	As R2- this will be incorporated into the updated road safety webpages.
R7.	The Board recommends that the Council considers whether additional communication materials are required that: 1) Outline the Council's approach to assessing local speed limits and the prioritisation process to help local communities understand the types of speed reduction measures that might be possible; 2) Explain that potential schemes that meet our policy, but are not currently a priority for the County Council, may be implemented if externally funded and delivered through the Community Match programme or a Section 278 agreement; and 3) Assist with the recruitment of volunteers to local Community Speed Watch groups (e.g. through Parish and Town Councils).	The Department acknowledges the Board's concern that not everyone is able to access the ESCC website to find information and will carry out a review of whether additional communications are required. The Department also notes the Board's view on the importance of Community Speed Watch and notes the challenges Sussex Police face in recruiting volunteers for this scheme. The Department will review whether additional communications are required to assist the Police in recruiting volunteers to the Community Speed Watch initiative.	6 months Community Speed watch is discussed in monthly meetings with Sussex Police.	Regarding 1) The Cllr Road Safety Toolkit has been updated and a new a Parish Council toolkit will be shared with all Parish Councils in October. Regarding 2) The updated Cllr toolkit will provide information on how to access funding, including S278. Regarding 3) Where the team receive concerns from the community regarding speeding issues, our responses now include further details to promote Community Speed Watch, including details of how to get involved. This information has also been included in the Councillor and Parish Council Toolkit.

This page is intentionally left blank



Scrutiny Review of Local Speed Limit Policy

Report by the Review Board:

Councillor Matthew Beaver
Councillor Julia Hilton
Councillor Ian Hollidge (Chair)
Councillor Eleanor Kirby-Green
Councillor Philip Lunn
Councillor Steve Murphy
Councillor Paul Redstone
Councillor Brett Wright

November 2024

Place Scrutiny Committee - 28 November 2024

Cabinet - 28 January 2025

Full Council - 11 February 2025 or 25 March 2025

The report of the Scrutiny Review of Local Speed Limit Policy

Contents.

Recommendations	3
Introduction.....	4
Background	5
Review Board Findings	7
Purpose of the local speed limit policy and wider policy context.	7
Local speed limit policy.....	7
Wider policy context	8
DfT guidance and other councils' approach to speed limits	9
Funding for 20mph speed limits and zones.....	10
How local speed limits are assessed.....	11
Impact of lower speed limits	12
East Sussex Local Transport Plan and lower speeds in new development	13
Local Transport Plan 4 (LTP4).....	13
Transport Development Control for new developments	14
Funding and use of resources	14
Use of officer time	14
Funding and scheme prioritisation.....	15
Communications and engagement	17
Conclusions	18
Appendix 1:	20
Scope and terms of reference of the review	20
Board Membership and project support.....	20
Review Board meeting dates	20
Witnesses providing evidence.....	21
Evidence papers.....	21
Appendix 2: Policy PS05/02 Local Speed Limits	22

Recommendations

Recommendation		Page
1	The Board recommends that the Council regularly reviews Policy PS05/02 Local Speed Limits when there is a change in national guidance.	8
2	The Board recommends that the ESCC website pages are updated to provide clearer information on the purpose of local, county wide speed limits and the wider policy context they are applied in.	9
3	The Board recommends that officers review the speed limit assessment process and criteria that other local authorities have introduced to manage demand to identify any potential efficiencies in officer time.	12
4	The Board recommends that the Council introduces a step-by-step process and guide for changes to local speed limits.	15
5	The Board recommends: 1) A review is undertaken on the information provided to local communities, including Parish Councils; and 2) Information is provided on the Road Safety section on the ESCC website, including case studies, on the potential cost of designing and implementing signed only speed limits and also speed limit schemes where traffic calming is required. In addition, information is provided on the length of time it can take to deliver speed limit schemes.	17
6	The Board recommends that officers refresh the information on speed limits on the ESCC website pages and create a speed limit change enquiry page.	17
7	The Board recommends that the Council considers whether additional communication materials are required that: 1) Outline the Council's approach to assessing local speed limits and the prioritisation process to help local communities understand the types of speed reduction measures that might be possible; 2) Explain that potential schemes that meet our policy, but are not currently a priority for the County Council, may be implemented if externally funded and delivered through the Community Match programme or a Section 278 agreement; and 3) Assist with the recruitment of volunteers to local Community Speed Watch groups (e.g. through Parish and Town Councils).	18

