



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 20 OCTOBER 2025 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 8 September 2025 (*Pages 3 - 8*)
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 a pedestrian crossing and a 20mph speed limit in Lewes Road, Newhaven (*Pages 9 - 28*)
Report by the Director of Communities, Economy and Transport
5. Proposed introduction of parking charges, Broomhill Sands Car Park, Camber (*Pages 29 - 36*)
Report by the Director of Communities, Economy and Transport
6. Community Match Schemes for 2025/26 (*Pages 37 - 40*)
Report by the Director of Communities, Economy and Transport
7. Any urgent items previously notified under agenda item 3

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

10 October 2025

Contact Sophie Webb, Governance and Democracy Manager,
01273 337495
Email: sophie.webb@eastsussex.gov.uk

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 8 September 2025 at Committee Room, County Hall, Lewes

Councillors Belsey, Bowdler, Cross, Howell, Maples, Rodohan, Stephen Shing and Taylor spoke on item 4 (see minute 11)

Councillor Redstone spoke on item 5 (see minute 12)

Councillors Galley and Maples spoke on item 7 (see minute 14)

7. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 16 JUNE 2025

7.1 The Lead Member approved as a correct record the minutes of the meeting held on 16 June 2025.

8. DISCLOSURE OF INTERESTS

8.1 There were none.

9. URGENT ITEMS

9.1 There were none.

10. REPORTS

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

11. PETITION TO STOP STAGECOACH CHANGING THE 51 BUS SERVICE TO EASTBOURNE FROM HALF HOURLY TO HOURLY

11.1 The Lead Member considered a report by the Director of Communities, Economy and Transport together with written comments from Local Member, Councillor Standley.

11.2 Ms Erin Wigham, the Lead Petitioner for the petition calling on the County Council to Stop Stagecoach from changing the 51 service to Eastbourne to hourly from half-hourly spoke to highlight loss of passenger confidence in Stagecoach to provide a reliable and punctual 51 bus service and concerns regarding the lack of response from Stagecoach to address passenger complaints.

DECISIONS

11.3 The Lead Member RESOLVED to advise petitioners that:

(1) Stagecoach cannot sustain a half-hourly bus service between Eastbourne and Tunbridge Wells due to the considerable costs involved coupled with passenger numbers;

(2) The level of ongoing annual subsidy from the County Council could not be accommodated within current Bus Service Improvement Plan (BSIP) funding allocations without compromising other bus services and county-wide fare initiatives; and

(3) The County Council will continue to work with Stagecoach to identify and implement highways measures to reduce service delays, as well as improved real time information for passengers to help achieve improvements in service timekeeping which are key outcomes of the East Sussex BSIP.

REASONS

11.4 The Council has considered the petition calling on the County Council to work with Stagecoach to maintain a half hourly bus service between Eastbourne, Heathfield and Tunbridge Wells, which the bus operator reduced to hourly from 30 March 2025.

11.5 Whilst a higher frequency is more desirable, the current hourly frequency is still running at a loss of hundreds of thousands of pounds a year. Stagecoach cannot financially sustain a half-hourly bus service between Eastbourne and Tunbridge Wells due to the considerable increase in costs involved and the relatively low number of passengers.

11.6 The County Council is reliant upon future revenue funding allocations from UK Government so it can continue to support what is a growing number of socially necessary services which bus operators can no longer provide on a commercial basis. Funding must be prioritised to support services that are fully withdrawn, rather than maintaining a higher frequency on a continuing route where there are low levels of passenger use. The level of ongoing annual subsidy from the County Council that would be required to maintain such a frequency could not be accommodated within BSIP funding allocations without compromising the continuation of other bus services and county-wide lower fare initiatives which provide excellent value for East Sussex residents.

11.7 The County Council has worked with Stagecoach to resolve a morning timetabling issue for the 51 service and an issue regarding reduced service capacity between Heathfield and Tunbridge Wells schools. The County Council will continue to work in partnership with

Stagecoach to try and ensure the best possible bus service for the communities on the route of service 51 and will continue to work with Stagecoach to identify and implement highways measures to reduce service delays, as well as improved real time information for passengers to help achieve improvements in service timekeeping which are key outcomes of the East Sussex BSIP.

12. EAST SUSSEX LOCAL TRANSPORT PLAN 4 (LTP4) - FUNDING REQUEST ASSESSMENT PROCESS

12.1 The Lead Member considered a Report by the Director of Communities, Economy and Transport.

DECISIONS

12.2 The Lead Member RESOLVED to:

(1) agree the revisions to the current scheme request assessment process, to ensure alignment with the East Sussex Local Transport Plan 4 (LTP4);

(2) note that the approach will be subject to ongoing review to establish whether any further changes are required to inform future Capital Programmes for Local Transport Improvements and any further revisions will be reported to the Lead Member for Transport and Environment for approval; and

(3) note that consideration will be required regarding the anticipated changes coming forward as part of the provision of a longer-term funding settlement for transport in association with proposed establishment of the Sussex Mayoral Combined County Authority from May 2026.

REASONS

12.3 With the change in policy direction for the authority as set out in the East Sussex LTP4, the request assessment process, which includes both the high level sift and the detailed appraisal assessment, have been updated to reflect these changes. The proposed assessment process will ensure that a balanced Capital Programme for Local Transport Improvements is developed in 2026/27 which includes schemes that align with the East Sussex LTP4.

12.4 To ensure that the approach remains relevant and robust, a further review will be undertaken following the development of the 2026/27 Capital Programme for Local Transport Improvements. This will be timely as the Council will also consider the anticipated changes coming forward as part of the provision of a longer-term funding settlement for transport in association with the proposed development of the Sussex Mayoral Combined County Authority, which would come into effect in May 2026. If any further changes are required to the request assessment process, this will then be reported to the Lead Member for Transport and Environment to seek approval.

13. HIGHWAY MAINTENANCE INCENTIVE FUNDING 2025/26

13.1 The Lead Member considered a Report by the Director of Communities, Economy and Transport.

DECISIONS

13.2 The Lead Member RESOLVED to:

- (1) Note the information provided in the report regarding highway maintenance grants; and
- (2) Approve the draft East Sussex County Council Incentive Fund Report to the Department for Transport at Appendix 1 of the report.

REASONS

13.3 In order to achieve maximum Government funding for highway maintenance, the Council will need to demonstrate that it meets certain best practice criteria and share this with the Department for Transport. If the Council fails to do so the Government may withdraw £1,392,500 from the 2025/26 Highway Maintenance Block funding.

14. REVIEW OF STRATEGIC HIGHWAY POLICIES AND ASSET MANAGEMENT PLANS

14.1 The Lead Member considered a Report by the Director of Communities, Economy and Transport.

DECISIONS

14.2 The Lead Member RESOLVED to:

- (1) Note the outcomes of the strategic review process;
- (2) Approve the revised versions of the:
 - a) Highways Asset Management Policy as set out at Appendix 3 of the report;
 - b) Highway Infrastructure Asset Management Strategy as set out at Appendix 4 of the report;
 - c) Highway Network Resilience Plan as set out at Appendix 8 of the report;
 - d) Highways Drainage Asset Management Policy as set out in Appendix 5 of the report;
 - and
 - e) Drainage Asset Management Plan (DAMP) as set out at Appendix 6 of the report;

and

(3) Approve the implementation of new policies:

- a) Commuted Sums Policy and Guidance Note as set out at Appendices 9 and 10 of the report; and
- b) Winter Service Policy as set out at Appendix 11 of the report

with immediate effect, subject to final formatting and publication.

