

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 5 June 2023 at Committee Room, County Hall, Lewes

Councillors Godfrey Daniel, Johnny Denis, Ian Hollidge, James MacCleary, Wendy Maples, Stephen Shing and Georgia Taylor spoke on item 4 (see minute 13)

Councillors Carolyn Lambert, James MacCleary and Wendy Maples spoke on item 5 (see minute 14)

9. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 22 MAY 2023

9.1 The Lead Member approved as a correct record the minutes of the meeting held on 22 May 2023.

10. DISCLOSURE OF INTERESTS

10.1 Councillor Hollidge declared a personal interest in item 4 as a member of Sustrans. He did not consider this to be prejudicial.

11. URGENT ITEMS

11.1 There were none.

12. REPORTS

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

13. PETITION FOR A DEFAULT 20-MPH SPEED LIMIT IN RESIDENTIAL AREAS

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

13.2 Mr Mark Slater, the Lead Petitioner for the petition calling on the County Council to implement a default 20-mph speed limit in residential areas spoke to highlight the benefits of a default 20-mph speed limit similar to what has been implemented by other Local Authorities.

DECISIONS

13.3 The Lead Member RESOLVED to advise petitioners that:

(1) East Sussex County Council (ESCC) each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in the report;

(2) ESCC is committed to working with all stakeholders to improve road safety across East Sussex, including our partners from the Sussex Safer Roads Partnership;

(3) The County Council has a finite amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through our approved scheme prioritisation process and is not a priority for the County Council at the present time; and

(4) The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme of improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

REASONS

13.4 ESCC is committed to working with all stakeholders to improve road safety across East Sussex, and each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in the report.

13.5 The County Council has a finite amount of funding to develop local transport improvements and need to ensure that resources are targeted to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through the approved process and is not a priority for the County Council at the present time.

13.6 The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme for improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

14. NOTICE OF MOTION - BISHOPSTONE JUNCTION, SEAFORD

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

DECISIONS

14.2 The Lead Member RESOLVED to recommend that the County Council rejects the Notice of Motion, as set out in paragraph 1.1 of the report.

REASONS

14.3 Previous traffic modelling to assess the benefits and impacts of introducing traffic signals at the junctions in Bishopstone demonstrates that whilst signalisation would benefit movements from side roads, it would generate extensive queuing and potentially unacceptable delays on the A259.

14.4 The introduction of a footbridge in this location is seen as not affordable or practicable, but that signalised surface crossing options, being considered as part of the A259 Major Road Network study are more likely to demonstrate value for money.

14.5 The £750,000 Active Travel Fund underspend as highlighted in section 2.23 of the report has subsequently been reallocated to develop and deliver three school street schemes in the county.