



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 16 JUNE 2025 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 28 April 2025 (*Pages 3 - 6*)
2. Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
3. Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
4. Petition: Installation of pedestrian crossing and a 20mph speed limit in Mill Road, Hailsham (*Pages 7 - 18*)
Report by the Director of Communities, Economy and Transport
5. Transport and Works Act Agreement - Rother Valley Railway (*Pages 19 - 20*)
Report by the Director of Communities, Economy and Transport
6. Any urgent items previously notified under agenda item 3

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

6 June 2025

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 28 April 2025 at Committee Room, County Hall, Lewes

Councillors Clark and Hollidge spoke on item 4 (see minute 65)

61. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 17 MARCH 2025

61.1 The Lead Member approved as a correct record the minutes of the meeting held on 17 March 2025.

62. DISCLOSURE OF INTERESTS

62.1 There were none.

63. URGENT ITEMS

63.1 There were none.

64. REPORTS

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

65. PETITION FOR THE ROAD LAYOUT TO BE CHANGED AND PHYSICAL WIDTH RESTRICTIONS INSTALLED TO ENFORCE THE 7.5T WEIGHT RESTRICTION IN THE HIGH STREET, BEXHILL

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

65.2 Ms Helen Enock, a representative of the petition calling on the County Council to enforce 7.5 ton weight limit to preserve the historic listed building in Bexhill spoke to highlight concern around the increase of Heavy Goods Vehicles (HGVs) driving along Bexhill High Street, the effect of HGVs (including buses) on the large number of listed buildings and structures along Bexhill High Street and the lack of police enforcement of the 7.5 ton weight restriction.

DECISIONS

65.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to construct a physical width restriction on the High Street will be fully assessed for possible inclusion for funding within the Capital Programme;

(2) Whilst all options will be fully considered, due to the requirement to ensure the emergency services and legitimate Heavy Goods Vehicle (HGV) deliveries can still take place within the High Street, a physical width restriction is likely to have minimal effect on 'through' HGV traffic using the High Street;

(3) The concerns about enforcement of the 7.5t weight restriction on the High Street have been passed to Sussex Police as the correct enforcement authority; and

(4) The re-routing of the scheduled bus service would have a substantial impact on passengers gaining access to Bexhill Hospital and it is not possible to operate these routes with buses less than 7.5t as they would not have the seating capacity to cater for passenger demand on these routes. No changes are therefore recommended to the bus service along the High Street at this time.

REASONS

65.4 The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are allocated to those schemes which will be of the greatest benefit to local communities. The fourth East Sussex Local Transport Plan (LTP4) was adopted on 8 October 2024, resulting in the need to update the Council's scheme assessment process to reflect the priorities set out in LTP4. As a result, the Council is unable to undertake an assessment of the request for a physical width restriction on the High Street whilst a new approach is being developed and approved.

65.5 It is expected that the new assessment approach will be available by October 2025, at which time the assessment of the request to construct a physical width restriction on the High Street will be undertaken. The lead petitioner will be contacted directly should the request successfully progress beyond the first assessment stage. Whilst there is a wait in undertaking the assessment, it will not delay the timescales for the inclusion of potential schemes that are successful in being included in the capital programme of local transport improvements.

65.6 It is important to note that any physical width restriction would need to maintain adequate road widths to ensure the emergency services can gain access to the High Street at all times, and that any HGV legitimately delivering to land or property within the High Street, including household deliveries and refuse collection vehicles, could also still gain access. Whilst options will be fully explored, it is likely that any physical width restriction would have minimal effect on 'through' HGV traffic using the High Street.

65.7 The nearest alternative suitable route for buses to follow if they were re-routed from the High Street is along London Road. This would require patients and visitors attending Bexhill Hospital to walk a further 270 metres (measured from the nearest bus stops in London Road). The alternative bus route would have to be via Havelock Road and Springfield Road and would also lead to a longer walk at the hospital end of the journey which would be up hill. Re-routing buses would also reduce access to bus services for residents living in the High Street and Hollier's Hill area. These impacts are likely to be substantial on these residents. It is not possible to operate these scheduled bus routes with buses less than 7.5t as they would not have the seating capacity to cater for the passenger demand on these routes.

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Report to:	Lead Member for Transport and Environment
Date of meeting:	16 June 2025
By:	Director of Communities, Economy and Transport
Title:	Petition: Installation of pedestrian crossing and a 20mph speed limit in Mill Road, Hailsham
Purpose:	To consider a petition for the installation of a pedestrian crossing outside Lion House Park and implement a 20mph speed limit on the approaches to Lion House Park, in Mill Road, Hailsham

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

- (1) A potential scheme to install a pedestrian crossing in Mill Road outside Lion House Park will be assessed for possible inclusion for funding within the Capital Programme; and**
 - (2) Mill Road does not meet the Council's policy for a 20mph speed limit as set out in policy PS05/02**
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1 Background Information

1.1. At the Council's Full Council meeting on 11 February 2025, a petition was presented to the Chairman by Councillor Murphy on behalf of concerned residents of Lion House Park in Mill Road, Hailsham. The residents are requesting a pedestrian crossing and the implementation of a 20mph speed limit in the vicinity of the entrance to Lion House Park.

