

30/08/2023

Peacehaven Town Council

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09:12

Detailed Income & Expenditure by Budget Heading 25/08/2023

Month No: 5

Cost Centre Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>200 Planning & Highways</u>							
4851 Noticeboards	994	650	(344)		(344)	152.9%	994
4852 Monument & War Memorial	0	600	600		600	0.0%	
4853 Street Furniture	0	600	600		600	0.0%	
Planning & Highways :- Direct Expenditure	994	1,850	856	0	856	53.7%	994
4101 Repair/Alteration of Premises	1,429	2,000	571		571	71.4%	
4111 Electricity	5	1,092	1,087		1,087	0.5%	
4171 Grounds Maintenance Costs	0	500	500		500	0.0%	
4850 Grass Cutting Contract	9,041	9,041	0		0	100.0%	
Planning & Highways :- Indirect Expenditure	10,475	12,633	2,158	0	2,158	82.9%	0
Net Expenditure	(11,469)	(14,483)	(3,014)				
6000 plus Transfer from EMR	994						
Movement to/(from) Gen Reserve	(10,475)						
Grand Totals:- Income	0	0	0			0.0%	
Expenditure	11,469	14,483	3,014	0	3,014	79.2%	
Net Income over Expenditure	(11,469)	(14,483)	(3,014)				
plus Transfer from EMR	994						
Movement to/(from) Gen Reserve	(10,475)						



PEACEHAVEN TOWN COUNCIL

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EAST SUSSEX
BN10 8BB

DRAFT Minutes of the meeting of the Planning & Highways Committee held in the Anzac Room, Community House on Tuesday 15th August 2023 at 7.30pm

Present: Cllr Mary Campbell (Chair), Cllr Kiera Gordon-Garrett (Vice Chair), Cllr David Seabrook (Chair of Council), Cllr Isobel Sharkey (Vice-Chair of Council), Cllr Cathy Gallagher, Cllr Ian Alexander, Cllr Sherral Wood.

Officers: Victoria Onis (Committees & Assistant Project Officer)

4 members of the public were in attendance.

1 PH1695 CHAIR ANNOUNCEMENTS

The Chair opened the meeting, welcomed everyone and went through the fire procedure.

2 PH1696 PUBLIC QUESTIONS

A member of the public informed the Committee that on behalf of Telscombe residents' association they are reviewing and writing a response to ESCC on the Bus improvement plan.

The Resident is interested in both PTC and TTC's views on the Bus improvement plan proposals for the Towns and alerted the Committee that there are inaccuracies with the Bus improvement plan proposals, and these have been highlighted to ESCC who have advised they are going to review the points raised.

Cllr Sharkey informed the Resident that the Bus Improvement plan will be discussed at Telscombe Town Council's Planning & Highways meeting on the 4th September.

It was agreed by the Committee that the plans including the Newhaven proposals, need to be looked at again and in depth, due to the many problems with the plans which will have knock-on effects for Peacehaven and Telscombe; the plan for each Town cannot be looked at in isolation.

2 members of the public entered the meeting (19:40)

Members of the public raised concerns with the condition of the pavements when on a mobility scooter and would like to report overhanging brambles on the narrow Cycle path from South Coast Road to Downlands & from Tudor rose down to Newhaven.

The Committees Officer informed the Resident that the issue with the overhanging brambles has been reported to ESCC numerous times and again last week to Neighbourhood First who have updated that it is on ESCC's list of works but there is no exact time scale for work to be actioned and only that the work will be carried out shortly.

The Chair informed the Resident that this work needs to be actioned by ESCC, we can only keep reporting which will be monitored by PTC Officers.

3 PH1697 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

All Committee members were present.

4 PH1698 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

Cllr Gordon-Garrett as an acquaintance of the applicant PH1711

Cllr Campbell as a life member of the woodland trust. PH1703

5 PH1699 TO ADOPT THE MINUTES FROM THE 25th JULY 2023

The minutes of the above meeting were **resolved and adopted**

Proposed by: Cllr Sharkey

Seconded by: Cllr Wood

6 PH1700 TO NOTE AND REVIEW THE COMMITTEES BUDGETARY REPORT

The Committee noted the budgetary report

7 PH1701 TO DISCUSS ESCC BUS SERVICE IMPROVEMENT PLAN CONSULTATION

Cllr Campbell informed the Committee that she and Cllr Seabrook have spent some time looking at this proposal and monitoring the buses for periods of time in the rush hour to gauge what the real problems are in this area.

The below recommendations were discussed.

1. PTC should place posters of the proposals, especially those concerning the Sutton Avenue junction, on all noticeboards and on the PTC website, along with details of the September 7 events and website consultation address.

It was agreed to accept this recommendation

Proposed by: Cllr Sharkey **Seconded by:** Cllr Seabrook
1 abstention

2. This Report should be sent to all councillors so that they can inform their constituents and participate in the discussion at P&H on August 15 if they wish to do so.

This recommendation has already been actioned by Officers.

3. A5 leaflet replicas of the posters should be made available to councillors to distribute to addresses they think may be particularly affected.

This recommendation was not supported by Committee

4. A further Report should be brought to P&H meeting on September 5 for a recommended response to the consultation to Full Council on September 19.

It was agreed to accept this recommendation.

It was proposed that a small TFG is set up to create a report to present to the P&H Committee meeting on the 5th September and to report to Full Council on 19th September to consist of Cllr Seabrook, Cllr Campbell, Cllr Gallagher and Cllr Alexander

Proposed by: Cllr Seabrook **Seconded by:** Cllr Wood

1 member of the public left the meeting (20:00)

8 PH1702 TO AGREE A RESPONSE TO THE PROPOSED TELECOMMUNICATIONS UPGRADE – PEACEHAVEN FOOTBALL CLUB

The letter from the Telecommunications Company was discussed and noted. It was noted that the mast is already there and well away from residential properties, no extra cabinets. It was recommended by the Committee that the contract is to be checked to make sure there are no contractual implications. Otherwise no comment.

9 PH1703 TO NOTE AND RECOMMEND TREE PRESERVATION ORDERS

The below recommendations were discussed

1. LDC TPO officers be asked to publish a map of all TPOs and TPO areas in Peacehaven (as eg Tunbridge Wells has done)
2. Copies of the 1992 TPO order be hand delivered as soon as possible by volunteer councillors to all dwellings within or bordering the Valley Road TPO areas.
3. Over time, LDC TPO officers be asked to identify all current land-owners affected by ALL TPOs in Peacehaven and send copies to them so that the Downlands Walk problems are not repeated and Peacehaven's few remaining bits of woodland/outstanding individual trees are protected.

The 3 recommendations were agreed.

Proposed by Cllr Gallagher **Seconded by** Cllr Gordon-Garrett

1 abstention

10 PH1704 TO RECEIVE AN UPDATE FROM CLLR GALLAGHER CHAIR OF THE STEERING GROUP FOR THE NDP

Cllr Gallagher informed the Committee that there hopefully will be a further update for Full Council 19th September. Submitted version still under review at LDC.

1 member of the public left (20:15)

11 TO COMMENT on the following Planning applications as follows:-

PH1705 LW/23/0445 46a Victoria Avenue Peacehaven

It was proposed that the Committee support this planning application.

Proposed by: Cllr Sharkey **Seconded by:** Cllr Gallagher

The Committee **resolved** to **support** this planning application

2 members of the public left the meeting (20.20)

PH1706 LW/23/0448 3 Slindon Avenue Peacehaven

The online Objection was noted. Cllr Campbell informed Committee that she has spoken to the resident and noted the objection was due to overlooking which was agreed won't be a concern.

It was proposed that the Committee support this planning application.