REASONS

14.3 This scheduled review forms part of the Council's planned cycle of strategic document updates. It builds on the established and effective framework provided by the existing strategic highway policies and asset management plans, ensuring they remain fit for purpose and aligned with current legislation, national guidance and recognised best practice. The review is a proactive measure to maintain clarity, consistency, and transparency in the Council's approach.

14.4 Approval of the revised documents and new targeted policies:

- Maintains the Council's Department for Transport Incentive Fund Band 3 status, securing the highest level of funding available.
- Provides clear, documented frameworks for decision-making, complementing the robust approaches already in place.
- Strengthens planning for severe weather, enhance drainage management, and ensure investment priorities are based on risk and whole-life value.
- Formalises a consistent, transparent approach to developer contributions through the Commuted Sums Policy; and
- Establishes a clear basis for responding to future winter service network requests without altering existing agreed routes, ensuring continuity while improving clarity.

14.5 These updates do not reduce service levels or change existing commitments, and no additional funding is required. They have been developed entirely within existing budgets and staffing resources and are designed to strengthen the Council's asset management approach, improve operational practicality, and provide greater transparency for Members, staff and the public.

14.6 The revisions and new policies reflect developments in legislation, national guidance, and asset management practice, and have been informed by benchmarking with other high-performing authorities and the Council's own advancements in asset management maturity.

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Report to: Lead Member for Transport and Environment

Date of meeting: 20 October 2025

By: Director of Communities, Economy and Transport

Title: Petition: Installation of a pedestrian crossing and a 20mph speed limit in Lewes Road, Newhaven

Purpose: To consider a petition to install a pedestrian crossing and a 20mph speed limit between Lawes Avenue and Robinson Road, in Lewes Road, Newhaven.

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

- (1) A potential scheme to install a pedestrian crossing and implement a 20mph speed limit with associated traffic calming in Lewes Road between Lawes Avenue and Robinson Road will be assessed for possible inclusion in the Capital Programme for Local Transport Improvements for 2026/27 and that petitioners will be advised of the outcome of this assessment when the results become available in early November 2025; and**
- (2) Petitioners may wish to consider setting up a Community Speedwatch Group for the area to carry out occasional speed checks.**

1 Background Information

1.1. At the County Council meeting on 8 July 2025, a petition was presented to the Chairman by Councillor MacCleary on behalf of concerned residents of Newhaven. The residents are requesting a pedestrian crossing and the implementation of a 20mph speed limit in Lewes Road, between Lawes Avenue and Robinson Road.

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 Lewes Road, from its junction with the A259 northwards to a point north of Valley Road, is subject to a 30mph speed limit as indicated by the system of street lighting. The road is a bus route with several bus stops present along the road. There is a section of raised footway protected by pedestrian guard railing on the eastern side of Lewes Road between Nos. 93 and 131 Lewes Road. A location plan is attached as Appendix 1.

1.4 The County Council has submitted a Strategic Outline Business Case for the A259 South Coast Corridor Major Road Network Package to the DfT and is awaiting a decision on the outcome of this. However, for clarity, it should be noted that there are no measures proposed on the C7 Lewes Road as part of this package.

1.5 Crash data supplied by Sussex Police shows that there has been one serious and 3 slight personal injury crashes in Lewes Road between Lawes Avenue and Robinson Road for the most recent 3-year period up to 31 July 2025. None of these crashes cited excessive speed as a

contributory factor, however, one of the crashes involved a pedestrian. A crash data plan can be found at Appendix 2.

1.6 A speed survey was undertaken in Lewes Road for the period 4th to 13th September 2025. The survey indicated that the average speed of drivers is 27mph for northbound traffic and 24mph for southbound traffic. The speed survey can be found at Appendix 3.

2 Supporting Information

2.1. East Sussex County Council supports 20mph speed limits where appropriate. Policy PS05/02 which is based on the national guidance provided by the Department for Transport, recommends that a 20mph speed limit can be considered in town centres, residential areas and in the vicinity of schools, with average traffic speeds of 24mph or below. PS05/02 is attached as Appendix 4.

2.2 The mean speed is used to determine the most appropriate speed limit for a road as the average speed of traffic reflects the speed that most drivers consider to be appropriate to travel based on their assessment of the character of road and environment. In officers' experience, lowering a speed limit with traffic signs and road markings alone, only reduces the average speed of traffic by about 1 or 2mph, and only when the reason for the limit is obvious to drivers. As the average speed for northbound traffic in Lewes Road exceeds 24mph engineering measures, such as traffic calming, would be necessary to reduce vehicle speeds for a 20mph limit to be implemented.

2.3 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. The assessment process for requests was approved by the Lead Member for Transport and Environment at her decision-making meeting on 8 September 2025.

2.4 Officers are currently finalising the high-level assessment of all requests received between 8 October 2024 and 31 August 2025. This process will conclude in early November 2025, and those requests that meet with the benchmark score will be taken forward to detailed appraisal. In early November 2025 officers will advise petitioners if a potential scheme to install a pedestrian crossing and implement a 20mph speed limit with associated traffic calming in Lewes Road between Lawes Avenue and Robinson Road, has been progressed to detailed appraisal. It is important to note that progression to detailed appraisal does not guarantee inclusion in a future Capital Programme for Local Transport Improvements.

2.5 Petitioners are advised that a Community Speedwatch group could be formed which would allow concerned residents to carry out speed checks, which can then be relayed to Sussex Police. Where Community Speedwatch groups record vehicles exceeding the speed limit regularly, this can assist the Road Policing Unit and Neighbourhood Policing teams in deciding where to target their resources. The Road Safety Team also hold regular meetings with Sussex Police and concerns over vehicle speeds on Lewes Road will be raised with them at the next meeting.

3 Conclusion and Reasons for Recommendations

3.1 The Council has considered the petition calling on the County Council to install a pedestrian crossing and a 20mph speed limit between Lawes Avenue and Robinson Road, in Lewes Road, Newhaven. It is therefore recommended that the Lead Member advises the

petitioners that a scheme to construct a pedestrian crossing and implement a 20mph speed limit with associated traffic calming in Lewes Road is being assessed for possible inclusion for funding within the Capital Programme for Local Transport Improvements. As outlined in paragraph 2.4, the petitioners will be advised of the outcome of this assessment in early November.

