

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 22 January 2018 at County Hall, Lewes

Councillor Osborne spoke on item 4 (see minute 31)

29 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 18 DECEMBER 2017

29.1 The Lead Member approved as a correct record the minutes of the meeting held on 18 December 2017.

30 URGENT ITEMS

30.1 The Lead Member set out the County Council's expectation that electric vehicle charging points should be made available at places of public resort (such as garages and public buildings). When the County Council undertakes development full advantage will be made of sites for charging points, and Districts and Boroughs will be contacted, to make them aware of our expectations.

31 NOTICE OF MOTION - KEEP HGVS OFF UNSUITABLE ROADS

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

DECISION

31.2 The Lead Member RESOLVED to recommend that the County Council (1) does not support the three elements of the Notice of Motion, as set out in paragraph 1.1 of the report under "This Council calls for", and

(2) agree that the Lead Member in consultation with the Director of CET and the Motion's proposer, writes on behalf of the County Council to the Secretary of State for Transport, to highlight the issues and impacts that local authorities and local communities in our rural areas are facing as a result of the damage caused by HGVs to our minor road network.

Reasons

31.3 Without a change in the legislation to the Traffic Management Act 2004, there is no mechanism to introduce a similar enforcement regime to that in London to control the movement of HGVs in East Sussex on certain routes, and then with specific permission to use restricted roads. Even if the legislation was in place, there are a number of issues, as highlighted in paragraph 2.8 of the report, which would need to be addressed.

31.4 Secondly, the Notice of Motion requests Government to legislate so all HGVs and large vehicles install suitable Sat-Navs designed for lorries. As highlighted in paragraph 2.10, the FTA – a key stakeholder in the freight industry - would not be supportive of the introduction of such a request, and it is unlikely that Government would seek to pass the necessary legislation to enable this.

31.5 Finally, the Notice of Motion also requests that the Chief Executive write to our local MP[s] and the Secretary of State for Transport to bring Part 6 of the Traffic Management Act (TMA) into force, and to support mandatory use of suitable Sat-Navs for HGVs and other large vehicles. As highlighted in the report, Part 6 of the TMA 2004 does not enable local authorities outside London to control the movement of HGVs and, it is unlikely without the FTA's support that Government will legislate the mandatory use of Sat-Navs in HGVs. Therefore, it is recommended that this part of the Notice of Motion is not supported.

31.6 However, the Lead Member recommends to the County Council that he, in consultation with the Motion's proposer and the Director of CET, writes to the Secretary for State for Transport to highlight the issues and impacts that local authorities and local communities in our rural areas are facing as a result of the damage caused by HGVs to our minor road network.

32 A259 BUS PRIORITY MEASURES EXPERIMENTAL TRAFFIC REGULATION ORDER

32.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with an amendment to the recommendations with regard to taxis using the bus lane.

DECISION

32.2 The Lead Member RESOLVED to (1) agree to the implementation of a 12 month trial allowing powered two wheelers and taxis to use the bus lanes along the A259 Bexhill Road; and

(2) authorise the making of an Experimental Traffic Regulation Order permitting the use of the bus lanes on the A259 Bexhill Road by powered two wheelers and taxis.

Reasons

32.3 The A259 Bexhill Road bus lane between Glyne Gap and Filsham Road in Hastings is part of the Link Road complementary measures and will be implemented in 2018/19. Allowing powered two wheelers to use the bus lane would potentially reduce the exposure of riders to general traffic, improve safety and reduce journey time, as well as reduce pollution levels. A safety assessment has not identified any issues with PTWs using the A259 Bexhill Road bus lane that should prevent a trial going ahead.

33 BUS STOP CLEARWAY - LEXDEN DRIVE, SEAFORD

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

DECISIONS

33.2 The Lead Member RESOLVED to (1) note the objection to the proposed Bus Stop Clearway; and

(2) approve the implementation of the Bus Stop Clearway as advertised.

Reasons

33.3 The proposal is required as part of the package of transport mitigation measures associated with the expansion of Cradle Hill Community Primary School. The Bus Stop

Clearway is in response to road safety concerns but has been designed and located to be mindful of the needs of residents' parking, which on the whole will be unaffected. Parking currently takes place on the opposite side of Lexden Drive to that of the proposed Bus Stop. Clearway and the existing junction protection markings will remain unaffected.