Proposed by: Cllr Wood **Seconded by:** Cllr Seabrook
The Committee **resolved to support** this planning application

PH1707 LW/23/0435 4 Second Road Peacehaven

It was proposed that the Committee **support** this planning application

Proposed by: Cllr Gallagher **Seconded by:** Cllr Shakey
The Committee **resolved to support** this planning application

PH1708 LW/23/0434 4 Second Road Peacehaven

It was proposed that the Committee **support** this planning application but would like it to be noted that there is a concern that with the 'new' extension to the house - Planning application LW/23/0435. The concern is that the size of the new outbuilding might then exceed the permitted development guidelines and we recommend that LDC look at both LW/23/0435 & LW/23/0434 together.

Proposed by: Cllr Gallagher **Seconded by:** Cllr Sharkey
The Committee **resolved to support** this planning application

PH1709 LW/23/0467 Meridian Community Primary School Peacehaven

The Committee noted this application

PH1710 LW/23/0403 26 Mayfield Avenue Peacehaven

It was proposed that the Committee support this planning application.

Proposed by: Cllr Sharkey **Seconded by:** Cllr Gallagher
The Committee **resolved to support** this planning application

PH1711 LW/23/0427 5 Greenhill Way Peacehaven

The Committee noted this application

12 TO NOTE the following Planning Application:-

PH1712 LW/23/0438/CD Land to East and west of Downs Walk Peacehaven

This application was noted.

13 PH1713 NOTE PLANNING & HIGHWAYS COMPLAINTS SINCE THE LAST MEETING

The Committee **noted** the complaints.

14 PH1714 TO REVIEW & UPDATE THE P&H ACTION PLAN AND AGREE ANY ACTIONS REQUIRED.

Brighton & Hove Bus Company along with ESCC Highways had joined Cllrs Campbell, Gordon-Garrett and the Committees & Assistant Projects Officer on a site visit of the 2 bus stops in Pelham Rise. B&H bus company advised that the 2 bus stops of concern do not comply with the new regulations and need updating. ESCC Highways have requested that PTC contact the Traffic Safety team at ESCC for advice on the process and costs involved for requesting dropped kerbs and bus cages on the road at this location.

It was agreed to add this item to the action plan.

15 PH1715 DATE OF NEXT MEETING CONFIRMED AS 5TH SEPTEMBER 2023 AT 7.30PM

There being no further business the meeting ended at 20.39

Agenda Item: PH1723

Committee: Planning and Highways

Date: 4th September 2023

Title: Bus Stops and Bus Shelters

Report Authors: Mary Campbell and Victoria Onis

Purpose of Report: To note plans for raised kerbs and make recommendations in relation to Pelham Rise

Introduction

In the last three weeks, PTC has been approached by ESCC about bus stop plans and options for schemes that are under consideration. The plans that have already been decided concern raised kerbs at three bus stops. The scheme under consideration concerns the bus stops in Pelham Rise close to the Glynn Road junction that have been the subject of previous P&H reports.

Background

1.Improved hard standing and raised kerbs at three North Ward bus stops: these improve accessibility: their purpose is to improve bus access for wheelchairs and other mobility vehicles. ESCC has informed PTC that improved hard standing and raised kerbs will be installed at three bus stops in Roderick Avenue North.

2. Pelham Rise bus stops: ESCC has now responded positively to this Committee's requests. It has not yet taken a final decision. But in order to proceed promptly should ESCC formally decide in favour of bus stop improvement at that site, P&H needs to agree recommendations now. Expenditure on bus shelters may be involved such that the matter would have to be approved by Policy and Finance Committee which meets seven days from now.

Analysis

As the attached plans show, the scheme under consideration involves installing bus stop 'boxes' on both sides of the road. The southward (eastern) bus stop would be moved a short distance from the current site so that the new dropped kerbs of the two bus stops are almost opposite each other. Hard standing will be installed at both stops. The costs of these changes will be born entirely ESCC. This scheme is in line with the views that this Committee expressed at past meetings. In the last two weeks, P&H Committee Members have all expressed support for this part of the scheme by email.

The scheme, if it goes ahead, could also involve installation of one or two bus shelters. ESCC will install and pay for a standard two-bay bus shelter on the northbound (western) bus stop. However, the bus stop on the southbound (eastern) side is not used by enough people to justify ESCC expenditure on a shelter. If PTC wants a bus shelter there, it would have to pay for it.

Decisions on bus shelters are complex. Different options would cost different amounts. Precise estimates are not yet available (they depend on detailed examination of the site). To summarise, the basic two bay bus shelter that ESCC would pay for on the western bus stop costs about £5,000. If we wanted to replicate that on the eastern side, it would cost PTC £5,000. Choices on some issues do not involve extra charges (see below). The choices involving 'extras' that PTC would have to pay for if it wanted a different kind of bus shelter would be charged approximately as follows:

- Size: two bays (2.4m) or three bays (3.6m) at an extra cost of c. £1,000 (£6,000 instead of £5,000)
- Roof style: standard or green/living roof at an extra cost of c.£1,000/£1,200 (for three bay)
- Type of lighting: LED power from mains or solar panel at an extra cost of c. £1,200. Note that PTC bus shelters do not normally have lighting at all. Is that what the Committee would like?

The other items on which choices need to be made are seating (benches or perch), material for side panels (glass or some form of 'plastic' or aluminium), type of end panels (full, half, quarter or none), and colours.

A condition of ESCC's offer on bus shelters is that the cleaning and maintenance costs of the bus shelter(s) will fall to PTC. For existing shelters, it is budgeted as a cost to P&H Committee under the item 'Repairs/alterations to premises', which is already overspent for the time of year. The cost of maintaining a green / living roof is higher than a standard roof, and it may enable rot and cause the shelter to fail earlier. The extra cost is about £100 p.a. (plus vandalism) and in time PTC would have to pay replacement costs.

Conclusions

Councillors have already approved by email ESCC's plan for possible bus stop improvements at Pelham Rise, which the Committee had campaigned for.

Options included in the basic price for the bus shelter(s) involve choices on colour/materials for panels/type of seating/ type of panels. Other choices could also involve extra capital expenditure which would need approval from Policy and Finance Committee. Installing any bus shelters would involve extra future costs to PTC in maintaining and cleaning them and possibly, in time, replacing them. PTC insurance covers our current bus shelters.

Extra capital expenditure would need approval from Policy and Finance Committee. This could reach about £3,400 if all the more expensive options were chosen for the west side (northbound) bus shelter. The cost of installing a second shelter on the east (southbound) side would be between about £5,000 and about £8,400.

Recommendations

1. That P&H notes ESCC's plans for hard standing and raised kerbs.
2. That P&H welcomes the ESCC scheme for the Pelham Rise bus stops
3. Bearing in mind the ongoing maintenance costs, that P&H decide on whether to instal a bus shelter on the west (northbound)side of Pelham Rise at a cost to ESCC.
4. That P&H decide whether to request funding from Policy and Finance for a bus shelter on the east (southbound) side of Pelham Rise at a cost to PTC.
5. That P&H decide whether to request extra funding as a result of choices on eg type of roof for either (or both) of the new bus shelters.