Introduction

1. The Place Scrutiny committee has observed that after potholes, concerns about road safety including speeding concerns are the most frequently raised issues with local Councillors as part of their constituency work. This is reflected in the topic also frequently being raised with councillors and officers on a county-wide basis. In addition, in July 2023 a Notice of Motion was debated at Full Council regarding reviewing and updating Policy PS05/02 on Local Speed Limits. During the debate it was suggested that the Place Scrutiny committee could look at the issues raised by the Motion as part of a scrutiny review.
2. A scoping meeting was held by the committee to discuss and explore in more detail what the focus of a potential scrutiny review could be. At the Place Scrutiny committee meeting held on 12 July 2024 the committee agreed to proceed with a scrutiny review of Local Speed Limit Policy with the following scope:
 - Consideration of the purpose of a local speed limit policy and examining how local speed limits are reviewed, assessed and delivered by East Sussex County Council (ESCC).
 - Examining whether the ESCC local speed limit policy PS05/02 is in line with national Department for Transport (DfT) guidance.
 - Reviewing examples of other local authority speed limit policies (e.g. our nearest neighbours and those with similar road networks to ESCC).
 - Reviewing national and local evidence on the impact and effectiveness of lower speed limits and zones (including 20mph limits).
 - Exploring other measures local authorities and developments are bringing forward to deliver low speed environments in both urban and rural areas.
 - Exploring how ESCC currently communicates the local speed limit policy and wider policy context to residents and considers potential improvements.
 - Reviewing the amount of officer time spent carrying out assessments of road safety concerns and preparing petition reports.
3. The Review Board gathered evidence for the review over a number of meetings held with officers who are involved in delivering the service and Sussex Police. The Board also examined evidence on the approach other local authorities are taking to local speed limits, the [Department for Transport Circular 1/2013 Guidance: Setting Local Speed Limits \(updated March 2024\)](#), and national studies undertaken on the impact of setting lower speed limits.
4. The Board did not have the capacity within the time available to hear detailed evidence from officers of other local authorities on their approaches to 20mph limits and zones, or the outcome of the review of speed limits on all 'A' and 'B' roads in the County. The Board suggests that the Place Scrutiny Committee may wish to consider these subjects as part of its future work programme.

Background

5. Speed limits should be evidence-led and self-explaining and seek to reinforce peoples' assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits tell road users about the maximum permitted speed for a road. This is not the target speed people should travel at and often the appropriate and safe speed is significantly lower. Factors that impact the safe speed to travel include weather, light conditions, forward visibility, road width etc. There are three national speed limits that apply to the road network:
 - 30mph - where there is a system of street lighting
 - 60mph - which is the national speed limit on single carriageway roads
 - 70mph - which is the national speed limit on dual carriageways and motorways
6. These national limits are not always appropriate for all roads and local transport authorities, such as ESCC, can set different limits where they may be more appropriate for the road conditions. To introduce a speed limit other than that imposed by restricted road status requires the making of a Traffic Regulation Order (TRO) and the provision of traffic signs to give a continual reminder of that speed limit. Where the road in question is part of the Strategic Road Network (SRN) which is the responsibility of National Highways, they are responsible for setting the speed limit, not ESCC (e.g. the A21 outside of Hastings). East Sussex has a low proportion of roads that are the responsibility of National Highways in comparison with other neighbouring local authorities.
7. The Department for Transport (DfT) circular 1/2013, which was updated in March 2024, provides guidance and advice to local authorities when considering setting local speed limits. Local speed limits are determined by transport authorities having regard to guidance issued by DfT and ensuring compliance with all relevant legislation. Research has indicated that neighbouring local authorities are following this guidance to ensure that there is a safe distribution of speeds, that speed limits are self-enforcing, that vehicle speeds are safe and appropriate for the road and its surroundings and there is consistent approach to setting local speed limits, between different authorities.
8. The ESCC Policy PS05/02 Local Speed Limits (Appendix 2) was developed in order to set out ESCC's approach to setting local speed limits. ESCC is not required to change speed limits from the national default limits but does have statutory duties under Section 39 of the Road Traffic Act 1988 to take steps to reduce collisions and injuries on the road network in East Sussex. The Council also has a duty to investigate with Sussex Police the cause of serious road collisions, also referred to as Killed and Seriously Injured (KSI) road collisions. In this context ESCC annually develops a Casualty Reduction Programme and has also developed an innovative programme to change driver behaviour with the aim of reducing the number of KSIs on the County's roads.
9. The DfT circular 1/2013 states that 'Speed limits are only one element of speed management'. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including:

- a. engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment
 - b. education
 - c. driver information
 - d. training and publicity
10. The DfT circular continues '*The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment*'. The principal aim is to provide a consistent message between the speed limit and the road layout and characteristics which will encourage the self-enforcement of the speed limit.
11. In the past ESCC has reviewed the speed limits on the county's roads when the DfT guidance has changed, when specific funding has been allocated or when a road safety issue had been identified at a specific location. This has led to the introduction of 30mph limits in most rural villages and changes to speed limits (e.g. 20mph, 40 mph or 50 mph) on other roads. More recently, during 2024, the Road Safety Team has undertaken a review of speed limits on all 'A' and 'B' classification roads in the county.
12. All road safety concerns that are raised by Members and residents are assessed by a member of the Road Safety Team and where appropriate improvements introduced. When considering how ESCC assesses and prioritises road safety concerns, including requests for lower speed limits, it is important to consider not only the Local Speed Limit Policy PS05/02 but also the wider policy and operational context. This includes the East Sussex Local Transport Plan (LTP), as well as the LTP related criteria and prioritisation process followed when setting the annual Capital Programme for Local Transport Improvements, and the Annual Casualty Reduction, Community Focused Road Safety and Speed Management Programmes.