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

1.3 Mill Road, from its junction with Market Street to a point just south of the access to Lion House Park is subject to a 30mph speed limit as indicated by the system of street lighting. This changes to the National Speed Limit just south of the access to Lion House Park. A location plan is attached as Appendix 1.

1.4 Crash data supplied by Sussex Police shows that there have been no recorded personal injury crashes in Mill Road on the approaches to Lion House Park for the most recent 5-year period up to 28 February 2025.

1.5 The 30mph limit was extended in January 2023 to encompass the access to Lion House Park. This extension, as well as other highway works including a new footway on the south side opposite Lion Hill Park, were implemented as part of the Millstone Drive development on the south side of Mill Road. A further housing development on the north side of the road, west of Lion House Park, is currently under construction.

1.6 There is a 'pedestrians in road ahead' warning sign and a 'bend ahead' warning sign on the northbound approach to Lion House Park to warn drivers of potential hazards as they

approach the 30mph speed limit. There is also a 'side road head' warning sign on the eastbound approach to Lion House Park. Site images are attached as Appendix 2.

2 Supporting Information

2.1. The Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are allocated to those schemes which will be of the greatest benefit to local communities. The fourth East Sussex Local Transport Plan (LTP4) was adopted on 8 October 2024, resulting in the need to update the Council's scheme assessment process to reflect the priorities set out in LTP4. As a result, the Council is unable to undertake an assessment of the request for a pedestrian crossing outside Lion House Park whilst a new approach is being developed and approved.

2.2 It is expected that the new assessment approach will be available by October 2025, at which time the assessment of the request to construct a pedestrian crossing outside Lion House Park will be undertaken. The lead petitioner will be contacted directly should the request successfully progress beyond the first assessment stage. Whilst there is a wait in undertaking the assessment, it will not delay the timescales for the inclusion of potential schemes that are successful in being included in the capital programme of local transport improvements.

2.3 East Sussex County Council (ESCC) supports 20mph speed limits where appropriate. Adopted Policy PS05/02 (which reflects national guidance and best practice) allows for 20mph speed limits to be considered in town centres, residential areas and in the vicinity of schools. PS05/02 is attached as Appendix 3. 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 introduction of a lower speed limit will not automatically slow traffic down. It is nationally recognised that most drivers travel at the speed they consider to be safe for the conditions of the road, based on their assessment of the local environment. There are several factors that are taken into consideration when assessing a length of road for a speed limit, with the predominant factors being the character and appearance of the road, the level of visible frontage development and the average speed of traffic using the road.

2.4 The section of Mill Road south of the access to Lion House Park has no visible frontage development and the character of the road becomes rural with little or no visible development or accesses along it. The eastbound approach to Lion House Park is subject to a 30mph speed limit by virtue of the presence of the system of street lights installed by the developer of the residential Millstone Drive development. The 30mph speed limit has been continued around the bend as not only would vehicle speeds be low on the bend itself due to its radius, the signs are more visible to approaching traffic in the current location to the south of the bend.

2.5 The Road Safety team has assessed the site and can advise that 30mph is the most appropriate speed limit for the bend and the road outside of Lion House Park. Whilst it is appreciated that there are a number of vulnerable road users crossing the road from Lion House Park, 20mph speed limits are reserved for those sites where the number of potential vulnerable road users is much higher, for example in Town Centres, residential areas and outside of schools.

2.6 The existing extent of the national speed limit has also been assessed and the speed limit is the most appropriate due to the rural nature of the road and the current lack of visible frontage development, like many narrow country lanes in East Sussex. It should be noted that the national speed limit of 60mph is the maximum permitted speed and not the speed that drivers are

expected to drive at. It is the responsibility of the driver to choose a safe speed within the limit according to the immediate environment, traffic and road conditions. When approaching a sharp bend or a lower speed limit, drivers should adjust their speed accordingly.

3 Conclusion and Reasons for Recommendations

3.1. The Council has considered the petitioners' requests regarding installation of a pedestrian crossing and 20mph speed limit in Mill Road, Hailsham and it is recommended that the Lead Member advises the petitioners that a scheme to construct a pedestrian crossing outside Lion House Park will be fully assessed for possible inclusion for funding within the Capital Programme.

3.2 Petitioners should also be informed that a 20mph speed limit in Mill Road does not meet ESCC's policy requirements on setting local speed limits.