Implications

The Town Council has a duty to consider the following implications:

<u>Financial</u> <ul style="list-style-type: none"> • Use of capital? • Replacement of asset? • Reduced expenditure? • Increased income? • Budget provision? 	Some options would require capital expenditure. Small extra revenue budget provision for cleaning/maintenance
<u>Legal</u> <ul style="list-style-type: none"> • UK Law? • Council Powers/Duties? • Lease/landlord responsibilities? 	Maintenance responsibilities for bus shelters and probably replacement
<u>Health & Safety</u> <ul style="list-style-type: none"> • Accessibility? • Equalities? 	None for PTC (ESCC decision reported here would be positive)

<u>Planning</u> <ul style="list-style-type: none"> • LDC permission? • Planning Law? • Highways? 	ESCC decision would mean fewer parking spaces on highway
<u>Environmental and sustainability</u> <ul style="list-style-type: none"> • AONB/SSSI/SDNPA? • Green spaces? • Walking/cycling? 	Green roof would imply environmental improvement. Glass materials would be more environmentally friendly than plastic
<u>Crime and disorder</u> <ul style="list-style-type: none"> • ASB? • Public safety? • Road safety? 	Positive
<u>Social value</u> <ul style="list-style-type: none"> • Charities/voluntary orgs? • Support for those in need? • Area improvements? • Community benefits? 	Positive
<u>Climate</u> <ul style="list-style-type: none"> • Carbon footprint? • Materials? • Recycling? 	Depends on decisions

Appendices

Plan of possible bus stop scheme in Pelham Rise, showing bus stop boxes

Options for types of bus shelter and their roofs (pictures)

Provision of Bus Stop Infrastructure @ 'Glynn Road' bus stops, Pelham Rise, Peacehaven, BN10 8BD [Glynn Road - Google Maps](#)

Site Meeting Notes – [Insert Date]

1.0 Introduction

1.1 Safety audit process

- 1.1.1 Officers of East Sussex County Council have considered the proposed scheme to be of low impact and agreed that it was appropriate to undertake an on-site safety assessment. This assessment considers the issues that might have been raised as part of either Stage 1 or Stage 2 Road Safety Audits (pre-construction).

1.2 Scheme Promoter

Dave Smith, Senior Transport Officer, ESCC Transport Hub, 01273 335907

1.3 Site assessed by:

- 1.3.1 [Insert Audit Team Leader name and title]

[Insert Design Engineer name and title]

1.4 Documents examined:

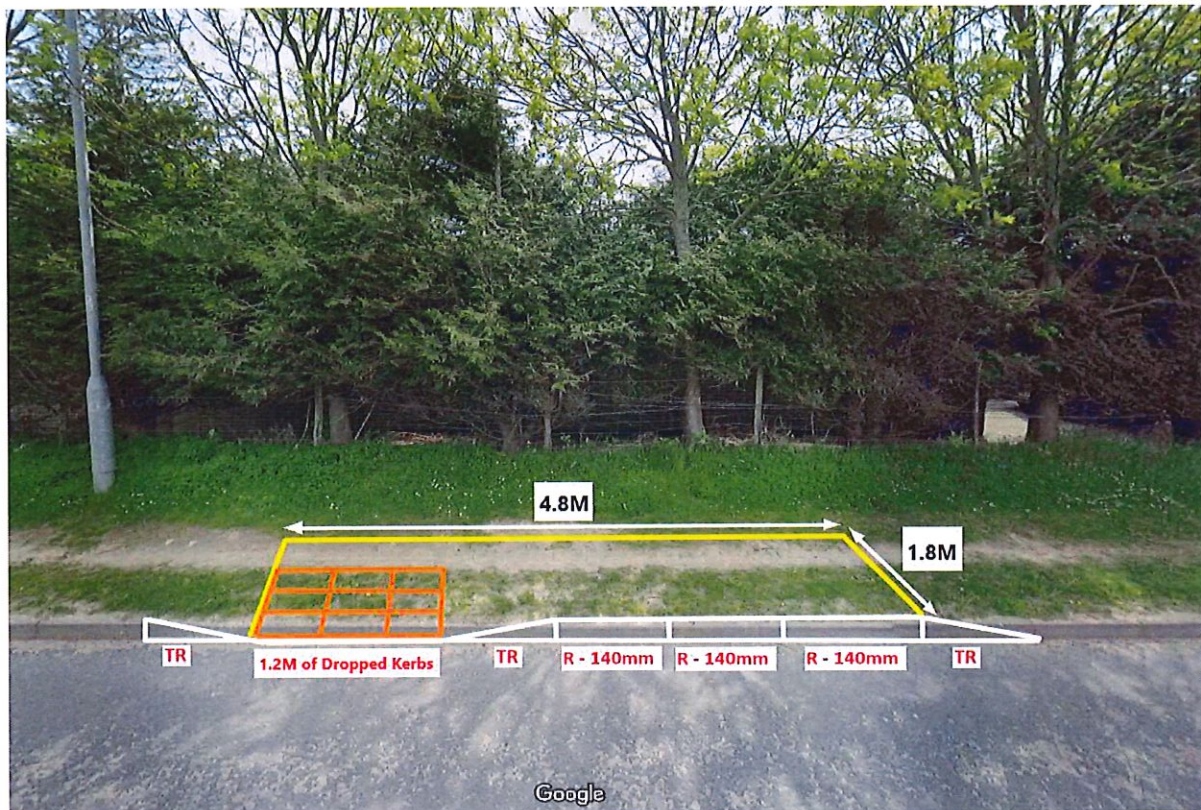
- 1.4.1 Drawing Numbers: No formal drawings, but photos & Google map images are marked up below.

1.5 Scheme Description

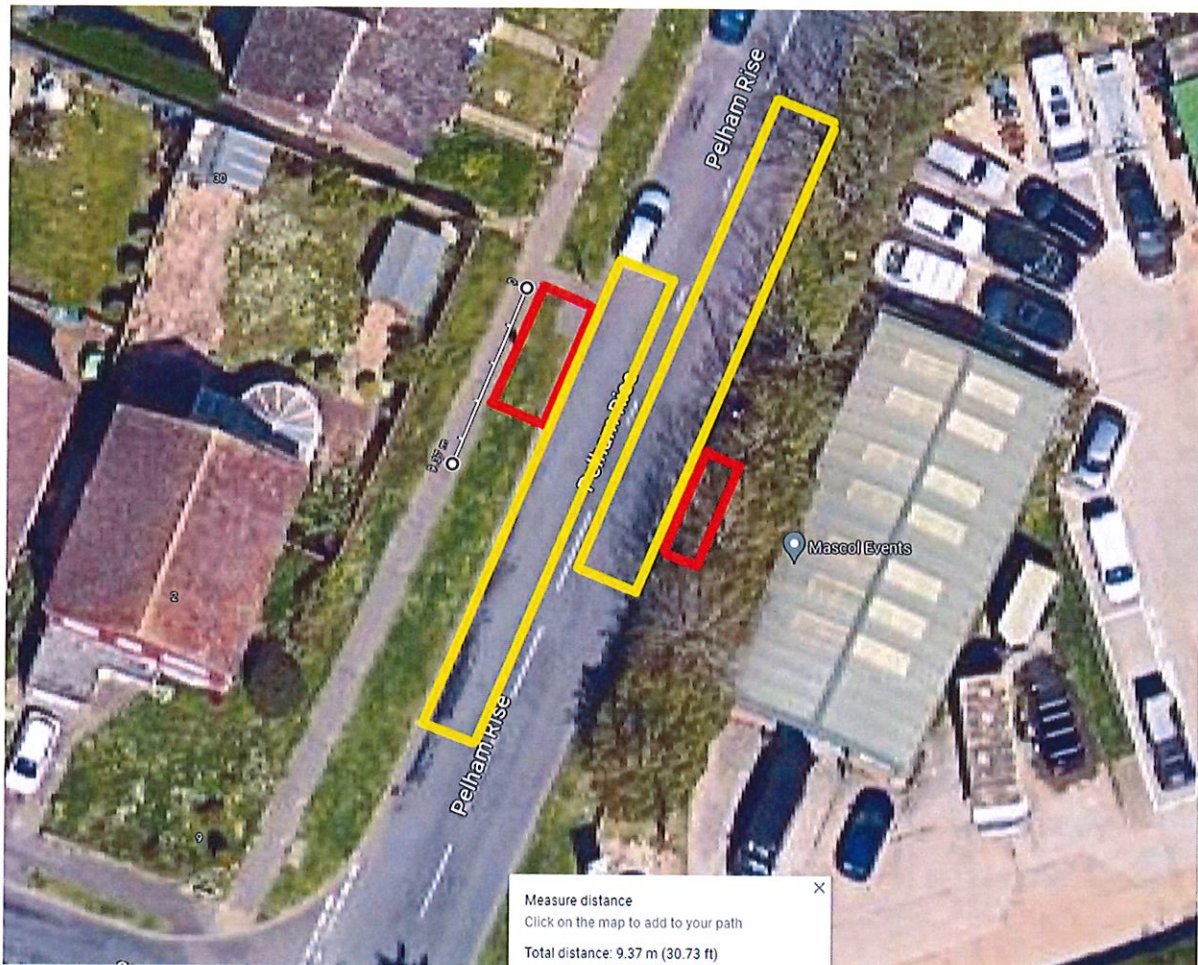
- Provision of additional hardstanding area with bus shelter, raised kerbs and dropped level crossing point and 25m marked bus stop clearway at the 'Glynn Road' northbound bus stop [Glynn Road - Google Maps](#)
- Provision of hardstanding area, raised kerbs and dropped level crossing point and 25m marked bus stop clearway at the 'Glynn Road' southbound bus stop [Glynn Road - Google Maps](#). This project proposes the existing bus stop is relocated approx. 30m south to allow access from the bus stop opposite, which moves it away from the current location on a bend.