3.2 Petitioners should also be informed that they may wish to consider setting up a Community Speedwatch group for the area to carry out occasional speed checks. Further details are available online or you can contact the District Speedwatch Administrator at csw@sussex.pnn.police.uk or <http://www.communityspeedwatch.co.uk/>

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Clare Akehurst

Tel. No. 01323 463402

Email: clare.akehurst@eastsussex.gov.uk

LOCAL MEMBERS

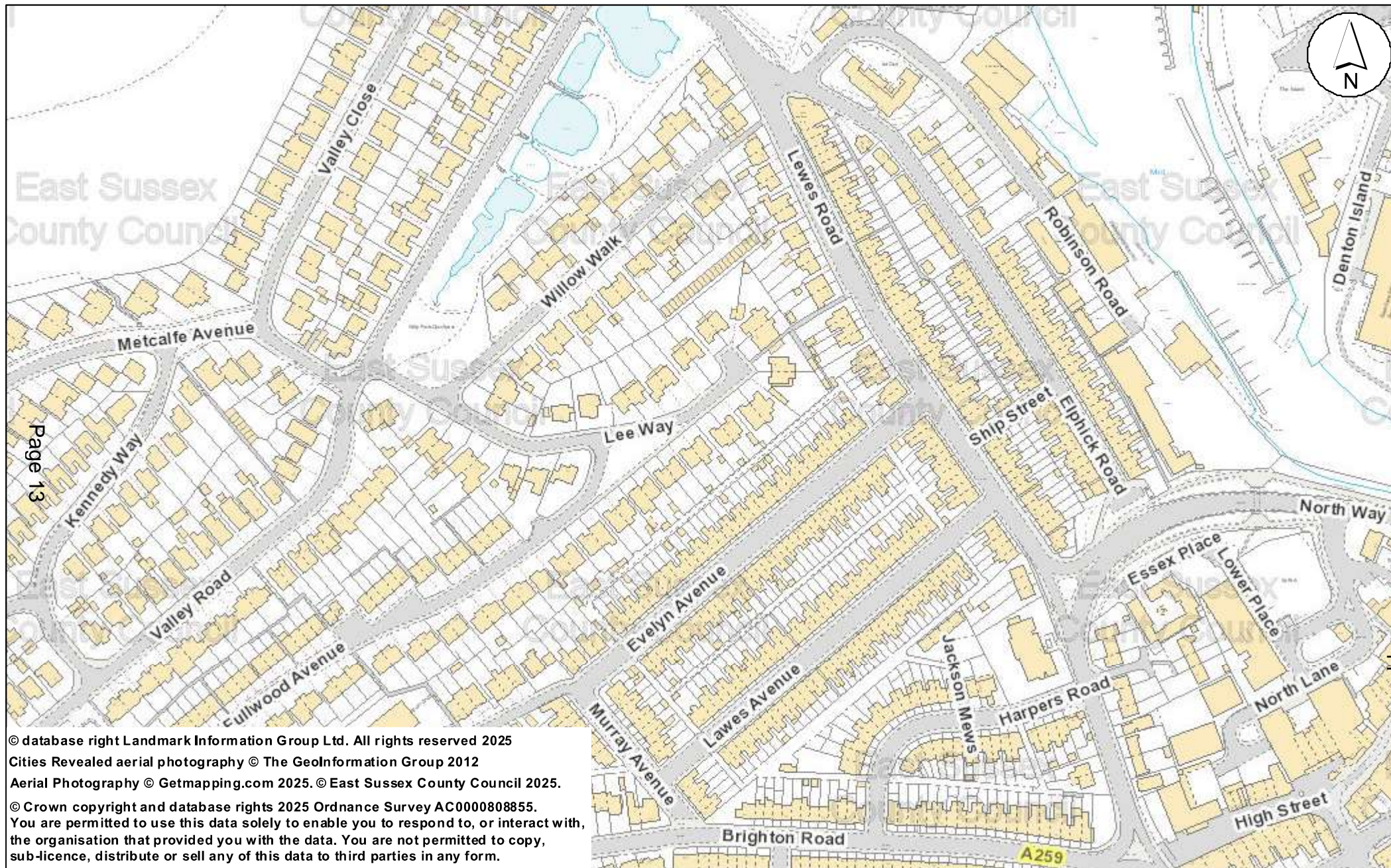
Councillor James MacCleary

Councillor Sarah Osborne

BACKGROUND DOCUMENTS

None

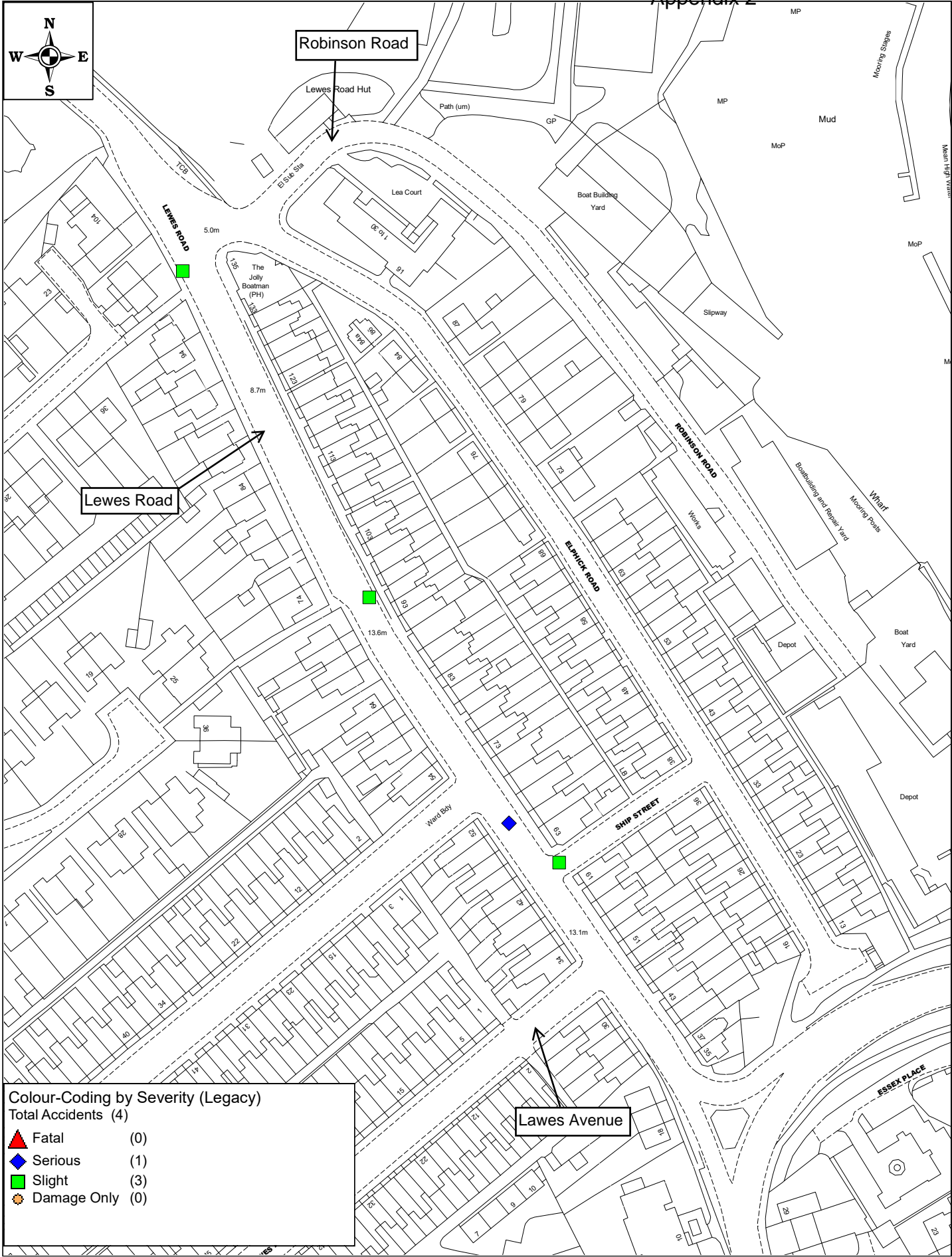
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Map	Scale: 1:2,500	
Author:	Date: 18/09/2025	

