

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 16 June 2025 at Committee Room, County Hall, Lewes

Councillor Murphy spoke on item 4 (see minute 5)

Councillors Daniel and Redstone spoke on item 5 (see minute 6)

1. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 28 APRIL 2025

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 28 April 2025.

2. DISCLOSURE OF INTERESTS

2.1 There were none.

3. URGENT ITEMS

3.1 There were none.

4. REPORTS

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

5. PETITION: INSTALLATION OF PEDESTRIAN CROSSING AND A 20MPH SPEED LIMIT IN MILL ROAD, HAILSHAM

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

5.2 Ms Susan Fragniere, the Lead Petitioner for the petition calling on the County Council to install a safe pedestrian crossing in Mill Road, Hailsham outside the entrance to Lion House Park and a 20mph speed limit in the road around the bend spoke to highlight safety concerns for residents of Lion House Park, many of whom struggle with mobility and hearing loss and the benefits to residents should a pedestrian crossing be installed, the speed limit change from 30mph to national speed limit be moved further along Mill Road or a chicane on Mill Road be constructed.

DECISIONS

5.3 The Lead Member RESOLVED to advise 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.

REASONS

5.4 The Council has considered the petitioners' requests regarding installation of a pedestrian crossing and 20mph speed limit in Mill Road, Hailsham.

5.5 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. 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.

5.6 The Council 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. 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.

5.7 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.

5.8 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.

5.9 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.

6. TRANSPORT AND WORKS ACT AGREEMENT - ROTHER VALLEY RAILWAY

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

DECISIONS

6.2 The Lead Member RESOLVED 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.

REASONS

6.3 Due to the unique nature of the development and approval of the Transport and Works Act Order by the Secretary of State for Transport, approval of the use of the Transport and Works Act Agreements to secure the highway works associated with the reinstatement of the Rother Valley Railway will allow the legal agreements securing the highway works to be entered into.