

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 21 February 2022 at Committee Room, County Hall, Lewes

Councillors Sam Adeniji, Godfrey Daniel, Wendy Maples, Paul Redstone, Pat Rodohan, Stephen Shing and Georgia Taylor spoke on item 4 (see minute 43)

Councillors Godfrey Daniel, Stephen Holt, Wendy Maples, Peter Pragnell, Pat Rodohan, Bob Standley and Georgia Taylor spoke on item 5 (see minute 44)

Councillors Colin Belsey, Wendy Maples, Pat Rodohan and Stephen Shing spoke on item 6 (see minute 45)

Councillors Nuala Geary and Ian Hollidge spoke on item 7 (see minute 46)

Councillor Steve Murphy spoke on item 8 (see minute 47)

39. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 17 JANUARY 2022

39.1 The Lead Member approved as a correct record the minutes of the meeting held on 17 January 2022.

40. DISCLOSURE OF INTERESTS

40.1 Councillor Steve Murphy declared a personal interest in item 8 as a resident living in close proximity to the registered land. He did not consider this to be prejudicial.

41. URGENT ITEMS

41.1 There were no urgent items.

42. REPORTS

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

43. REALLOCATION OF COMMUNITY MATCH UNDERSPEND TO ROAD SAFETY SCHEMES

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

DECISIONS

43.2 The Lead Member RESOLVED to:

(1) Approve the allocation of £0.750m from the current Community Match underspend to provide community focused road safety interventions;

(2) Approve that any future in-year underspend within the allocated Community Match budget be reallocated to fund additional community focused road safety interventions; and

(3) Approve the proposed two stage appraisal process and criteria, and delegate authority to the Director Communities, Economy and Transport to approve any future amendments to the appraisal process.

Reasons

43.3 Fewer Community Match schemes than anticipated being taken forward to construction has led to an underspend accruing. With the level of suppressed demand relating to road safety interventions this funding could be re-allocated to address a range of road safety and community concerns. Reallocation of £0.750m of the historic Community Match underspend will enable the County Council to deliver a range of community focused road safety interventions.

43.4 To ensure a clear and efficient allocation of the available funding, the Department will use a two stage appraisal process and criteria.

43.5 Existing Community Match schemes that are currently going through the design, and ultimately delivery, process would still be funded from the annual Community Match allocation and the remaining underspend of £0.240m.

43.6 To ensure an efficient use of any future Community Match allocation, any in-year underspend is also allocated, on an annual basis, to deliver further road safety interventions that would provide benefit to local communities.

44. NOTICE OF MOTION FOR 20MPH ZONES

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

DECISIONS

44.2 The Lead Member RESOLVED to recommend that the Council approve an amended motion as set out below:

(1) The County Council is committed to working with all stakeholders to tackle road safety and recognises the work already carried out by the East Sussex Road Safety Programme which resulted in a reduction in speeding reoffences, crashes and casualties;

(2) That this Council recognises the range of road safety improvements that are introduced each year, which can include 20mph schemes, traffic calming and pedestrian crossings, and endorses the current multi-faceted approach as set out in the report;

(3) The County Council endorses the simple process that is in place for residents to request road safety measures, including 20mph schemes; and

(4) The County Council recognises that the review of the East Sussex County Council Local Transport Plan will commence from Spring 2022 and requests that Road Safety interventions are part of that review.

Reasons

44.3 Following the positive outcomes from the evidence based East Sussex Road Safety programme, which included a reduction in speeding reoffences, positive attitudinal and behavioural changes of young drivers and a reduction in crashes and casualties, a further comprehensive programme is currently being developed.

44.4 In terms of casualty reduction, the current approach adopted by the Road Safety Team in identifying sites or routes that display a disproportionate number of crashes has been shown to produce the best results. Roads surrounding schools and playgrounds that demonstrate a history of personal injury crashes will continue to be identified for appropriate action, which may include 20mph zones/speed limits or other interventions.

44.5 Each year the County Council develops and implements numerous local transport improvements funded through the capital programme, which can include 20mph schemes, traffic calming and pedestrian crossings. There is a simple process which residents can use to request improvements which are then assessed against clear prioritisation criteria.

44.6 The review of ESCC Local Transport Plan from 2022, will include the development of an approach to potentially deliver schemes which re-allocate road space (including School Streets).