A photograph of a residential street with a red brick fence and a grassy area. A yellow and red line drawing is overlaid on the grass, showing a proposed layout for a dropped kerb. The drawing includes dimensions: 5.7M, 2.7M, and 1.2M of Dropped Kerbs. It also shows a grid of orange lines and labels: TR, R - 140mm, and R - 140mm. A red mailbox is visible on the left.

1.5.2 'Glynn Road' southbound bus stop and plan showing it paired with the northbound bus stop. The intended clearway is shown in 1.5.3:



1.5.3 'Glynn Road' north & southbound bus stop plan view including bus stop clearway markings:



2.0 Safety Assessment

2.1 Site Issues

[Detail safety issues raised during site meeting and agreed changes]

3.0 Joint Safety Statement

3.1 These notes have been accepted as a true record of the safety assessment meeting.

Scheme Designer: Signature.....Date.....

Safety Auditor: Signature.....Date.....

Meeting notes prepared by: [Insert name and title of Design Engineer/ Scheme Promoter]



— RAL 5022
Frame


— RAL 5012
Mid Rail, Bench and Poster Case

East Sussex Mono Shelter - 20/07/2023

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 **externiture**TM
sales@externiture.com
01635 862 100

MONO | a passenger shelter system

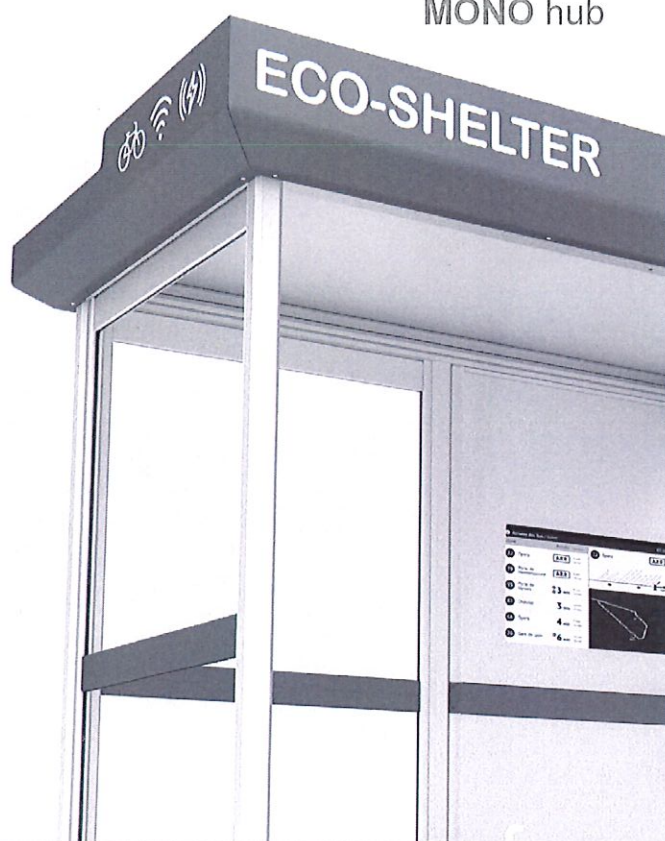
 externiture™

An adaptable shelter system designed with ECO DNA to provide improved passenger comfort & experience for any passenger, for any journey, for any transport scheme.