Review Board Findings

Purpose of the local speed limit policy and wider policy context.

Local speed limit policy

14. The Board heard evidence from officers that the purpose of the local speed limit policy PS05/02 is to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment.
15. It is based on the DfT guidance as set out in Circular 1/2013 to ensure that the approach taken is consistent with other transport authorities across the country and that speed limits are self-enforcing. A self-enforcing signed only speed limit can be achieved where the mean vehicle speeds are below those set out in policy PS05/02. Where average speeds are higher and it is assessed a lower speed limit is required, traffic calming measures will be required to reduce speeds to at or below the mean vehicle speed.
16. The Board heard that the primary determinant when assessing and selecting a speed limit should be the appearance and character of the road. Road users may not automatically comply with a limit if it is set unrealistically low for a particular road function and condition. When looking at the character of the road environment, consideration is given to the amount of frontage development which may indicate the greater presence of Vulnerable Road Users (VRUs) such as pedestrians, wheelers and cyclists. Other criteria used to determine the appropriate speed limit for a road include:
 - the type/function of road (e.g. road classification, primary route etc.);
 - the measured average (mean) speed of vehicles which would suggest whether a new limit would be self-enforcing;
 - vulnerable road users;
 - where there is a history of speed related personal injury crashes at a location, engineering measures are investigated to reduce vehicle speeds to below the required average speed for the limit.
17. The Board also heard from officers that in most locations the majority of drivers drive at or near to the posted speed limit. For the small minority who do not drive at an appropriate speed, a change in the speed limit is unlikely to change their driving behaviour, and engineering measures (such as traffic calming measures and changes to the road layout) or enforcement measures will be required to tackle speeding behaviour. Consequently, reducing a speed limit by signs alone is unlikely to be effective in dealing with speeding.
18. The adopted Policy PS05/02 allows for 20mph zones or speed limits to be considered where they are likely to be self-enforcing. An effective and self-enforcing 20mph speed limit can be achieved with signs alone on roads where the mean (average) speed of traffic is below 24mph. On roads where mean speeds are higher, appropriate traffic management/calming measures would need to be introduced.

Wider policy context

19. The wider policy context is two-fold. Firstly, there are a range of measures that ESCC utilises to fulfil the Council's statutory duties under Section 39 of the Road Traffic Act 1988 to take steps to reduce collisions and injuries on the road network. Where appropriate these may include a change to the speed limit in line with the local speed limit policy.
20. Secondly, within the context of the adopted East Sussex Local Transport Plan 4 (LTP4) there are a number of policies therein, including the local speed limit policy which specifically cross-refers to Policy PS05/02, that will be considered when potential transport and road safety schemes are being assessed for potential inclusion in future capital programme. Please refer sections 45-48 below on the LTP4, and sections 49-53 on lower speeds in new development.
21. The Board concluded that if speed limits are set too low there will be poor compliance. Some Board members also observed that there is a potential conflict between some residents' desire to have lower speed limits near to where they live whilst at the same time wanting to be able travel more quickly through other parts of the county. The Board heard from Sussex Police that it can be common, at speed enforcement sites, that a higher proportion of speeding tickets are often issued to local people, whilst most speeding complaints are made by people who live in the local area.
22. The Board noted that neighbouring authorities, who are also members of Transport for the South East (TfSE), have speed limit policies which are broadly in line with the national guidance. This ensures that a consistent message about speed limits is given to road users across a wider geography than East Sussex. The Board heard evidence that other local authorities (e.g. Surrey County Council and Kent County Council) have in the last two to three years reviewed some of their speed limit policies including where they relate to 20mph speed limits and zones.
23. The Board concluded that it is important that Policy PS05/02 Local Speed Limits is reviewed when there are changes to national guidance.

Recommendation 1:

The Board recommends that the Council regularly reviews Policy PS05/02 Local Speed Limits when there is a change in national guidance.

24. The Board also concluded that more information about the purpose of local speed limits and the wider policy context should be provided on the Council's website pages to explain how we set local speed limits. This could include case studies. For example, further information on the purpose of speed limits could be provided on the website page: [Speeding and speed limits | East Sussex County Council](#)

Recommendation 2:

The Board recommends that the ESCC website pages are updated to provide clearer information on the purpose of local, county wide speed limits and the wider policy context they are applied in.