RUPERT CLUBB

Director of Communities, Economy and Transport

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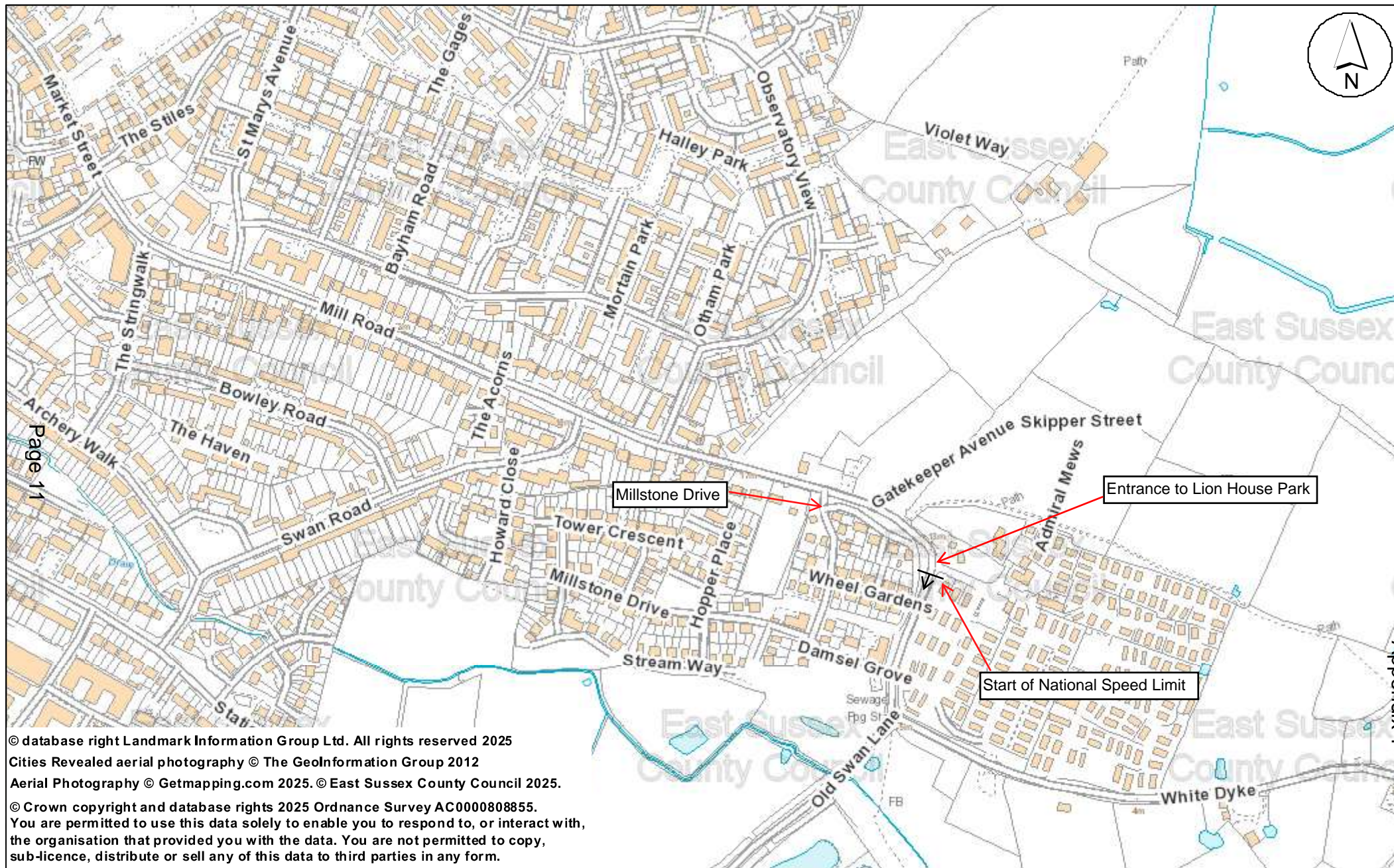
LOCAL MEMBERS

Councillor Steve Murphy

BACKGROUND DOCUMENTS

None

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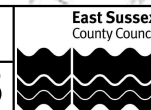


Map Mill Road, Hailsham - Location plan - Appendix 1

Author:

Scale: 1:5,000

Date: 15/04/2025



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Appendix 2 - site images



View looking south-east along Mill Road towards entrance to Lion House Park, showing the start of the National Speed Limit



View looking north-west along Mill Road towards entrance to Lion House Park, showing the start of the 30mph speed limit



View looking north along Mill Road, showing the pedestrians in road and bend warning signs on approach to entrance to Lion House Park



View looking south-east along Mill Road towards entrance to Lion House Park, showing the side road warning sign (Aug 2024 Google image used due to existing roadworks in situ)

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 <ol style="list-style-type: none"> 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.	
<u>References – Further Information</u> 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 ??	<u>Date of Approval</u> 17.03.1993 19.10.1994 15.11.2000 25.06.2007 16/03/2018

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
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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
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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
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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
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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
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60 mph Speed Limits (Dual Carriageways)

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
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Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.

