

## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 24 February 2025 at Committee Room, County Hall, Lewes

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Councillors Stephen Shing and Wright spoke on item 4 (see minute 54)

Councillors Daniel, Hollidge, Maples and Stephen Shing spoke on item 5 (see minute 52)

Councillors Murphy and Stephen Shing spoke on item 6 (see minute 53)

### 48. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 27 JANUARY 2025

48.1 The Lead Member approved as a correct record the minutes of the meeting held on 27 January 2025.

### 49. DISCLOSURE OF INTERESTS

49.1 Councillor Murphy declared a personal interest in item 6 as a committee member of Hailsham Memorial Institute based at Western Road, Hailsham. He did not consider this to be prejudicial.

### 50. URGENT ITEMS

50.1 There were none.

### 51. REPORTS

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

## 52. PROPOSED IMPLEMENTATION OF A BOOKING SYSTEM AT HOUSEHOLD WASTE RECYCLING SITES

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

### DECISIONS

52.2 The Lead Member RESOLVED to:

(1) Note the response to the public consultation on the introduction of a booking system for Household Waste Recycling Sites;

(2) Note the petition opposing the introduction of a booking system for Household Waste Recycling Sites submitted by the Lewes Liberal Democrats;

(3) Approve the proposal to introduce a booking system for access to all East Sussex Household Waste Recycling Sites;

(4) Approve the proposal to include as part of the booking system the ability to charge non-East Sussex residents a set fee to use East Sussex Household Waste Recycling Sites; and

(5) Delegate authority to the Director of Communities, Economy and Transport to implement and make changes to a booking system, agree the charges for non-East Sussex residents and develop a policy to govern its ongoing operation and enforcement.

### REASONS

52.3 Within the context of the budget pressures facing the authority and the significant increase in the usage of the Household Waste Recycling Sites (HWRS) network (including visits by traders and out of county residents), a system to regulate access, reduce trade use and charge for out-of-area visits will help contribute to improving the efficiency of the service and reduce the authority's funding gap. The charge for out of county residents will be reviewed annually along with the charges for non-household waste at recycling sites as part of the Council's annual fees and charges review mechanism.

52.4 From the consultation results, the vast majority of those that responded do not want a booking system. However, the experience of neighbouring authorities who have introduced systems has been that some residents do not want the system to begin with, but then become accustomed to it. In June 2021, after implementing their scheme one year previously, Kent County Council asked 5,866 of their household waste site users how positive or negative would you feel about using the booking system in the future. 84.9% responded that they would be 'extremely or quite positive' about using one. West Sussex County Council carried out a consultation in 2021 on continuing with the booking system that was introduced during the pandemic. Over 60% of respondents strongly agreed or agreed that the booking system should be maintained. Over 80% said it was extremely easy or quite easy to make a booking.

52.5 The booking system will:

- Help to manage queues at peak times at our busiest sites;
- Help to improve operations and safety;

- Help to prevent traders from bringing in commercial waste which should not be disposed of at taxpayers' expense; and
- Ensure only East Sussex residents are accessing the sites for free.

52.6 Booking a HWRS visit will require a little effort from residents to access a service that is currently freely available. Around 50% of councils in England now operate some sort of booking system for their HWRS, including West Sussex, Hampshire, Kent and West Berkshire. Information received from these councils suggests they work well, residents can make bookings and use the service easily, and they are broadly satisfied with the service. A similar and easy to use booking system could be implemented for East Sussex HWRSs during financial year 2025/26.

### 53. EAST SUSSEX COUNTY COUNCIL MAJOR ROAD NETWORK A22 - ACTIVE TRAVEL MEASURES CONSULTATION OUTCOME

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

#### DECISIONS

53.2 The Lead Member RESOLVED to:

(1) Note the outcomes of the stakeholder and public consultation on the proposed A22 Major Road Network Corridor active travel measures; and

(2) Approve the recommendation for each scheme within the sustainable transport measures package as detailed in Appendix 6 of the report which sets out the elements for each scheme proposed to be taken to detailed design and inclusion in the full business case for the A22 MRN Corridor Package.