DfT guidance and other councils' approach to speed limits

25. The Board heard evidence from officers that the DfT Circular 1/2013 guidance recommends which factors are taken into account in any decisions to introduce or change local speed limits. These are reflected in the ESCC Policy PS05/02 and include:
- history of collisions
 - road geometry and engineering
 - road function
 - composition of road users (including existing and potential levels of vulnerable road users)
 - existing traffic speeds
 - road environment
26. The Board had the opportunity to review the contents of the current DfT guidance and compare it with ESCC's speed limit policy. The Board also considered evidence from Sussex Police, officers and written evidence from other councils who had based their policies on the DfT guidance. From the evidence seen by the Board it concluded that ESCC's policy is compliant with the DfT guidance.
27. The Board also reviewed examples of other councils' speed limit policies which included:
- Surrey County Council (SCC)
 - West Sussex County Council (WSCC)
 - Buckinghamshire Council
 - Oxfordshire County Council
 - Durham County Council
 - Hampshire County Council
 - Kent County Council (KCC)
28. The majority of Board members found that ESCC's speed limit policy is broadly in line with the majority of examples from neighbouring and other local authorities with a similar road network. All refer to, and are based on, the DfT guidance and state that speed limits should be self-enforcing. Almost all examples given use the average speed of 24mph as the cut off point for signed only 20mph limits to be self-enforcing.

29. However, there are some differences. For example, WSCC uses a cut off of an average speed of 26mph for signed only 20mph limits but still requires them to be self-enforcing. Surrey County Council's speed limit policies also include a separate policy for rural roads and for outside schools. Although there were some specific differences, these often reflect local circumstances and there were no consistently different approaches to that taken by ESCC.

Funding for 20mph speed limits and zones

30. Several authorities have prioritised the roll out of new 20mph speed limits and zones and have allocated significant additional funding to enable this (e.g. Surrey £2.5 million, Oxfordshire £8 million, Cornwall £4 million). In terms of this recent investment that some local authorities have made we are unaware whether they are using existing grant funding (and diverting funding away from other priorities) or funding the investment from borrowing or reserves.
31. Although it is recognised that 20mph speed limits are often well supported by local communities, national research including a study commissioned by the DfT has evidenced that signed only 20mph speed limits only produce a negligible change in driver behaviour with average speeds reducing by about 1mph to 2mph.
32. The Board considered examples of other authorities' approach to 20mph speed limits from Oxfordshire, Cornwall, Surrey, and Buckinghamshire councils and the Welsh Government's approach. The Board noted the comments from officers that, as a result of the approaches other local authorities were taking, there was a risk that the increased number of requests for 20mph limits, alongside all the other requests for transport improvements received (e.g. pedestrian and cycle improvements, bus infrastructure improvements, traffic management and traffic calming, junction improvements etc), would further significantly exceed the level of funding available. Therefore, a prioritisation process would be required to identify which schemes would be implemented.
33. The Board heard that the current ESCC speed limit policy has clear criteria to enable the introduction of 20mph limits and zones, but the Board noted that some improvements in initial communications would be beneficial. Any scheme requests will be assessed using the Casualty Reduction and LTP4 prioritisation process to ensure they support the current policies and priorities.
34. The Board concluded that, given ESCC's current financial position and the limited availability of external funding, it would be unlikely that the Council could adopt a similar approach of allocating large sums of capital funding to implement 20mph speed limits and zones (see section 58 below for more details on funding).

How local speed limits are assessed

35. The Review Board heard that when road safety concerns are received by the Council, including requests to lower the speed limit, the correspondence is examined, and a desk top study is carried out. This includes checking to see if there is a scheme already planned for the area and whether there is a crash history for that site/location. If required, a site visit is carried out to examine the issues raised and to make sure there are not any other issues evident that might be affecting the situation. The site assessment includes consideration of the following:
- Existing road signs and street furniture
 - the character of the road and road function;
 - the road environment; and
 - the composition of road users/traffic.
36. If the request meets the policy criteria in Policy PS05/02 and there is a history of speed related personal injury crashes (recorded by Sussex Police) then it will be considered for inclusion within the annual Casualty Reduction Programme. If there is not a history of speed related crashes, a scheme to reduce the speed limit will be assessed for potential inclusion within the capital programme of local transport improvements.
37. The Board heard evidence from Sussex Police that they assess requests to change speed limits against the DfT guidance contained in circular 1/2013 and consider that all speed limits should be self-enforcing. Speed limits are also assessed when the Council is consulted on planning applications for new developments (more detail is given section 49 below).
38. The Board noted that, when considering setting local speed limits, it is important to balance the needs of vulnerable road users against the need for vehicles to be able to travel across the county in an efficient and effective way. The Board saw examples where some local authorities have assessed their A & B class roads and stated that new requests for lower speed limits would not be considered due to the function of the road (e.g. Oxfordshire County Council). This would keep the strategic route network available for travel around the county. Other local authorities have stated that they will not consider 20mph limits on roads that have an existing speed limit above 30mph (e.g. Surrey County Council). These factors could be used to filter out requests for changes to speed limits that are unlikely to be successful (see recommendation 4).
39. The Board observed that there appears to be a disconnect between the desires of local communities who want to see lower speed limits and the national evidence that signed only speed limits will only reduce traffic speeds by 1 to 2 mph. In addition, due to finite funding it is necessary that schemes are prioritised that will deliver the greatest benefit to our local communities. This is evidenced by the high number of requests that the Council receives and the relatively low number of schemes that are implemented as a result of community requests (also see section 54-55).