45. EASTBOURNE CYCLE ROUTES CONSULTATION OUTCOMES

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

DECISIONS

45.2 The Lead Member RESOLVED to:

(1) Note the results of the stakeholder and public consultation on the five proposed cycle routes in Eastbourne;

(2) Agree that four cycle routes - Horsey Way Phase 1b, Eastbourne Town Centre to seafront, Willingdon Drove and Langney Rise - are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements; and

(3) Agree that one cycle route - Stone Cross to Royal Parade – will not be progressed to detailed design and construction as part of the 2022/23 Capital Programme for Local Transport Improvements, but the County Council will look to identify future funding opportunities as part of our pipeline of schemes.

Reasons

45.3 The results of the public consultation for the five proposed cycle routes in Eastbourne show that there is overall support for the implementation of all of the routes. Whilst there is concern that the proposed schemes submitted may not fully achieve all of the core design principles set out in LTN1/20, the designs have been reviewed through a Cycle Level of Service assessment, and amended accordingly, to ensure that cyclists have the highest level of provision possible, whilst also considering other road users and their safety.

45.4 At present there is £2.231m of Local Growth Fund available to deliver further improvements for walking and cycling in the Eastbourne and South Wealden area which is not sufficient to deliver all five schemes. Four of the five routes - Horsey Cycle Way Phase 1b, Town Centre to seafront, Willingdon Drove and Langney Rise – will be taken forward to detailed design as part of the 2022/23 Capital Programme for Local Transport Improvements for delivery across 2022/23 and 2023/24.

45.5 In addition, the County Council will explore future funding opportunities to progress the detailed design and construction of the Stone Cross to Royal Parade cycle route, in the future as part of our pipeline of schemes.

46. LONDON ROAD, BEXHILL TRAFFIC MANAGEMENT PROPOSALS

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

DECISIONS

46.2 The Lead Member RESOLVED to:

- (1) Note the results of the stakeholder and public consultations on the London Road Traffic Management and Public Realm scheme;
- (2) Agree that all elements of the London Road Traffic Management and Public Realm scheme except the Town Hall Square options are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements; and
- (3) Agree that a recommended way forward on the Town Hall Square options is presented back to the Lead Member following further discussions with Rother District Council, Bexhill Town Council and other stakeholders.

Reasons

46.3 The London Road corridor scheme forms part of the wider Hastings Bexhill Movement and Access Package and seeks to improve the pedestrian environment, including the public realm, and traffic management in this part of Bexhill. The scheme would be delivered using Local Growth Fund monies, as well as £300,000 Community Infrastructure Levy funding from Rother District Council.

46.4 The results of the public consultation show that there is overall support for the proposed two mini roundabout schemes at the junctions of Beeching Road/London Road and Buckhurst Place/ Sackville Road, which also includes localised widening of the footway under the rail bridge previously introduced as a temporary measure as part of the Tranche 1 Emergency Active Travel Fund measures, as well as the proposals in Terminus Road and the Windsor Road junction. These elements of the London Road scheme will be taken forward to detailed design and construction through the Capital Programme of Local Transport Improvements.

46.5 In light of the mixed response to the two options put forward at consultation for the Town Hall Square element of the scheme, alongside Rother District Council's wider aspirations for redeveloping the Town Hall campus in Bexhill, further discussions with the District Council, Bexhill Town Council and other stakeholders is required on this element. The concerns raised in the consultation feedback will be presented back to the Lead Member on the preferred way forward for the Town Hall Square in a report later in the year.

47. APPLICATION TO DEREGISTER AND REPLACE A TOWN & VILLAGE GREEN KNOWN AS THE TRIANGLE, HAILSHAM - VG 35

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

DECISIONS

47.2 The Lead Member RESOLVED to:

- (1) Agree to East Sussex County Council becoming a joint applicant in the Wealden District Council application already submitted to the Secretary of State under Section 16 of the

Commons Registration Act 2006 for the de-registration and replacement of Town & Village Green VG35 to allow highway improvement works for further housing; and

(2) Delegate authority to the Director of Communities, Economy and Transport to take all necessary steps in connection with the application, including but not limited, to signing the application form, providing evidence in support of the application and any further requirements of the Secretary of State.

Reasons

47.3 Improvements to the road junction next to the Release Land have been endorsed by the Secretary of State's decision in relation to land at Oaklands, Ersham Road.

47.4 These junction improvements can only be carried out by de-registering the existing TVG at that location.

47.5 The de-registered TVG would be replaced with a larger area of TVG with greater amenity value. Due to the existence of a Public Footpath ESCC is required to join WDC's application as a 'joint-applicant.'

47.6 Following consultation, the only public objection has been resolved on the condition that ESCC joins WDC's application.