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Report to: Lead Member for Transport and Environment

Date of meeting: 16 June 2025

By: Director of Communities, Economy and Transport

Title: Transport and Works Act Agreement - Rother Valley Railway

Purpose: To seek authority to enter into 2 Transport and Works Act Agreements with Rother Valley Railway to allow agreed works to take place on the adopted public highway.

RECOMMENDATION: The Lead Member is recommended to approve the use of the Transport and Works Act Agreements to secure the highway works associated with the reinstatement of the Rother Valley Railway.

1 Background Information

1.1. The Transport Development Planning (TDP) team at East Sussex County Council (ESCC) generally utilises Section 278 Agreements, under the Highways Act 1980, in order to manage development related highway works. The County Council's Scheme of Delegation provides delegated authority for authorised officers to enter into such agreements. The proposal in this report concerns development related highway works, which are not to be agreed under Section 278 of the Highways Act, and therefore delegated authority does not exist for agreeing to enter into this alternative agreement.

1.2. The proposal in this case is to secure the highway works relating to the Transport and Works Act Order granted by the Department for Transport (DfT) for the reinstatement of a railway line from Bodiam to Robertsbridge Junction, which involves the installation of 2 level crossings over Junction Road, Bodiam and Northbridge Street, Robertsbridge.

1.3. A third level crossing will be built over the A21 (Robertsbridge Bypass), but this will be agreed with National Highways as they control this section of the A21.

2 Supporting Information

2.1. Planning permission for the scheme was applied for in 2014 under planning application reference: RR/2014/1608/P. Permission was granted by Rother District Council on 22 March 2017.

2.2. In addition to the Planning Permission, due to the nature of the works an Order needed to be granted by the Secretary of State for Transport under the Transport and Works Act 1992. This was applied for in April 2018.

2.3. The Order would allow Rother Valley Railway to reinstate a section of railway track, linking to existing sections of track that would complete the rail link between Bodiam and Robertsbridge Junction.

2.4. The Order would provide statutory authority to construct the new railway and maintain the new and existing lengths of track as a heritage railway from Robertsbridge Junction to Bodiam, where it would join the existing heritage railway to Tenterden. The Order, if granted would also authorise the crossing of the public highway in a number of locations.

2.5. The Order would also authorise the acquisition of land and rights over land and the temporary use of land in connection with the railway, in case it is not possible to acquire the necessary interests by agreement.

2.6. A Public Inquiry for the proposed Order was held between 6 July 2021 and 4 August 2021 and 2-3 September 2021. Subsequently the Planning Inspector issued their report in January 2023 and in May 2023 the Secretary of State for Transport approved the Order and published notice of its determination. The Order was made on 12 July 2023 and came into force on 2 August 2023.

2.7. As the Transport and Works Act Order authorises Rother Valley Railway to construct level crossings over the public highway, it is not considered that a standard Section 278 agreement, for agreeing the details of the work, is appropriate in this case.

2.8. Bespoke agreements, albeit substantially similar to the Section 278 standard, have been agreed with Rother Valley Railway to ensure the works are undertaken to the appropriate agreed design by a suitable contractor and the Roads Safety Audit process is followed. The full extent of the works on the County Council's network are the 2 level crossings (Junction Road, Bodiam and Northbridge Street, Robertsbridge) and their associated signage.

2.9. It should be noted that the standard bond/surety provisions usually contained in Section 278 agreements have been omitted due to the powers granted to Rother Valley Railway through the Order under the Transport and Works Act.

2.10. Due to the bespoke nature of these agreements, they are not covered by the County Council's Scheme of Delegation to officers. They therefore need approval from the Lead Member before the agreements can be entered into.

3 Conclusion and Reasons for Recommendations

3.1. In order to allow the legal agreements securing the highway works to be entered into, and due to the unique nature of the development and approval of the Transport and Works Act Order by the Secretary of State for Transport, the Lead Member is recommended to approve the use of the Transport and Works Act Agreements to secure the highway works associated with the reinstatement of the Rother Valley Railway..

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Cllr Paul Redstone

BACKGROUND DOCUMENTS

- Rother Valley Railway (Bodiam to Robertsbridge Junction) Order inspector's report
 - <https://assets.publishing.service.gov.uk/media/6465054b0b72d300133446d5/rother-valley-inspectors-report.pdf>
- Rother Valley Railway (Bodiam to Robertsbridge Junction) Order decision
 - <https://assets.publishing.service.gov.uk/media/645a32c3c6e8970012a0fb55/rother-valley-decision-letter.pdf>