40. The Board concluded that the Council needs to be clearer with the community about the criteria that are used to review speed limits and the financial constraints that exist (see sections 58-62). In many cases local councillors would like to be able to implement more transport and road safety schemes but are unable to do so as the limited available funding has to be prioritised to meet a number of wider policy objectives.
41. The Board discussed a number of measures that may improve the situation, including how officer time is used and the assessment process. However, the Board also noted that the Council has a legal responsibility to investigate crashes that take place on our road network and take appropriate steps to reduce collisions and injuries.

Recommendation 3:

The Board recommends that officers review the speed limit assessment process and criteria that other local authorities have introduced to manage demand to identify any potential efficiencies in officer time.

Impact of lower speed limits

42. The Board heard evidence from officers that the experience of the introduction of 20mph speed limits by other councils was consistent with the national research studies on the impact of lower speed limits, which showed that signed only speed limits would reduce average speeds by 1-2mph at best. It was therefore likely that in many locations in Wales and Oxfordshire the new 20mph zones would not be self-enforcing and therefore would have a poor level of compliance. In Wales, although there was initially a good level of compliance due to significant additional police enforcement, levels of speeding have since increased and, due to a lack of compliance and following a high number of complaints, a number of the new limits are being reverted back to 30mph. A Board member noted that other local authorities are reporting greater reductions in average speeds as a result of introducing signed only 20 mph speed limits.
43. The Board also considered evidence from the national research on 20mph zones from the [Centre for Public Health, Queens University, Belfast](#) and [Atkins](#) studies. These studies had found that reducing speed limits to 20mph in towns and city centres did not significantly reduce road traffic collisions, casualties or driver speeds.
44. The Board also heard that a number of 20mph schemes, either as specific projects or as part of wider transport schemes, have been delivered across the county through under the auspices of the previous Local Transport Plan (LTP3) and the Council's capital programme for local transport improvements. However, the Board were advised that many of these have been funded through external sources such as the Government's Local Sustainable Transport Fund, Local Growth Fund, development funding rather than via County Council funding allocations.

East Sussex Local Transport Plan and lower speeds in new development

Local Transport Plan 4 (LTP4)

45. The Board heard that the vision of the adopted East Sussex LTP4 focuses on ‘planning for people and places’ and moves away from planning solely for vehicles. There is a transition towards enabling sustainable modes of transport (walking, wheeling, cycling and use of public transport), more choice and enabling integrated journeys. The LTP4 has series of high-level policies which support low speed environments and connectivity including:
- B1 - Healthy Lifestyles
 - B2 - Active Travel
 - B3 - Road Safety
 - B4 - Placemaking
 - D1 - Strategic connectivity - [Keeping East Sussex connected](#)
 - D3 - The needs of business and the visitor economy
46. Policy B3 Road Safety in the adopted LTP4 sets out in paragraphs 6.77 - 6.79 that:
- To be effective, speed limits need to be set at a level which appears reasonable to a driver and be reflective of the environment through which the road passes.
 - The delivery of lower speed limits including 20mph speed limits and zones in the county is done in accordance with the ESCC adopted Policy PS05/02. This reflects national guidance and best practice for setting speed limits.
 - The policy allows for lower speed limits, including the introduction of 20mph limits/zones, to be considered where they are likely to be self-enforcing. This may be through engineering measures to bring the speed down.
47. The LTP4 policies clearly highlighted that the adopted ESCC Policy PS05/02 is the determinant for setting lower speed limits in the county.
48. The Board also heard that local transport schemes for low-speed environments could be brought forward as part of the implementation of LTP4, but this would be subject to the funding being available and such schemes being identified as a priority relative to all the other scheme requests received for inclusion in ESCC’s capital programme of local transport improvements. The existing scheme prioritisation process used to assess and identify which transport schemes, including lower speed limits, that are to be included in annual capital programme of local transport improvements is currently being reviewed as part of the post-adoption work on the LTP4.