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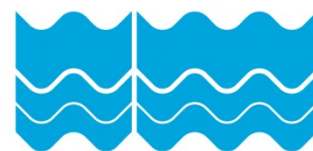


C7 Lewes Road, Newhaven crash data

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SCALE	1 : 1400
DATE	18/09/2025
DRAWING NO.	
DRAWN BY	
ORIGINAL SIZE	

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Transport Monitoring Team

Speed Survey for
Clare Akehurst ESCC
C7 Lewes Road, Newhaven
September 2025

For further information regarding the commissioning of all types of transport surveys please contact:

Transport Monitoring Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Email: transport.monitoring@eastsussex.gov.uk

Area Surveyed:

Our ref: A6470 – C7 Lewes Road, Newhaven

Grid Ref: 50.79893, 0.045340

Monitoring Period: 04th September to 13th September 2025**Methodology:**

The survey was carried out using a Speed Detection Radar (SDR), attached to a post at the location.

Results:

The volume and speed of traffic were recorded and the results are displayed as summaries.

The average 85th percentile speed over twenty four hours was recorded as:

A6470	Northbound	31 miles per hour
	Southbound	30 miles per hour

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed over twenty four hours was recorded as:

A6470	Northbound	27 miles per hour
	Southbound	24 miles per hour

The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that only 50 percent of drivers exceed.

East Sussex County Council's Transport Monitoring Team carries out a range of transport surveys including:

- Classified Turning Counts
- Journey Time Surveys
- Bus Time Surveys
- Pedestrian Counts
- Passenger Counts
- Parking Surveys
- Automatic Volumetric Counts
- Radar Speed Surveys
- Cycle Surveys
- Video Surveys

Historical data is available from numerous sites across East Sussex.

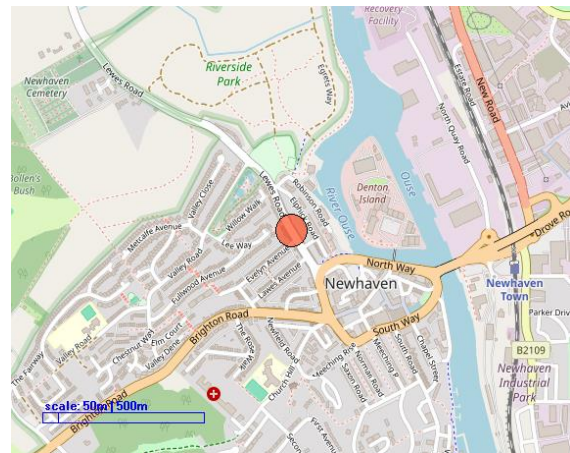
Site Number: 00006470
C7 Lewes Road, Newhaven, LC10

Details

Site Reference: 00006470
Latitude: 50.7959381281649
Longitude: 0.0453400611877441
Site Configuration:
Interval: 60
Telemetry: No

Channels

Channel 1: Northbound (North)
Channel 2: Southbound (South)



Location



A6470 NB.jpeg



A6470 SB.jpeg

	Total Volume	85th Percentil e	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Monday	4812	31	27	4	0	11	23	180	1277	2464	761	77	12	7	0	0	0
Tuesday	5093	31	27	4	0	10	20	148	1288	2641	843	122	17	4	0	0	0
Wednesday	4860	31	27	4	0	22	14	153	1299	2508	713	127	19	2	2	0	1
Thursday	4834	31	27	4	0	8	21	156	1313	2495	727	99	15	1	0	1	0
Friday	4891	31	27	4	0	20	24	146	1258	2529	775	115	19	6	1	0	0
Saturday	3818	32	27	4	0	6	18	111	896	2009	659	104	7	5	3	0	0
Sunday	3246	32	27	4	0	11	5	83	706	1735	595	92	10	3	4	2	0
5 Day Ave.	4898	31	27	4	0	14	20	156	1287	2527	764	108	16	4	1	0	0
7 Day Ave.	4508	31	27	4	0	12	18	139	1148	2340	725	105	14	4	1	0	0

Vehicle Data Analyser Professional R2 15/09/2025

	Total Volume	85th Percentil e	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Monday	5258	30	24	7	0	271	320	554	1418	1997	602	78	14	4	0	0	0
Tuesday	5596	30	23	8	0	559	525	601	1384	1847	571	90	14	4	1	0	0
Wednesday	5423	30	23	7	0	329	434	611	1486	1865	599	79	16	3	1	0	0
Thursday	5160	30	24	7	0	374	288	442	1501	1891	562	90	13	2	1	0	0
Friday	5486	30	24	6	0	196	321	625	1564	2000	654	105	18	3	1	1	0
Saturday	4295	31	26	5	0	7	71	297	1315	1901	586	84	27	5	1	1	0
Sunday	3555	32	26	6	0	48	102	186	860	1645	599	91	14	4	2	2	2
5 Day Ave.	5385	30	24	7	0	346	378	567	1471	1920	597	88	15	3	1	0	0
7 Day Ave.	4968	30	24	7	0	255	294	474	1361	1878	596	88	16	4	1	1	0

Vehicle Data Analyser Professional R2 15/09/2025

Speed Summary (Speed Limit 30 Mph)
From 04/09/2025 To 13/09/2025

	Total Volume	85th Percentil e	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Monday	10070	30	25	6	0	282	343	734	2695	4461	1363	155	26	11	0	0	0
Tuesday	10689	30	25	7	0	569	545	749	2672	4488	1414	212	31	8	1	0	0
Wednesday	10283	30	25	6	0	351	448	764	2785	4373	1312	206	35	5	3	0	1
Thursday	9994	30	25	6	0	381	309	597	2814	4386	1288	189	28	3	1	1	0
Friday	10377	30	25	6	0	216	345	771	2822	4529	1428	220	37	9	2	1	0
Saturday	8113	31	27	5	0	13	89	408	2211	3910	1245	188	34	10	4	1	0
Sunday	6801	32	27	5	0	59	107	269	1566	3380	1194	183	24	7	6	4	2
5 Day Ave.	10283	30	25	6	0	360	398	723	2758	4447	1361	196	31	7	1	0	0
7 Day Ave.	9475	31	25	6	0	267	312	613	2509	4218	1321	193	31	8	2	1	0