MONO standard

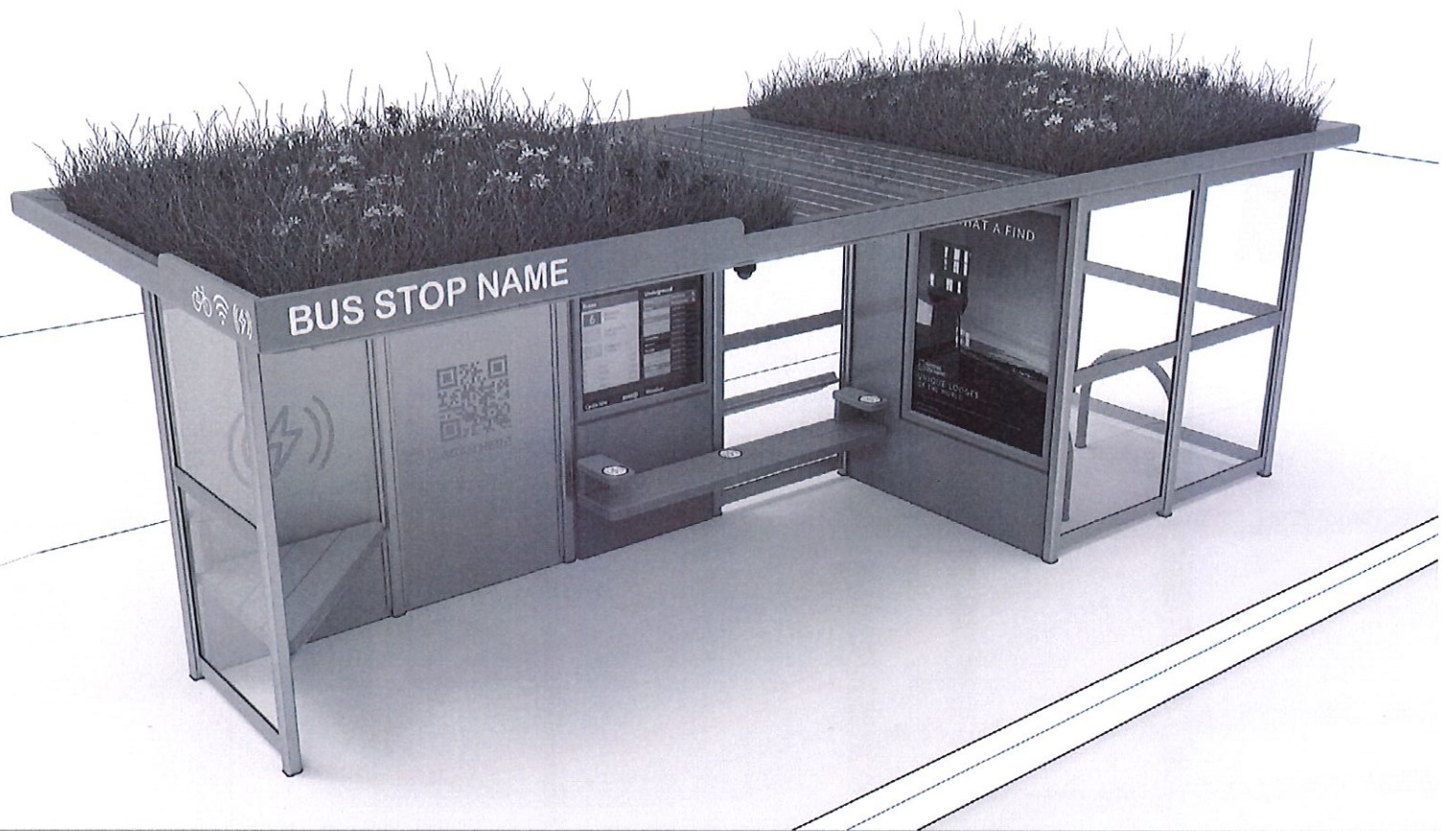


MONO hub



#1 FORM

The shelter system can take a standard form or be enhanced to the "hub" design providing more passenger comfort & information options. Both options use the same key components



#2 SCALE

The shelter can be large for busy interchanges with multi modal journey decisions or.....



#2 SCALE

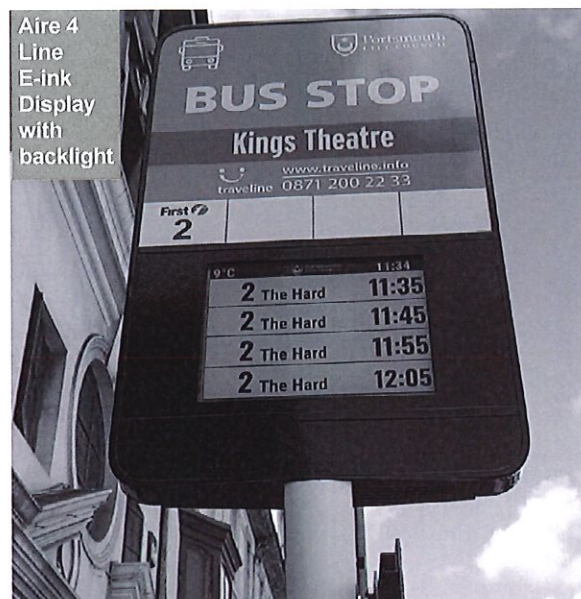
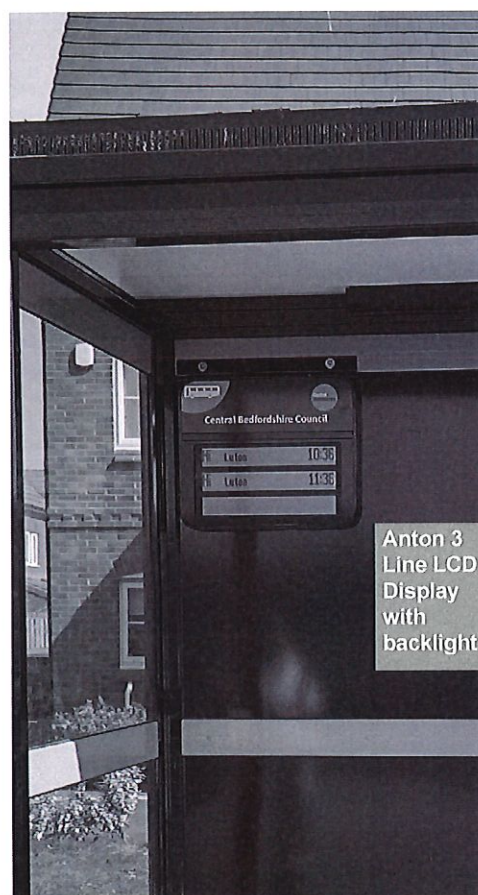
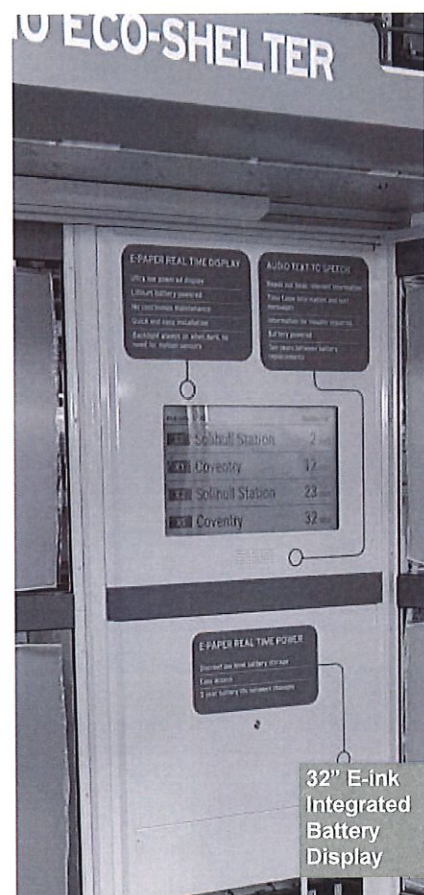
.....smaller for neighbourhood locations but still carries the same branding and design language for a consistent approach