Transport Development Control for new developments

49. The Transport Development Control Team considers the potential impact on the transport network of planning applications for new developments. They have 21 days to submit comments during which time they can make recommendations to local planning authorities (the district and borough councils and South Downs National Park Authority) on improvements, changes, conditions, and legal agreements to attach to planning permissions.
50. The Board heard that ESCC's design guidance follows the DfT Manual for Streets and has been in place since 2007. The Transport Development Control Team seek to ensure the design of new residential developments supports lower speeds. Whilst comments are made to the respective planning authorities on a development's layout in relation to Manual for Streets, ESCC does not have any authority over the final development design.
51. The Transport Development Control Team's guidance states that:
"The design speed for new streets is a key principle to their success in achieving a sense of place. All residential roads should therefore be designed to achieve an 85th percentile speed of 20mph."
52. The Board heard that this is an example of the way that ESCC seeks to ensure low speed environments are designed into new developments. The Board also saw examples of other low speed environment schemes that had been implemented in Lewes Town Centre and Eastbourne Town Centre phase 1. The Board found that ESCC has been implementing 20mph limits and zones and low speed environments as part of transport schemes and has been promoting low speed environments in new residential developments for over fifteen years.
53. The Board concluded that ESCC has policies and processes in place which can support the development of low-speed environments including 20mph limits and zones. This can be in new residential developments, industrial estates and as part of larger transport related schemes such as those in town centres where there may be high numbers of vulnerable road users who would benefit from a low-speed environment.

Funding and use of resources

Use of officer time

54. The Board heard from officers that the Road Safety Team receives around 4,000 pieces of correspondence a year relating to road safety concerns. Over recent years, the Team also received between six to twenty petitions a year, with around one third of them relating to a request for a lower speed limit.
55. The Board noted the amount of officer time involved in assessing road safety concerns and requests to lower speed limits, which often do not lead to a scheme being implemented. However, it is important to highlight that assessing the concerns raised is a key element of ensuring ESCC fulfils the Council's statutory duties under Section 39 of the Road Traffic Act 1988.

56. The Board considered examples of the processes in place at other local authorities. Some councils state they will not consider requests to change speed limits unless there have been material changes such as the occurrence of a number of KSIs, or a change in the road environment (e.g. Hampshire County Council, Oxfordshire). Some require there to be evidence of personal injury collisions and provide a link to a 'crash map' for people to check if there has been any reported KSIs before proceeding with a request (e.g. Kent County Council). Others such as Surrey and Kent County Councils set out a step-by-step approach, where making a request is dependent on meeting the criteria at each step/stage of the process.
57. The Board considered the potential for introducing a step-by-step or sifting process. Members considered that this could reduce the number of requests for speed limit changes that are unlikely to proceed, which would be helpful both in addressing community expectations and reducing officers' time spent on assessments. This could enable officers time to be re-focussed on other road safety work.

Recommendation 4:

The Board recommends that the Council introduces a step-by-step process and guide for changes to local speed limits.

Funding and scheme prioritisation

58. The Board reviewed the various sources of funding available for local transport schemes, which are used to fund transport and road safety improvements, including speed limit and traffic calming schemes. The main source of funding ESCC has for this work is the Integrated Transport Block funding the Council receives from central Government, which is currently around £3 million per year. This is used to fund a range of local transport schemes, not just those related to road safety. External funding is also secured through bids to external funding sources where available (e.g. the Local Growth Fund) and Community Infrastructure Levy (CIL) or Section 106 planning agreement payments. Funding is also available to help fund schemes jointly with communities through the ESCC Community Match Fund.

59. The Board heard from officers that the total costs for the design and implementation of a signed only speed limit speed limit vary but could range between £20,000 - £30,000. However, schemes that require traffic calming to reduce the average speed and ensure a speed limit is self-enforcing will cost considerably more to implement. The cost of designing and implementing a traffic calming scheme will vary significantly and will be dependent on the type of measures introduced, traffic management, extent of the scheme, any changes to drainage etc. (Buckinghamshire Council cited costs of up to £100,000 for traffic calming schemes, however it is important to highlight that this would be at the lower end of the cost for implementing a scheme). Some councils publish estimated costs for various traffic calming measures together with typical costs for schemes. As a consequence of the relatively high cost of transport and road safety schemes, funding has to be prioritised carefully.
60. The Board heard in evidence that transport and road safety schemes including lower speed limits, active travel, School Streets, etc. are assessed either through the road safety prioritisation processes and/or the LTP prioritisation process, which includes a scored high level sift, and if the proposed scheme scores highly enough it goes forward for further development and implementation. The annual funding for the Casualty Reduction Programme is prioritised to reduce road casualties and is targeted at locations that have had four or more KSIs in the last three years.
61. The Board explored the time it takes to deliver schemes on the highway, including transport and road safety schemes, and that due to the legislative framework these contain a number of stages. The stages include feasibility, preliminary design, consultation and communications, seeking Lead Member approval to proceed post-consultation, detailed design, undertaking surveys and the Traffic Regulation Order (TRO) process which involves statutory consultees. Members heard that schemes can take between two to four years to design and implement, but this can vary depending on the scale and complexity of the scheme. If there are significant concerns raised at the consultation stage, further design and engagement may be required which can delay continued development and implementation of a scheme. Similarly, objections at the TRO stage can also delay implementation as these objections need to be reported to and considered by the County Council's Planning Committee or possibly mean a scheme does not proceed.
62. The Board concluded that funding appears to be the main constraint on the number of local transport schemes that ESCC can deliver, and that the length of time it takes to deliver schemes can be a source of concern with local communities. There can be a significant period of time between a request being made and a scheme being implemented.