Speed Summary (Mon-Sun)-Speed Limit 30 Mph

From 04/09/2025 To 13/09/2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<5Mph	Bin 25-<10	Bin 310-<15	Bin 415-<20	Bin 520-<25	Bin 625-<30	Bin 730-<35	Bin 835-<40	Bin 940-<45	Bin 1045-<50	Bin 1150-<55	Bin 1255-<60	Bin 13>=>60
00:00	18	34	29	7	0	0	0	1	3	7	6	2	0	0	0	0	0
01:00	12	34	29	6	0	0	0	0	3	4	3	2	0	0	0	0	0
02:00	12	34	30	5	0	0	0	0	1	4	5	1	0	0	0	0	0
03:00	16	35	31	6	0	0	0	1	2	4	7	2	0	0	0	0	0
04:00	30	36	31	5	0	0	0	1	1	9	12	6	1	0	0	0	0
05:00	62	34	29	5	0	0	0	4	7	26	20	5	1	0	0	0	0
06:00	176	34	29	5	0	0	0	4	20	78	61	11	1	0	0	0	0
07:00	456	31	27	4	0	1	1	13	95	253	82	9	1	0	0	0	0
08:00	441	30	26	4	0	1	1	14	134	234	52	5	0	0	0	0	0
09:00	307	30	27	4	0	1	1	9	81	167	44	4	0	0	0	0	0
10:00	282	30	26	4	0	1	2	9	76	151	39	3	0	0	0	0	0
11:00	272	30	27	4	0	0	1	9	72	145	39	4	0	0	0	0	0
12:00	305	30	26	4	0	1	1	10	86	163	38	4	0	0	0	0	0
13:00	279	30	27	4	0	0	2	7	75	149	41	4	1	0	0	0	0
14:00	289	30	26	4	0	0	1	10	84	149	38	5	0	0	0	0	0
15:00	299	30	26	4	0	1	1	11	89	152	41	4	0	0	0	0	0
16:00	261	30	26	4	0	1	2	11	85	128	29	4	1	0	0	0	0
17:00	250	30	26	4	0	2	2	9	76	126	31	5	0	0	0	0	0
18:00	223	31	27	4	0	1	1	4	47	125	39	5	1	0	0	0	0
19:00	162	32	28	4	0	0	0	4	31	91	29	4	2	1	0	0	0
20:00	136	32	27	4	0	0	1	4	32	69	25	5	1	0	0	0	0
21:00	107	32	27	5	0	1	1	2	25	55	18	4	1	1	0	0	0
22:00	78	33	28	5	0	1	0	2	17	36	17	4	1	0	0	0	0
23:00	35	35	29	6	0	0	1	1	5	14	9	3	1	0	0	0	0
Total																	
12H(7-19)	3665	30	27	4	0	10	14	118	1002	1942	514	57	6	1	1	0	0
16H(6-22)	4246	31	27	4	0	12	16	130	1109	2236	647	81	10	3	1	0	0
18H(6-24)	4358	31	27	4	0	12	17	134	1131	2287	673	88	12	3	1	0	0
24H(0-24)	4508	31	27	4	0	12	18	139	1148	2340	725	105	14	4	1	0	0
AM Peak	07:00	04:00	04:00	00:00	11:00	10:00	10:00	08:00	08:00	07:00	07:00	06:00	07:00	00:00	06:00	11:00	00:00
	456	36	31	7	0	1	2	14	134	253	82	11	1	0	0	0	0
PM Peak	12:00	23:00	23:00	23:00	23:00	17:00	16:00	16:00	15:00	12:00	15:00	18:00	19:00	21:00	20:00	17:00	23:00
	305	35	29	6	0	2	2	11	89	163	41	5	2	1	0	0	0

Site No. 00006470 Site Ref. 00006470
C7 Lewes Road, Newhaven, LC10

Lat/Lng. 50.79594 0.04534
Channel: Southbound

Speed Summary (Mon-Sun)-Speed Limit 30 Mph
From 04/09/2025 To 13/09/2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	27	35	30	6	0	0	0	1	3	10	10	3	1	0	0	0	0
01:00	15	36	31	6	0	0	0	0	1	5	5	3	0	0	0	0	0
02:00	11	36	31	5	0	0	0	0	1	3	4	2	0	0	0	0	0
03:00	14	37	32	6	0	0	0	0	1	3	7	3	1	0	0	0	0
04:00	16	34	31	5	0	0	0	0	1	7	6	1	1	0	0	0	0
05:00	28	35	30	5	0	0	0	1	3	13	8	3	1	0	0	0	0
06:00	98	34	28	5	0	1	1	2	20	42	25	7	1	0	0	0	0
07:00	185	32	27	5	0	1	3	14	39	87	34	6	1	1	0	0	0
08:00	291	30	26	5	0	2	4	24	92	124	40	5	1	0	0	0	0
09:00	274	30	26	5	0	1	3	25	88	116	37	4	0	0	0	0	0
10:00	247	30	26	5	0	1	5	16	70	119	33	3	0	0	0	0	0
11:00	273	30	26	4	0	1	3	15	80	135	36	3	0	0	0	0	0
12:00	308	30	25	6	0	7	12	22	104	126	33	4	1	0	0	0	0
13:00	345	30	25	5	0	1	8	27	119	149	38	3	1	0	0	0	0
14:00	344	30	25	5	0	8	8	26	107	152	38	4	0	0	0	0	0
15:00	450	29	22	6	0	24	34	75	145	135	34	3	0	0	0	0	0
16:00	517	27	18	7	0	92	90	94	130	92	16	2	0	0	0	0	0
17:00	515	28	19	8	0	95	91	73	110	112	30	3	0	0	0	0	0
18:00	377	30	24	7	0	20	27	33	103	142	45	6	1	0	0	0	0
19:00	192	32	28	5	0	0	1	6	39	98	38	8	1	0	0	0	0
20:00	176	30	26	5	0	0	2	11	53	81	25	3	1	0	0	0	0
21:00	124	31	27	5	0	0	2	6	30	62	21	2	1	0	0	0	0
22:00	94	33	28	5	0	0	0	3	19	46	20	5	1	0	0	0	0
23:00	47	34	29	5	0	0	0	1	6	20	14	4	1	0	0	0	0
Total																	
12H(7-19)	4126	29	23	7	0	253	288	443	1187	1487	414	46	6	1	0	1	0
16H(6-22)	4716	30	24	7	0	254	294	468	1328	1771	522	65	10	2	0	1	0
18H(6-24)	4857	30	24	7	0	255	294	471	1353	1837	556	74	13	2	1	1	0
24H(0-24)	4968	30	24	7	0	255	294	474	1361	1878	596	88	16	4	1	1	0
AM Peak	08:00	03:00	03:00	01:00	11:00	08:00	10:00	09:00	08:00	11:00	08:00	06:00	05:00	07:00	07:00	08:00	09:00
	291	37	32	6	0	2	5	25	92	135	40	7	1	1	0	0	0
PM Peak	16:00	23:00	23:00	17:00	23:00	17:00	17:00	16:00	15:00	14:00	18:00	19:00	23:00	19:00	22:00	17:00	17:00
	517	34	29	8	0	95	91	94	145	152	45	8	1	0	0	0	0