#### REASONS

53.3 In December 2022 the County Council submitted an outline business case (OBC) for the A22 MRN Corridor Package to DfT, comprising five junction improvements on the section of the A22 as well as an indicative package of active travel measures around Hailsham, Polegate and Stone Cross. Together, the full package of measures on this section of the A22 corridor will improve strategic and local connectivity of communities in the south Wealden area to facilitate economic and housing growth, encourage walking and cycling for local journeys, and in doing so help to reduce carbon emissions, local air pollution and noise generated by traffic.

53.4 Public and stakeholder consultation on the active travel proposals was undertaken in November and December 2024. The analysis of the quantitative and qualitative feedback shows that, in general, respondents were supportive of measures to improve active travel, however views were mixed on whether the proposed schemes would achieve their objectives. Overall, most of the proposals, especially those in the Polegate and Stone Cross area, received more support than opposition from respondents.

53.5 Concerns were raised about some elements of the proposals put forward at consultation. These included the proposal to make Western Road one way between Sussex Avenue and Summerheath Road as part of Hailsham Core Walking and Cycling Zone scheme as well as

elements of the Hempstead Lane traffic calming proposals and the loss of bulb planting by converting the existing segregated sections of footway and cycle route in Polegate between Aberdale Road and Levett Road to shared use.

#### 54. PETITION FOR TRAFFIC CALMING MEASURES ON BEACHY HEAD ROAD, EASTBOURNE

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

54.2 Ms Carla Foster, a representative of the petition calling on the County Council to implement traffic calming measures on Beachy Head Road spoke to highlight safety concerns for road users and pedestrians who use Beachy Head Road and the impact of a fatality on Beachy Head Road.

#### DECISIONS

54.3 The Lead Member RESOLVED to advise petitioners that:

(1) Speed data gathered has shown that the vast majority of drivers are travelling at an appropriate speed for the conditions of the road and the environment through which it passes. For the reasons set out in paragraphs 2.2 and 2.3 of the report, Beachy Head Road does not meet East Sussex County Council's policy criteria for a lower speed limit;

(2) The road safety assessment of Beachy Head Road has concluded that the only highway measures that would potentially reduce the speed of the small number who drive in a dangerous or anti-social manner would be the widespread introduction of road narrowings and road humps. However, these measures would likely be ineffective due to the topography of the road and would have significant impact on emergency services vehicles and bus/coach services. For these reasons a street lighting and traffic calming scheme for Beachy Head Road is not appropriate;

(3) A traffic sign and road marking enhancement scheme which will highlight the areas of the road where extra caution is needed will be taken forward and implemented in 2025/26 financial year; and

(4) Concerns about vehicle speeds and driver behaviour has been shared with Sussex Police to enable continued targeted enforcement.

#### REASONS

54.4 The setting of appropriate and effective speed limits has been subject to a significant level of research. It is important drivers are provided with a consistent message, so they know what is expected of them as they enter different road environments. A predominant factor considered when determining an effective speed limit is the number of properties that are visible to drivers. Due to the very limited frontage development and local characteristics, Beachy Head Road does not meet the Council's policy requirements for a lower speed limit; therefore, the national speed limit applies. Whilst it is subject to the national speed limit, the onus is on the individual driver to drive in a safe and judicious manner, and to the conditions of the road and the surroundings through which they pass. It is recognised nationally that most drivers will travel

at the speed they consider to be safe for the conditions of the road, and this is reflected in the speed data that has been collected. The vast majority of drivers using Beachy Head Road are choosing to travel at a speed far below the national speed limit.

54.5 The road safety assessment of Beachy Head Road has concluded that the only highway measures that would potentially reduce the speed of the small number who drive in a dangerous or anti-social manner would be the widespread introduction of road narrowings and road humps. However, these measures would likely be ineffective due to the topography of the road and would have a significant impact on emergency services vehicles and bus/coach services. In addition, the proposed scheme would likely be opposed due to the location, the need to introduce extensive street lighting and the impact on drivers. For these reasons, a street lighting and traffic calming scheme for Beachy Head Road is not appropriate.

54.6 While Beachy Head Road does not meet the Council's policy criteria for a reduced speed limit and a traffic calming scheme would not be appropriate, the Road Safety Team will be implementing a traffic sign and road marking improvement scheme in the new financial year. Enhancements to traffic signs, hazard marker posts and road markings will help to delineate the bends and make the road layout clearer for drivers, to aid them as they travel through the area.