Recommendation 5:

The Board recommends:

- 1) A review is undertaken on the information provided to local communities, including Parish Councils; and***
- 2) Information is provided on the Road Safety section on the ESCC website, including case studies, on the potential cost of designing and implementing signed only speed limits and also speed limit schemes where traffic calming is required. In addition, information is provided on the length of time it can take to deliver speed limit schemes.***

Communications and engagement

63. The Board heard from officers that there is information on the ESCC Council website, including on our road safety policies, prioritisation process and speed limits. Officers gave examples of other local authorities who take a similar approach to providing information on their speed limit policies and for requests to change speed limits. The Board explored suggested changes to the way the Council presents the information on the website with officers and the creation of a dedicated speed limit request page with the following information on it:

- The context upon which speed limits are assessed (e.g. DfT Guidance, Speed Limit policy)
- The factors which are considered when assessing a speed limit
- A photographic guide on how the speed limit policy is used to assess the appropriate speed for the road.
- A step by step explanation of the assessment process
- Information on how to report speeding to the Police
- Information on how to join Community Speed Watch

64. The Board considered that refreshing the web page information and creating a speed limit enquiry page, incorporating the step-by-step process, would be helpful in better communicating the Council's policy approach to local speed limits. The Board also considered that the proposed webpage content includes the policy context as mentioned in recommendation 2.

Recommendation 6:

The Board recommends that officers refresh the information on speed limits on the ESCC website pages and create a speed limit change enquiry page.

65. The Board also considered other forms of communication and engagement, noting that not everyone looks at website information. In particular, it is important to communicate with Parish Councils and other community groups who often make requests for changes to speed limits. The Board concluded that it was important to maintain active communication with stakeholders on the Councils' approach to speed limits.
66. The Board also heard from Sussex Police about the important role of local Community Speed Watch groups and the impact they have on driver behaviour. They are part of a range of speed management measures that increase compliance with speed limits. Board members highlighted the challenge of recruiting sufficient volunteers for these groups and considered what could be done to promote their work.

Recommendation 7:

The Board recommends that the Council considers whether additional communication materials are required that:

- 1) Outline the Council's approach to assessing local speed limits and the prioritisation process to help local communities understand the types of speed reduction measures that might be possible;***
- 2) Explain that potential schemes that meet our policy, but are not currently a priority for the County Council, may be implemented if externally funded and delivered through the Community Match programme or a Section 278 agreement; and***
- 3) Assist with the recruitment of volunteers to local Community Speed Watch groups (e.g. through Parish and Town Councils).***

67. The Board noted that finding solutions to road safety issues and speeding concerns requires partnership working as well as an effective local speed limit policy. During the review the Board became aware that Sussex Police was withdrawing from the Sussex Safer Roads Partnership (SSRP). Although this is outside of the scope of the review, the Board considered that it will be important for the Council to establish the future arrangements for partnership working with Sussex Police and other partners to ensure a coordinated and strategic approach to road safety across Sussex.

Conclusions

68. The Board has considered a wide range of information and evidence on the policy approach to local speed limits both in ESCC and other local authorities. It has also considered other measures the Council takes to implement low speed environments through local transport schemes, the LTP4 and the planning system.

69. Overall, the Board found that the Council's local speed limit policy and approach to setting speed limits is in line with the current DfT guidance and is broadly similar to the approach taken by other local authorities. The Board has made a number of recommendations to better communicate the Council's policy approach and has suggested changes for dealing with the number of requests the Council receives for amendments to local speed limits.

Appendix 1:

Scope and terms of reference of the review

The Review was established to consider and make recommendations on the following scope of the review which included:

1. The purpose of a local speed limit policy and how local speed limits are reviewed, assessed and delivered by East Sussex County Council (ESCC).
2. Whether the ESCC local speed limit policy PS05/02 is in line with national Department for Transport (DfE) guidance.
3. Examples of other local authority speed limit policies (e.g. our nearest neighbours and those with similar road networks to ESCC).
4. National and local evidence on the impact and effectiveness of lower speed limits and zones (including 20mph limits).
5. Other measures local authorities and developments are bringing forward to deliver low speed environments in both urban and rural areas.
6. How ESCC currently communicates the local speed limit policy and wider policy context to residents and consider potential improvements.
7. The amount of officer time spent on carrying out assessments of road safety concerns and preparing petition reports.