Speed Summary (Mon-Sun)-Speed Limit 30 Mph
From 04/09/2025 To 13/09/2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<5Mph	Bin 25-<10	Bin 310-<15	Bin 415-<20	Bin 520-<25	Bin 625-<30	Bin 730-<35	Bin 835-<40	Bin 940-<45	Bin 1045-<50	Bin 1150-<55	Bin 1255-<60	Bin 13>=>60
00:00	45	35	30	6	0	0	0	1	5	17	15	4	1	1	0	0	0
01:00	28	36	30	6	0	0	0	0	4	9	8	4	0	1	0	0	0
02:00	22	35	31	5	0	0	0	0	2	8	9	3	1	0	0	0	0
03:00	30	36	31	6	0	0	0	1	3	7	13	5	1	0	0	0	0
04:00	45	36	31	5	0	0	0	1	2	16	18	7	2	0	0	0	0
05:00	90	34	29	5	0	0	0	5	9	38	28	8	2	0	0	0	0
06:00	274	34	29	5	0	1	1	5	40	121	86	18	2	0	0	0	0
07:00	641	32	27	4	0	2	4	27	135	340	116	15	2	1	0	0	0
08:00	732	30	26	4	0	2	4	39	226	358	92	9	1	0	0	0	0
09:00	581	30	26	4	0	1	4	34	169	283	81	8	1	0	0	0	0
10:00	529	30	26	4	0	2	8	25	146	270	72	7	1	0	0	0	0
11:00	545	30	26	4	0	2	4	24	152	280	75	7	1	0	0	0	0
12:00	613	30	26	5	0	8	13	32	190	289	71	9	1	0	0	0	0
13:00	624	30	26	4	0	1	9	34	194	298	79	7	1	0	0	0	0
14:00	632	30	26	5	0	8	9	36	191	301	76	9	1	0	0	0	0
15:00	750	29	24	6	0	25	35	86	234	286	75	7	1	0	0	0	0
16:00	778	29	21	7	0	94	92	105	215	220	46	6	1	0	0	0	0
17:00	765	29	21	8	0	97	93	82	186	238	61	8	0	0	0	0	0
18:00	600	30	25	6	0	21	28	37	150	267	83	11	2	0	0	0	0
19:00	354	32	28	4	0	1	1	10	71	189	67	12	3	1	0	0	0
20:00	312	31	27	5	0	1	2	15	84	150	50	8	2	0	0	0	0
21:00	231	32	27	5	0	1	3	8	55	117	39	6	2	1	0	0	0
22:00	172	33	28	5	0	1	1	5	36	82	37	9	2	0	0	0	0
23:00	81	34	29	6	0	0	1	2	10	34	23	7	3	1	0	0	0
Total																	
12H(7-19)	7791	30	25	6	0	263	302	561	2188	3430	927	103	11	3	1	1	0
16H(6-22)	8961	30	25	6	0	266	310	598	2437	4007	1169	146	20	5	2	1	0
18H(6-24)	9215	30	25	6	0	267	311	605	2484	4124	1229	162	24	6	2	1	0
24H(0-24)	9475	31	25	6	0	267	312	613	2509	4218	1321	193	31	8	2	1	0
AM Peak	08:00	03:00	03:00	01:00	11:00	08:00	10:00	08:00	08:00	08:00	07:00	06:00	05:00	01:00	07:00	08:00	09:00
	732	36	31	6	0	2	8	39	226	358	116	18	2	1	0	0	0
PM Peak	16:00	23:00	23:00	17:00	23:00	17:00	17:00	16:00	15:00	14:00	18:00	19:00	19:00	19:00	15:00	17:00	17:00
	778	34	29	8	0	97	93	105	234	301	83	12	3	1	0	0	0

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

LOCAL SPEED LIMITS	PS05/02
<p>PURPOSE OF POLICY</p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>	
<p>SPECIFIC POLICIES</p> <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. 	
<p>SUPPORTING STATEMENT</p> <p>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.</p>	
<p><u>References – Further Information</u></p> <p>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 31</p>	<p><u>Date of Approval</u></p> <p>17.03.1993 19.10.1994 15.11.2000 25.06.2007 16/03/2018</p>

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:	20 October 2025
By:	Director of Communities, Economy and Transport
Title:	Proposed introduction of parking charges, Broomhill Sands Car Park, Camber
Purpose:	To seek approval to consult on the proposed introduction of off-street parking charges.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the proposal to introduce off-street parking charges at Broomhill Sands Car Park, Camber; and**
 - (2) Approve that a 21-day public consultation is taken on the proposal outlined in this report.**
-

1 Background Information

1.1. East Sussex County Council's (ESCC) statutory power to impose off-road parking charges derives from Sections 32, 35, 39(6) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, which provides for the variation or revocation of certain orders. Charges may be introduced following public consultation and the subsequent making of an Order under the Road Traffic Regulation Act.

1.2. Broomhill Sands Car Park (see Appendix 1 for location) is in the freehold ownership of East Sussex County Council and has no parking charges in place. To make the best use of resources now and for the future, it is proposed to introduce off-street parking charges.

1.3. The car park serves Broomhill and Camber Sands, and the King Charles III England Coast Path National Trail. Two County Council tenants, 'The Kitesurf Centre' and 'Frankie's at the Beach,' are leased to operate from the car park. The useable area of the car park is approximately 1,000 square metres.

1.4. The car park is surfaced with unsealed stone and is vulnerable to wear-and-tear, requiring regular maintenance. The surface is currently in a poor condition. Other site assets, such as bollards and height barriers, also need regular repair and replacement. (See Appendix 1 for example photographs.)

1.5. Income generated by the proposed charges would provide budget for the ongoing maintenance and management of the car park, for which there is currently no dedicated funding. Any surplus income would be used to support management of the nearby County Council-owned Camber Sands Site of Special Scientific Interest (SSSI).

2 Supporting Information

2.1. From telephony surveys in 2023 and 2024, there were over 13,000 annual vehicle visits to Broomhill Sands Car Park. Visitor numbers to the site are influenced by weather and season, with sunny weekends during July and August being most popular. The car park has an estimated maximum capacity of around 300 cars. As part of this proposal, parking for blue badge holders, cycles and motorcycles would remain free.

2.2. Proposed charges, between 8am and 6pm are:

Duration of stay	1 April to 30 September	1 October to 31 March
1 hour	£2	£2
1 to 2 hours	£4	£4
2 to 4 hours	£6	£6
Over 4 hours to end of day (6pm)	£8	£6

2.3. Income generated annually would cover annual maintenance and management of the site. Enforcement of the car park would be carried out as part of the existing NSL contract operated by ESCC's parking team. Charges will be reviewed annually in line with ESCC's fees and charges.

2.4. For comparison, the nearest local car parks operated by Rother District Council (Camber Central, Old Lydd Road and Western Road) operate seasonal charging. During the high season (1 April to 30 September) the charge is £6 for a stay of up to 1 hour, with a stay of 3 to 6 hours costing £24. During the low season those charges reduce to £1.50 for a stay of up to 1 hour, with 3 to 6 hours costing £6.75.

2.5. The proposed informal consultation will engage with local County Council, District and Parish Councillors, Rother District and Camber Parish Council, relevant council officers, local interest associations and Broomhill Sands tenants.

