

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

Councillors Maples and Redstone spoke on item 4 (see minute 35)

Councillors Daniel, Hollidge, Maples and Redstone spoke on item 5 (see minute 36)

Councillors Maples and Wright spoke on item 6 (see minute 37)

31. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 10 NOVEMBER 2025

31.1 The Lead Member approved as a correct record the minutes of the meeting held on 10 November 2025.

32. DISCLOSURE OF INTERESTS

32.1 Councillor Maples declared a personal interest in item 5 as acting chair for the South Downs Community Rail Partnership for one day. She did not consider this to be prejudicial.

32.2 Councillor Hollidge declared a personal interest in item 5 as someone who spoke in favour of the Rother Valley Railway at the public inquiry. He did not consider this to be prejudicial.

32.3 Councillor Hollidge declared a personal interest in item 5 as a member of Bexhill Rail Action Group. He did not consider this to be prejudicial.

33. URGENT ITEMS

33.1 There were none.

34. REPORTS

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

35. EAST SUSSEX FREIGHT STRATEGY 2025 - 2050

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

DECISIONS

35.2 The Lead Member RESOLVED to:

(1) note the outcomes of the stakeholder and public consultation undertaken in May/June 2025 on the draft East Sussex Freight Strategy;

(2) acknowledge the importance of the strategy in setting out the County Council's key priorities for freight in East Sussex, which will place the Council in a stronger position to lobby for future funding and support the development and delivery of future investment to support the movement of freight in East Sussex;

(3) approve the Freight Strategy, at Appendix 1 of the report, which is a modal strategy supporting the East Sussex Local Transport Plan 4, 2024 – 2050; and

(4) delegate authority to the Director of Communities, Economy and Transport to make future minor amendments to the strategy.

REASONS

35.3 The ambition for freight in East Sussex is to support the efficient movement of goods as it is critical to both the productivity of the county's businesses and people's everyday lives through the movement of goods to shops and between business to business, homes and local collection points, and in supporting the growing expectation of on-demand deliveries. This aligns with the East Sussex Local Transport Plan 4 (LTP4) adopted by the County Council in October 2024 and will also align with the other modal strategies being developed or updated post publication of the LTP4.

35.4 Significant evidence gathering, stakeholder engagement and consultation have been undertaken which has constructively shaped the draft East Sussex Freight Strategy. As set out in paragraph 2.16 of the report, the strategy has been updated to reflect some of the key consultation comments received. Consequently, the 4 priority areas for investment set out in paragraph 1.4 of the report have been identified as part of this process.

35.5 The strategy has been developed for the County Council to demonstrate its priorities for freight, how the Council can achieve them and how progress can be made on these in the short term, subject to available resource and funding, whilst also taking full account of the forthcoming changes arising from devolution and local government reorganisation. The Strategy will be a live document, and therefore adaptable to reflect the impending changes.

35.6 Following the Lead Member's consideration of a petition on freight routeing in the county in September 2023, a review of the existing freight routeing network - that allows the distribution of HGVs across the A and B class road network in the county - has been undertaken as part of the development of the draft Freight Strategy. Whilst consideration has been given to introduce a freight routeing network so that HGVs be redirected away from B class roads through villages, this would place additional pressures on the limited and inconsistent quality A class road network in the county. Therefore, the draft Freight Strategy sets out that the existing freight routeing network policy for HGVs using A and B class roads wherever possible should remain. Given the impact of freight movements on local communities, the draft Freight Strategy identifies a policy and workstream related to better understanding localised impacts with communities and opportunities for mitigating these impacts.

36. EAST SUSSEX RAIL STRATEGY 2025 - 2050

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

DECISION

36.2 The Lead Member RESOLVED to:

(1) note the outcomes of the stakeholder and public consultation undertaken in May and June 2025 on the draft East Sussex Rail Strategy;

(2) acknowledge the importance of the strategy in setting out the County Council's key priorities for rail in East Sussex, which will place the Council in a stronger position to lobby for future funding and support the development and delivery of future investment in rail in East Sussex;

(3) approve the Rail Strategy, at Appendix 1 of the report, which is a modal strategy supporting the East Sussex Local Transport Plan 4, 2024 – 2050; and

(4) delegate authority to the Director of Communities, Economy and Transport to make future minor amendments to the strategy.

REASONS

36.3 The ambition for rail in East Sussex is focussed on the opportunities for integrating infrastructure and services to improve all aspects of the public transport passenger experience to enable seamless and accessible journeys. This aligns with the East Sussex Local Transport Plan 4 (LTP4) adopted by the County Council in October 2024 and will also align with the other modal strategies being developed or updated post publication of the LTP4.

36.4 Significant evidence gathering, stakeholder engagement and consultation has been undertaken which has constructively shaped the draft East Sussex Rail Strategy. As outlined in paragraph 2.8 of the report, the outcomes of this engagement and the public consultation identified that there was strong support for the strategy. As set out in paragraph 2.9 of the report, the draft final strategy has been updated to reflect some of the key consultation comments received. Consequently, the 6 priority areas for investment set out in paragraph 1.4 of the report have been identified as part of this process.

36.5 The strategy has been developed for the County Council to demonstrate its priorities for rail, how the Council can achieve them and how progress can be made on these in the short term, whilst also taking full account of the forthcoming changes arising from devolution and local government reorganisation.

36.6 The Strategy will be a live document, and therefore adaptable to reflect the impending changes.

37. EASTBOURNE TOWN CENTRE PHASE 2B EXPERIMENTAL TRAFFIC REGULATION ORDERS

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

DECISIONS

37.2 The Lead Member RESOLVED to:

(1) note the previous development work that has been undertaken in relation to the Eastbourne Town Centre Movement and Access Package 2b, 'Victoria Place' project; and

(2) agree that Experimental Traffic Regulation Orders are advertised post construction in relation to vehicular access and timings within the Eastbourne Town Centre Movement and Access Package Phase 2b 'Victoria Place' project.

REASONS

37.3 The Eastbourne Town Centre Movement and Access Package: Phase 2b and 'Victoria Place' scheme, has received substantial Levelling Up Fund investment via Eastbourne Borough Council, to enhance pedestrian safety and accessibility in Eastbourne's town centre. The County Council is acting as the project deliverer for the scheme, which must be delivered by March 2026.

37.4 Experimental Traffic Regulation Order (ETRO) will be advertised on completion of construction in relation to vehicular access and timings on the scheme based on continued stakeholder engagement and feedback received and to ensure the County Council meets its statutory duties for consultation on Traffic Regulation Orders.

37.5 Following the outcomes of the ETRO a further report detailing any objections made, will be presented to the County Council's Planning Committee for its consideration.