The aims of the review were to:

- Gain an understanding of assessment criteria and processes used to set local speed limits
- Establish whether the current local speed limit policy PS05/02 is in line with national guidance.

The review also sought to

- Explore whether improvements could be made in how the Council communicates the local speed limit policy and wider policy context to residents, and
- Whether the amount of officer time spent on undertaking assessments could be reduced.

Board Membership and project support

Review Board Members: Councillors Ian Hollidge (Chair), Matthew Beaver, Julia Hilton, Eleanor Kirby-Green, Philip Lunn, Steve Murphy, Paul Redstone and Brett Wright.

The Project Manager was Martin Jenks, Senior Scrutiny Adviser with additional support provided by Patrick Major, Scrutiny and Policy support Officer.

Ismina Harvey and Kelly Burr provided ongoing support to the Board throughout the review.

Review Board meeting dates

Scoping meeting - 21 May 2024

Board meetings

04 September 2024

04 October 2024
 22 October 2024
 30 October 2024
 08 November 2024
 19 November 2024

Witnesses providing evidence

The Board would like to thank all the witnesses who provided evidence in person:

ESCC officers

Nick Skelton, Assistant Director Communities

Ismina Harvey, Head of Communities

Kelly Burr, Team Manager Road Safety

Lisa Simmonds, Infrastructure Planning & Policy Manager

Jon Wheeler, Team Manager - Infrastructure Planning & Place

Michelle Edser, Team Manager Transport Development Control

Mark Weston, Assistant Manager - Implementation Team, Transport Development Control

Other representatives

Chief Inspector Matthew Wightwick, Sussex Police

Evidence papers

Item	Date considered
ESCC Policy PS05/02 Local Speed Limits. March 2018.	4 Sept 2024
Department for Transport Circular 1/2013 Guidance: Setting Local Speed Limits. March 2024.	4 Sept 2024
Atkins, AECOM and Maher (2018) 20mph Research Study: Process and Impact Evaluation. London: DfT	4 Oct 2024
ESCC Local Transport Plan 4. October 2024	22 Oct 2024
Hunter RF, Cleland CL, Busby J, <i>et al</i> (15 November 2022). Investigating the impact of a 20 miles per hour speed limit intervention on road traffic collisions, casualties, speed and volume in Belfast, UK: 3 year follow-up outcomes of a natural experiment J Epidemiol Community Health 2023;77:17-25.	4 Oct 2024

Contact officer: Martin Jenks, Senior Scrutiny Adviser Telephone: 01273 481327

E-mail: martin.jenks@eastsussex.gov.uk

Appendix 2: Policy PS05/02 Local Speed Limits

EAST SUSSEX COUNTY COUNCIL, LEAD MEMBER - COMMUNITIES AND SAFETY POLICY SUMMARY

LOCAL SPEED LIMITS	PS05/02
PURPOSE OF POLICY To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment	
SPECIFIC POLICIES 1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road. 2. On all other roads Orders are made by the County Council subject to the Statutory requirements for the advertisement of the proposals and considerations of any objections. 3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.	
SUPPORTING STATEMENT Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.	
References — Further Information	Date of Approval
Road Traffic Regulation Act 1984 Department for Transport — Circular Roads 01/2006 Department for Transport — Circular Roads 02/2006 Department for Transport — Traffic Advisor Leaflet 1/04 Department for Transport — Traffic Advisory Leaflet 2/06 Department for Transport- Circular Roads 01/2013 H & T Committee — Agenda Item 10 H & T Committee — Agenda Item 18 Cabinet Committee — Agenda Item 5 Lead Member for Transport and Environment — Agenda Item 11 Lead Member for Communities & Safety - Agenda Item ??	17.03.1993 19.10.1994 15.11.2000 25.06.2007 16/03/2018

APPENDIX 2

SPECIFIC POLICIES (CONTINUED)

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

Speed Limit	Average Speed Below
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either:-
- a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. **If** this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
- b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

7. 20mph Speed Limits and Zones

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

Proposed Speed Limit Criteria — Route Assessment

Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
--	--------------------------	----------------------------

20 mph Speed Limit

Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph High proportion of vulnerable road users in direct conflict with traffic
---	--	---

30 mph Speed Limits

Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph Significant number of vulnerable road users in conflict with vehicular traffic
--	---	--

40 mph Speed Limits

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	Urban Suburban distributor roads buildings set back from the road Rural Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph Urban Vulnerable road users segregated from road space Rural A noticeable presence of vulnerable road users
--	--	--

50 mph Speed Limits

Limited frontage development	Higher quality urban distributors with few points of access Low standard classified roads	Mean vehicle speed below 52mph
------------------------------	--	--------------------------------

60 mph Speed Limits (Dual Carriageways)

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
------------------------------	--------------------------------------	--------------------------------

Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.