2.6. The informal consultation is proposed to last for 21 days and will be advertised on site, in the local press and on the ESCC website. Responses will then be analysed and, following this, a formal consultation on a proposed Traffic Regulation Order (TRO) would commence. Any unresolved objections will be considered by the Planning Committee. It is anticipated that charges could be implemented from 1 April 2026 subject to the final decision on the TRO.

3 Conclusion and Reasons for Recommendations

3.1. The proposed introduction of parking charges at Broomhill Sands Car Park would generate revenue to contribute towards the maintenance of the car park and nearby Camber Sands SSSI. Prior to the introduction of charges, informal and formal public consultations must be carried out.

3.2. The Lead Member for Transport and Environment is therefore recommended to approve that a 21-day public consultation is undertaken on the proposal to introduce off-street parking charges at Broomhill Sands Car Park, Camber.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Andy Le Gresley
Tel. No. 07786 171486
Email: andrew.legresley@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Keith Glazier

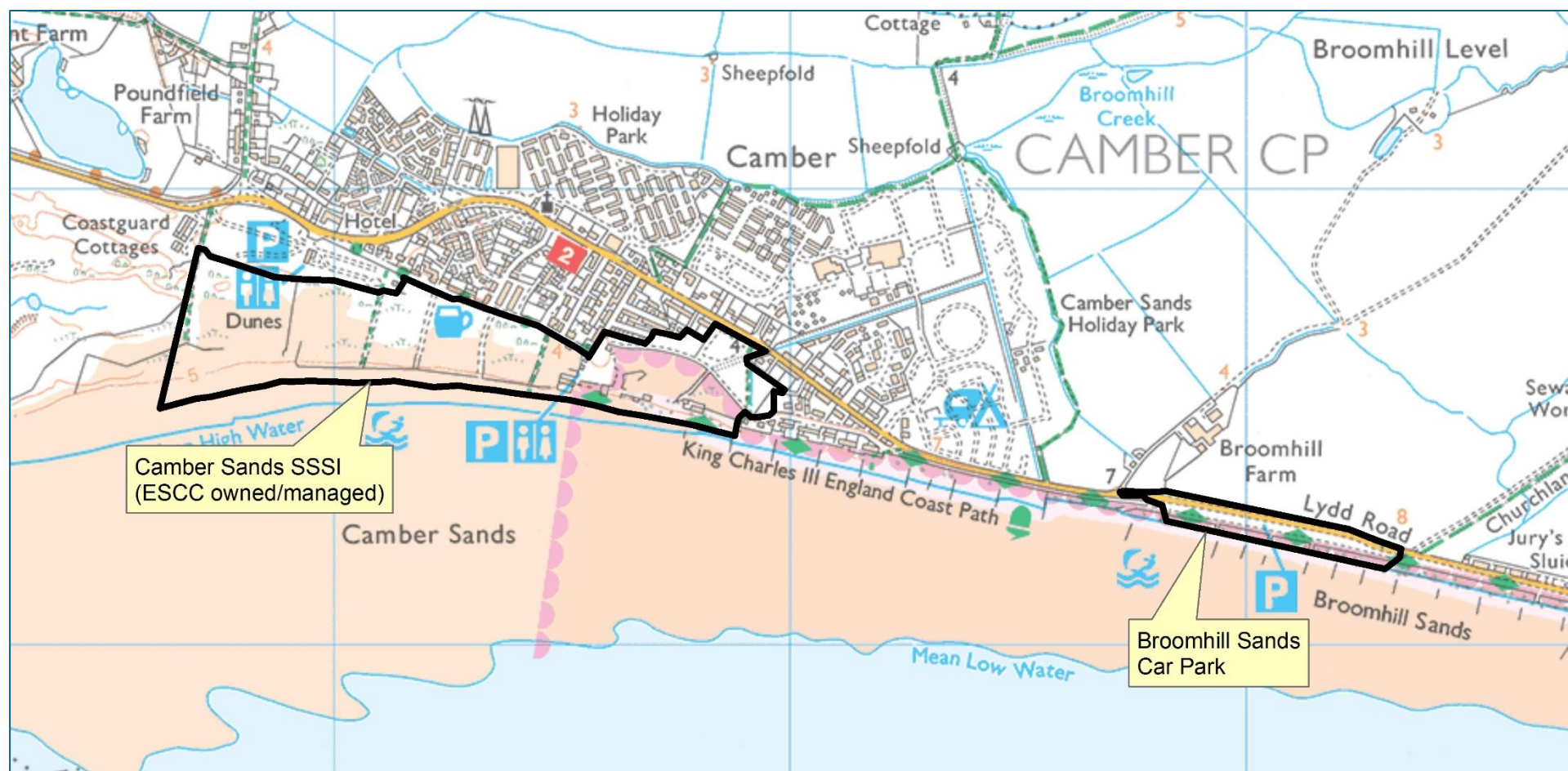
BACKGROUND DOCUMENTS

None

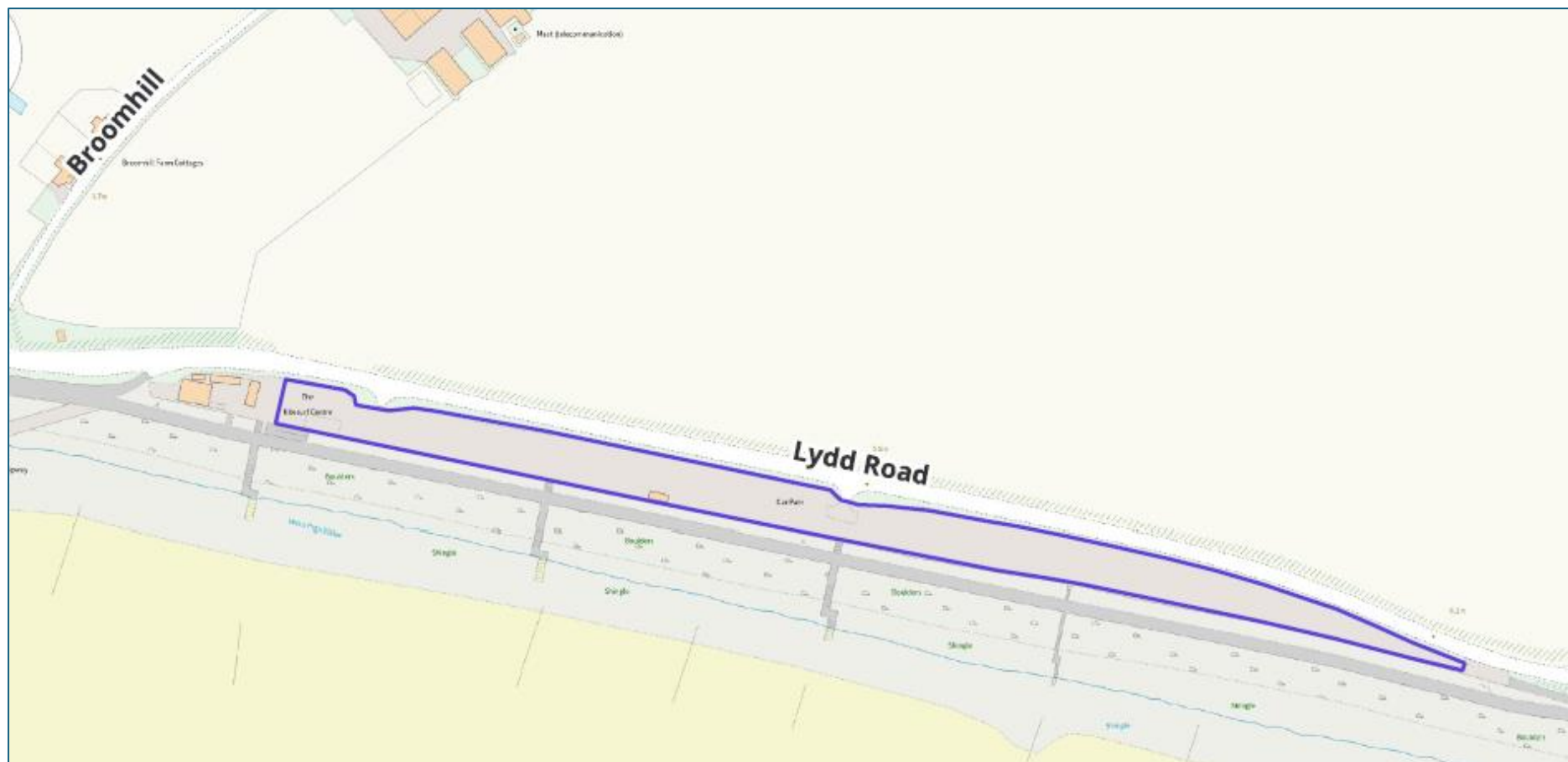
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Appendix 1 – Broomhill Sands location and photographs of car park