WOKING		Due
28	WYCH HILL	16:31
33	ST JOHNS	12 min
		16:23

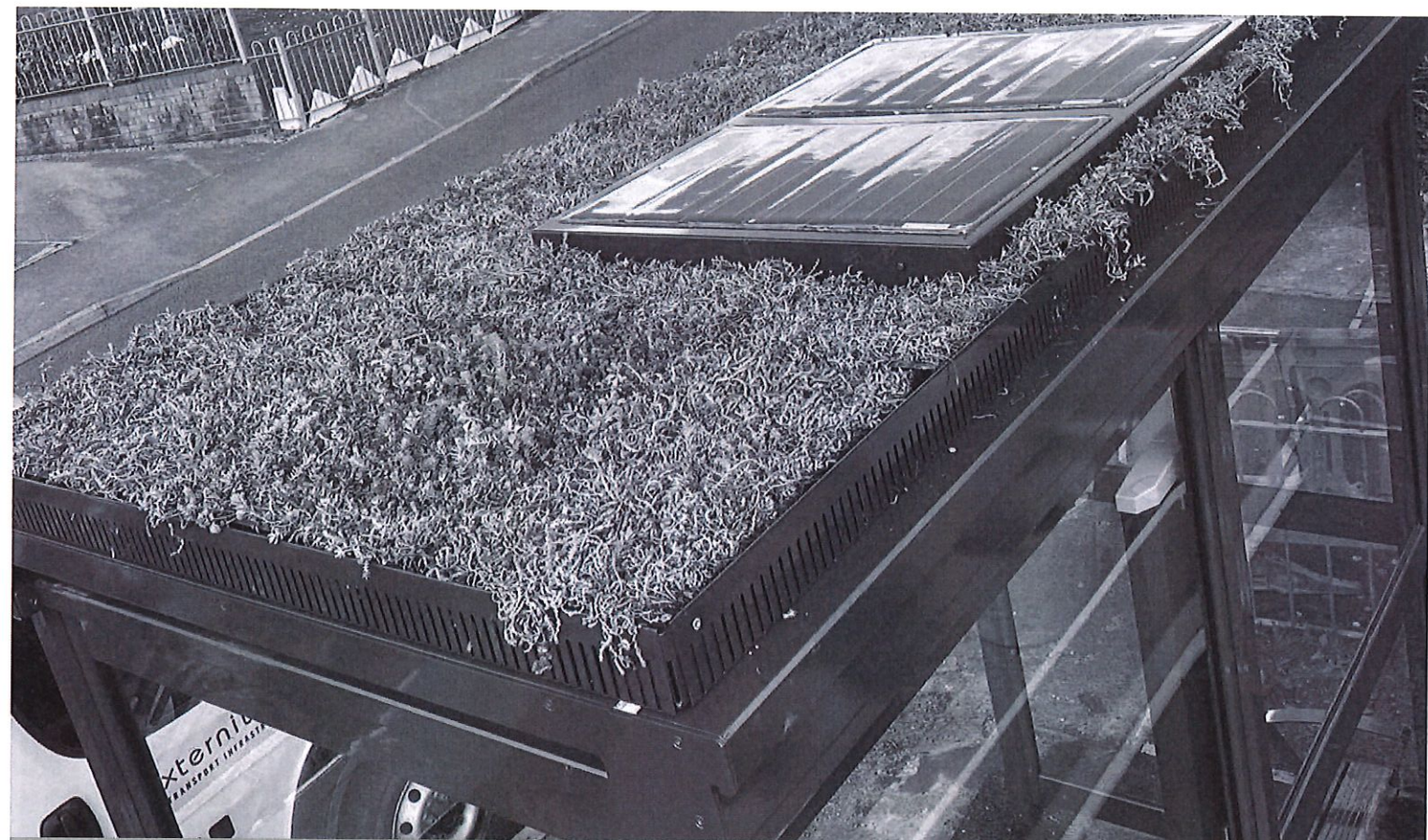
#3 BETTER CONNECTED

Mains powered RTI units can be easily fitted with a standard bracket design which works on any MONO roof shape



#3 BETTER CONNECTED

Scale connectivity at each location. No power supply? Fit battery powered real time information screens and shelter lighting. Larger sites - fit WiFi, CCTV and other technology



#4 ENVIRONMENTAL IMPACT

The MONO is available with a living roof to help our biodiversity. The MONO can be planted with low-maintenance sedum and wildflower mix which encourages pollination and is needed with so many species of bees, butterflies and other pollinating insects whose numbers have been in decline in recent years. The sedum is a mix of up to sixteen varieties, grown under the GRO code. We determine the optimum mix for your Mono shelter with our supplier to select a mix that provides for local fauna with minimal maintenance.



#5 RENEWABLE ENERGY FROM MANUFACTURE TO OPERATION

MONO is built from high recycled content aluminium from 50% Hydro powered European mill. In 2025 all production will be powered by renewable energy sources. The ECO-SHELTER can operate fully from renewable energy and battery power to keep the carbon footprint low throughout it's life.



#6 COORDINATED INFRASTRUCTURE

Maintain consistent brand identity across all modes to enhance visibility of micro-mobility connections



Cantilever



Quarter End Panels - QEP



Half End Panels - HEP



Full End Panels - FEP



Living roof



Living roof with solar powered light

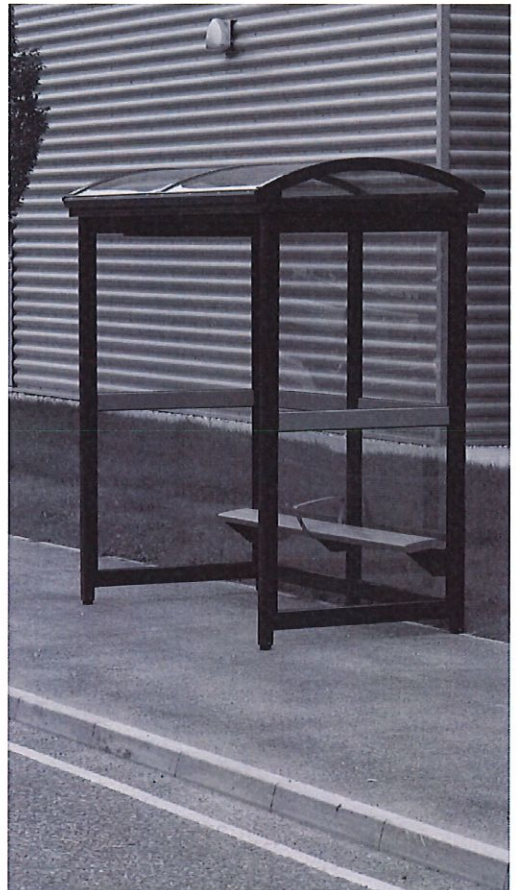
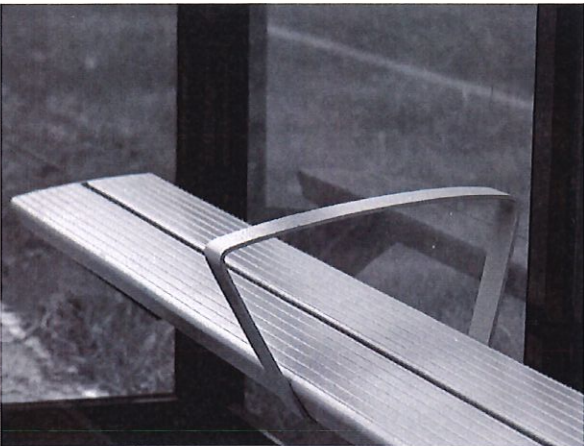
#7 ADAPT & MAINTAIN

The MONO has a modular design. The same lower frame is always used, different size end panels can be fitted and three different roof shapes can be specified - Flat roof, Barrel vault roof and Pitched roof. The flat roof can be adapted to a living roof. This ensures easy specifying to cover all site locations and configurations.



#7 ADAPT & MAINTAIN

The barrel vault roof MONO



#7 ADAPT & MAINTAIN

Cost effective standard shelter framework and modular components used across the MONO range ensures coordinated maintenance.



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+44 1635 862 100

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Area	Category	Details of Complaint	Actions taken	Current Status
Misc/ Other	Road conditions	speeding along the cliff top/private road (telscombe)	1) spoke to TTC who will respond 2)emailed ESCC highways & gave contact details for the parking enforcement but advised that they are not parking illegally.	Closed
Misc/ Other	Misc/Other	damaged planter	planter secured by handyman referbishment starting next week.	Closed
Non PTC land	Grass verges	grass is very high and the darts are dangerous to the dogs	passed to ldc on the website should be starting today 24/7/23	Referred to LDC
Non PTC land	Overgrown paths	Call from resident about overgrown nettles and scrub along cycle path from South Coast Road to Downlands.	Reference number with ESCC WEE000476, also reported on Fix My Street. ESCC being chased up and awaiting response to update resident.	Open
Non PTC land	Overgrown paths	resident hedge growing over footpath. roderick avenue/pelham rise	reported to neighbourhood first	Closed
Non PTC land	Overgrown paths	bus stop overgrown not cut - telscombe	added to fix my street	Closed

Non PTC land	Misc/Other	resident complained about there next door neighbour digging up ther back garden making a noice and the dust	adviced her to contact planning dept at lewes	Referred to LDC
Non PTC land	Grass verges	grass verge outside number 190 has not been cut for 6 months	referred to escc	Referred to ESCC