Plan 1: location plan – below and [Broomhill Sands Car Park on Google Maps](#) and [Google Street View](#)



Plan 2: Extent of Car Park – Broomhill Sands



Broomhill Sands Car Park – example of surface condition



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Report to: Lead Member for Transport and Environment

Date of meeting: 20 October 2025

By: Director of Communities, Economy and Transport

Title: Community Match Schemes for 2025/26

Purpose: To consider expenditure for 2025/26 as contribution towards Community Match schemes

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree that £15,000 (subject to detail design and any unforeseen circumstances) of match funding is allocated towards the Catsfield Community Match speed reduction scheme for detailed design work and construction in 2025/26;**
- (2) Agree that £25,000 (subject to detail design and any unforeseen circumstances) of match funding is allocated towards the Ewhurst Community Match layby scheme for detailed design work and construction in 2025/26; and**
- (3) Delegate authority to the Director of Communities, Economy and Transport to approve the 50% match funding contribution for the schemes in recommendations 1 and 2, up to a maximum contribution of £60,000 (including contingencies) per scheme once the design and construction costs are known.**

1 Background Information

1.1. The Community Match initiative was launched by East Sussex County Council (ESCC) in 2014. The initiative offered the opportunity for local communities in East Sussex (typically a Parish or Town Council or community group) to take forward schemes identified as a local priority, but not assessed to be of sufficient priority to be delivered using County Council funding alone through the Council's Capital Programme of Local Transport Improvements.

1.2. The Community Match process begins with a feasibility study to assist Parishes and communities in identifying possible solutions to locally identified traffic or transport issues and determining cost estimates. The feasibility study is undertaken by East Sussex Highways and is funded by the Parish/Town Council, residents' group, or organisations promoting the scheme. Many potential schemes do not progress beyond the feasibility stage as it becomes clear that the scheme is not feasible or would be too expensive to deliver using Parish funding, or there is no agreement among local residents and businesses about the scheme proposals.

1.3. If a Parish or Town Council or community group support the measures suggested in the feasibility appraisal, they can apply to the County Council for Community Match funds to take the scheme forward to detailed design and construction. The maximum financial input from the County Council is £60,000 per scheme, which needs to be matched by the Parish Council or community group. The feasibility appraisals are only able to give approximate scheme costs and more detailed scheme costs can be provided to applicants as more design work is undertaken. As part of the Community Match funding applications, the relevant County Councillors are asked whether they are supportive of the proposed Community Match schemes in their division.

1.4. The delivery of Community Match Schemes will help contribute towards the County Council's priorities of making the best use of resources now and for the future, and keeping vulnerable people safe.

2 Supporting Information

Community Match Schemes for 2025/2026

2.1. The Community Match funding scheme has now ended. The County Council will still honour all applications submitted before the decision was made to close the scheme.

2.2. Two applications have been received requesting funding to take schemes forward. It is important that projects have strong support from the local community and that they comply with relevant County Council policies.

2.3. A summary of the schemes, together with estimated total cost, community contribution and Community Match Fund contribution, is shown below. The community contribution will be at least 50% of the detailed design and construction costs for each scheme. The final costs will likely vary from the current estimate once the detailed design has been undertaken and the scheme fully costed. Therefore, the level of Community Match Fund contribution allocated to each project, with a maximum contribution of £60,000 per project, may change depending on the final cost. The respective local County Councillor for each of the schemes have indicated their support.

Scheme	Total cost	Community contribution	ESCC Community Match Fund contribution
Catsfield Parish Council – Introduction of a 30mph speed limit along part of the B2044 and along the B2095, north of Catsfield. The scheme would be delivered through the East Sussex Highways contract.	Circa £30,000	£15,000	£15,000
Ewhurst Parish Council – Introduction of a 30mph speed limit along part of the B2044 and along the B2095, north of Catsfield. The scheme would be delivered through the East Sussex Highways contract.	Circa £50,000	£25,000	£25,000

Risks

2.4 Communities will be recharged their share of the detailed design and construction work. In addition, for Community Match schemes there is a notable risk around delivering schemes that include speed limit or parking changes which require a Traffic Regulation Order (TRO). There is an increase in costs that comes with delivering these types of schemes due to the additional resources and administration required. If formal objections to TROs are received and cannot be resolved by discussion with the objector, they must be considered by the Planning Committee. This process adds both time and cost to the scheme.

3 Conclusion and Reasons for Recommendations

3.1. The Community Match programme provides the opportunity for Town or Parish councils, local resident groups and organisations to secure match funding to enable local priority schemes to be delivered. These are schemes which otherwise would not materialise using County Council funding alone through the capital programme of local transport improvements.

3.2. Therefore, the Lead Member is recommended to allocate £15,000 and £25,000 of community match funding to the speed reduction schemes in Catsfield and Ewhurst respectively.

3.3. The Lead Member is recommended to delegate authority to the Director of Communities, Economy and Transport to approve the 50% match funding contribution for the schemes in recommendations 1 and 2, up to a maximum contribution of £60,000 (including contingencies) per scheme once the design and construction costs are known.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officers:

Alex Benham-Wood

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Victoria Rojanachotikul

Email: Victoria.rojanachotikul@eastsussex.gov.uk

LOCAL MEMBERS

Catsfield: Councillor Kathryn Field

Ewhurst: Councillor Paul Redstone

BACKGROUND DOCUMENTS

Catsfield Feasibility Study

Catsfield EqlA

Ewhurst Feasibility Study

Ewhurst EqlA

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