Planning & Highways Committee - Action

updated 29/08/2023

CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	UPDATE
1	03/09/2019	Public rights of way TFG - Concrete path from Lower Hodder Farm to Centenary Park.	Cllr Griffiths requested help from other councillors filling in evidence forms (extend of usage prior to 2005)	Cllr Griffiths - ongoing	23/05/23 - Committee agreed members for the TFG - Cllr Griffiths, Cllr Gordon-Garrett, and a member of the public.
2	09/08/2022	Speed activated sign	For the Public Safety TFG to investigate, discuss, and liaise with Telscombe Town Council about the speed activated sign, and report back to the P&H Committee.	Committees & Assistant Projects Officer	Public Safety TFG to be resumed to consist of Cllr Seabrook, Cllr Alexander, 2 members of the public and for all Councillors to be invited to join.
3	01/11/2022	Wildflower Verges	To conduct a survey via eNews and Social Media regarding possible locations for Wildflower verges in the town	Committees & Assistant Projects Officer	<p>In discussion with Events, Amenities, and Projects Officer about getting out a survey - will likely be early in 2023.</p> <p>Survey questions and where to be advertised, to be discussed at the next P&H 23.5.23</p> <p>23/05/23 - Committee agreed to form a TFG consisting of the Committee and Assistant Projects Officer and Cllrs Seabrook & Norcott-Jones.</p> <p>13/06/23 - TFG reported back to Committee, agreed that the TFG will proceed to:</p> <ol style="list-style-type: none"> 1. carry out a survey of residents using social media. 2. identify suitable sites and complete a baseline site survey. (Max 3) and apply for licences from ESCC where appropriate. 3. identify funding sources 4. attempt to form a Wildflower Community Group 5. consult residents adjacent to the selected sites 6. Report back to the Planning & Highways Committee <p>Communications & Marketing Officer is in the process of preparing the survey.</p>

4	23/05/2023	Kaner Olette Report	To go through the report and create actionable items.	TFG	<p>23/05/23 - TFG formed to look at the report, alongside the public realm, and advertising on planters.</p> <p>13/06/23 - Cllr Gallagher informed Committee that a TFG meeting will be organised soon, and that LDC & ESCC Cllrs are being invited to join.</p>
5	04/07/2023	Pelham Rise Bus Stops	<p>Officers to liaise with ESCC</p> <p>Officers about accessibility on Pelham Rise, particularly bus stops.</p>	<p>Committees & Assistant Projects Officer</p>	<p>13/07/23 - Committees & Assistant Projects Officer attended a site meeting with Cllrs Campbell & Gordon-Garrett with ESCC Highways Officers & Brighton & Hove Buses representative. Report to come back to Committee.</p> <p>25/7/23 - To monitor progress by ESCC in relation to the bus stops.</p> <p>w/c 29/9/23 ESCC Traffic Safety site visit to Pelham rise to discuss access to bus stops and proposal re access and shelter needs. Await response.</p>

Agenda Item:

Committee: Planning and Highways

Date: September 1 2023

Title: BSIP Priority Proposals for Peacehaven

Report Authors: TFG

Purpose of Report: To consider the BSIP proposals and make recommendations

Introduction

On July 31, a consultation period opened for Bus Service Improvement Plan (BSIP) Projects on the A259 between Telscombe Tye and Eastbourne. Three projects are proposed for Peacehaven and Telscombe and the proposals for Newhaven may also affect Peacehaven residents. The consultation period ends on September 25. **There are two in-person drop in consultation events on September 7, at Telscombe Town Hall in the morning and Community House, Peacehaven, in the afternoon.**

At its last meeting, the P&H Committee appointed a TFG to examine the proposals and to make recommendations. These would then go for discussion at the next PTC Council meeting on September 19. Because the in-person consultation event takes place after P&H meets, a supplementary report to the Council meeting will be necessary (as provided for by the instructions of the last P&H Committee). This Report therefore avoids substantive recommendations about most of the proposals.

The TFG met for just over an hour on August 25. There was very little discussion and it did not reach any conclusions. In the course of email exchanges it became clear that members of the TFG agreed on very little, particularly concerning the structure of the report and the recommendations. Together with Alec Horner, Mary Campbell had researched possible alternative ways that the money could be spent, ways that she thought would better meet the BSIP criteria than some of BSIP's own proposals, but other TFG members considered that this was outside the remit of the TFG. This Report therefore sets out the background, identifies issues for members to raise with BSIP at the September 7 consultation meetings, and provides limited recommendations.

Background

Much of the background was set out in a Report to the August 15 meeting, including the fact that the Priority BSIP proposals for Peacehaven are part of a much broader traffic management programme. Peacehaven is hardly mentioned in any of these programmes, although it is affected by generic aspects (for example, more buses and the £2 limit on single fares). As a result of further questions put to BSIP, we have ascertained that the projected overall bus time savings reported to the last meeting are from ALL the measures taken together in the Telscombe and Peacehaven section of the proposed measures, ie from Telscombe Tye to Roderick Avenue, not just those shown on Map 15. **For convenience, we repeat the projected time savings for each bus journey across both towns: 124 seconds per bus for westbound buses in the morning peak, 25 seconds in the pm peak and 21 seconds in the interpeak. For eastbound buses, the savings per bus are projected as 26 seconds in the am peak, 47 seconds in the pm peak and 51 seconds in the interpeak.**

Opinions of members of the TFG vary on the extent to which the proposals are set in stone and how far opinions expressed in the consultation could affect the outcome. Some believe that the consultation will have little or no impact. Others accept BSIP's statement that: 'The proposed scheme designs are still under development, and the proposals could change depending on the feedback received through the consultation exercise'. Opinions of TFG members also vary on the relative importance of expert traffic knowledge versus local knowledge of the site. On the one hand, 'consultants and ESCC have a wider range of expertise than anyone on the Council including all the latest traffic flow data', and 'the transport consultants and the officers of ESCC have expertise and they take evidence from all over the world'. On the other hand: 'BSIP has not modelled the effect of replacing the roundabout with traffic lights' and 'regional planners do take account of local consultations'.

The BSIP consultation document sets out five objectives for the proposed BSIP measures:

- Improved bus reliability;
- Reduced congestion and improved traffic flow;
- Greater bus use;
- Along with other measures, to provide a realistic and reliable alternative to the car and support the county focus of achieving net zero emissions by 2050 at the latest;
- To create safer options to reduce conflict between different road users, fostering happier, healthier and more active communities;

In the case of Newhaven and Peacehaven (Package 2) `the expected benefits` are stated to be:

- Improved journey times and reduced delay for buses;
- Increased safety for pedestrians;
- Improved provision for cyclists;
- Improved visibility and safety for all users.

The measures proposed for Telscombe and Peacehaven are shown in three maps (attached);

- Intermittent bus lanes on both sides of the A259 between Telscombe Tye and Central Avenue (Map 13);
- A short bus lane on the east side of Telscombe Cliffs Road running up to the traffic lights (Map14);
- Upgrading of the Telscombe Cliffs Way junction with the A259 (Map 14);
- A westbound bus lane only along the north side of the Dell Park (no eastbound bus lane there), created by cutting down the southern pavement from its current up to one metre height (Map 15);
- Creation of a new shared pedestrian/cycle pathway through and within the Dell Park (Map 15);
- New traffic lights to replace the roundabout at the Sutton Avenue junction, to include pedestrian crossings of Sutton Avenue and the A259 and bus priority signals(Map 15);
- An upgrade from Pelican to Toucan for the Roderick Avenue pedestrian crossing of the A259 (Map 15).

Analysis

Our main concern as Peacehaven Town Council is with the stretch of the A259 from Central Avenue to the eastern edge of Peacehaven as measured against the BSIP criteria set out above. However, in line with the last P&H Committee's view that Peacehaven residents will be affected by the proposals for Telscombe and Newhaven, the latter are considered briefly at the end.

The BSIP proposals for Roderick Avenue to the Sutton Avenue junction

1. **The proposed westward bus lane along the north side of Dell Park:** this will involve considerable upheaval, and a lot of dusty and noisy construction, since the pavement area will have to be dug out and a new wall for the Dell Park constructed. Some have questioned whether the stretch of road between Roderick Avenue and the Sutton Avenue junction would be wide enough for three lanes even with the addition of the pavement. **BSIP has confirmed that no civil engineering report has yet been commissioned.** There are legal difficulties with the Dell Park covenants. The proposed bus lane is planned to start after the buses have passed the eastern boundary of the Dell Park and finish before Rowe Avenue. **Both before and after using the bus lane, westbound buses would be restricted to queueing in the same lane as other vehicles.** Bus Lane CCTV and automatic fines would be essential. Westbound buses will, as at present, continue to be held up by the Roderick Avenue pedestrian lights in front of them (often pressed by people who have just got off the bus) and westbound buses continue to be blocked in at the bus stop by the queue of cars that has built up behind the pedestrian crossing, entering the

carriageway at the back of the queue. **In both directions, the Roderick Avenue pedestrian crossing is the main cause of buses being delayed on this stretch** (the western exit from the roundabout is seldom blocked) and these delays would not be cut by the creation of the proposed bus lane. True, the buses will sail through the roundabout area (with the help of bus priority signalisation). But they will have been held up before they reach the bus lane and will be held up again as they rejoin the two-lane carriageway just before Rowe Avenue. Such a major piece of construction is likely to overrun and cause delays to business traffic, to the construction vehicles serving the big Morrisons development at the Meridian (which will be under construction simultaneously in 2024-5). The building of this bus lane will not improve the **eastward** flow of traffic at the Sutton Avenue junction, which is sometimes currently blocked by tailbacks from the Roderick Avenue pedestrian crossing and by the fact that two buses cannot fit into the current Roderick Avenue eastbound bus stop so that they stick out into the main carriageway, forcing cars to queue back to the roundabout. An implication of using the current pavement for the new bus lane is that **land in the Dell Park will be taken over, which may mean that the playground has to be moved**. Peacehaven Town Council would be recompensed, probably in a combination of a small sliver of land from the south end of the roundabout, plus an unspecified amount of money. Some residents have been confused: to repeat, **there are no proposals to improve the eastward flow of traffic or of buses with an extra lane from the Rowe Avenue junction with the A259, through the Sutton Avenue junction to the Roderick Avenue pedestrian crossing**.

2. Creation of a new shared pedestrian/cycle path in the Dell Park. This would be necessary only if the proposed bus lane along the north side of the Dell Park goes ahead, destroying the current A259 southside pavement. It would also face problems with Dell Park covenants (and would probably require a compulsory purchase order). Unless very wide – in which case the Dell Park will lose a lot of green space - it will not be safe for pedestrians. It will be an isolated short bit of cycle route on a road (the A259) that the approved cycle route through Peacehaven is planned to bypass. Levelling the ground in the Dell Park will mean more earth moving. It might encourage cyclists to ride north-south across the Dell Park (to or from the cliff path), at risk to other users. The playground might have to be moved and children and dogs would presumably have to be fenced off from the cycle path.

3. New traffic lights to replace the roundabout at the Sutton Avenue junction. There is evidence that many residents believe the single most important part of the whole BSIP priority proposal for Peacehaven is the pedestrian crossing facilities, especially **the pedestrian crossing at the bottom of Sutton Avenue, which would enable many more residents from roads west of Sutton Avenue to get to Roderick Avenue on foot and vice-versa**. This is crucial to the lives of residents in Neville Lodge. Both Cllr Seabrook (in 2016) and District Councillor Clarkson (in 2022) have run campaigns to persuade ESCC to provide this crossing, without success so far. Because the main reason for traffic queues in this area is the pedestrian lights at Roderick Avenue (in both east and west directions), the replacement of a roundabout with a traffic lights is unlikely, by itself, to ease traffic flows. If the two sets of lights are not in sync, it might even make the eastbound traffic queues worse. This would have implications for air quality and emissions for residents in Neville Lodge and Homecoast House.

4. An upgrade from Pelican to Toucan at the Roderick Avenue pedestrian crossing. Toucan crossings are aimed to help cyclists but the extra width will also mean that more pedestrians can cross simultaneously. Very few cyclists is currently use that crossing.

BSIP proposals for Telscombe and Newhaven:

Subject to the views of Telscombe Town Council, it seems that all but one of the Telscombe proposals would improve bus times: in the proposed short stretch of bus lane coming down Telscombe Cliffs Way to meet the A259, there may not be enough usable width in the road and pavements for it.

For Peacehaven residents, the standout issue in the BSIP proposals for Newhaven may be the change that would require people shopping in Sainsbury's to cross the A259 to catch the bus back. The proposals are very complex and beyond the scope of this report. **The in-person drop in meetings in Newhaven are on September 14.**

Conclusions

It is clear from answers by ESCC to our questions and the BSIP presentation that these schemes are at a very early stage and detailed plans have not been worked out. Further modelling of traffic flows will be required. So how do the various proposals score against BSIP's criteria on the basis of the information we have so far?

- **The proposed westward bus lane along the north side of Dell Park** does not meet any of the BSIP criteria, not least because the main source of the blockage is not the roundabout but rather the configuration of the Roderick Avenue pedestrian crossing. As a significant civil engineering project, entailing loss of precious green space in The Dell Park, it would also be the most destructive of the various elements for residents and businesses in terms of the impact of the construction process, especially when combined with the Morrisons Meridian development project.
- **The proposed new pedestrian/cycle path inside the Dell Park** has no sense if the bus lane does not go ahead. It would mean a significant loss of green space and upheaval for users during the construction phase. There would be some financial compensation for PTC. However, the playground is only about 15 metres from the carriageway and moving it would improve air quality for children.
- **Traffic lights with pedestrian crossings at the junction of Sutton Avenue and the A259** This will meet the single most important criterion for local residents: a pedestrian crossing over Sutton Avenue at the Sutton Avenue junction. This proposal therefore scores very highly by the last two criteria. It would transform life for many residents by enabling them to walk eastwards without going right to the top of Sutton Avenue and is especially important for residents of Neville Lodge. Pedestrian crossings over the A259 are desperately needed in many places. A traffic lights at this junction could also meet the first three BSIP criteria (especially if action is also taken to reduce/remove the blockages caused by the Roderick Avenue junction configuration and the two sets of lights are synchronised).
- **Upgrade the Roderick Avenue Lights from Pelican to Toucan** Meets all the criteria.

Recommendations

We recommend the following (not all of the TFG members support all the recommendations):

1. That P&H Committee consider the BSIP proposals
2. That P&H request a site meeting with BSIP at peak morning time
3. That the TFG continue after the September 5 P&H meeting in order to reach a consensus
4. That PTC continue to engage with ESCC and their consultants to get the best outcome for BSIP and aid them by providing local information
5. That P&H urge PTC to strongly support pedestrian crossings across the foot of Sutton Avenue and across the A259.

Implications

The Town Council has a duty to consider the following implications:

Financial <ul style="list-style-type: none"> ● Use of capital? ● Replacement of asset? ● Reduced expenditure? ● Increased income? ● Budget provision? 	NONE
Legal <ul style="list-style-type: none"> ● UK Law? ● Council Powers/Duties? ● Lease/landlord 	NONE

responsibilities?	
<u>Health & Safety</u> <ul style="list-style-type: none"> • Accessibility? • Equalities? 	Support for accessible pedestrian crossings will promote equalities and safety
<u>Planning</u> <ul style="list-style-type: none"> • LDC permission? • Planning Law? • Highways? 	Pedestrian crossings
<u>Environmental and sustainability</u> <ul style="list-style-type: none"> • AONB/SSSI/SDNPA? • Green spaces? • Walking/cycling? 	Pedestrian crossings promote walking
<u>Crime and disorder</u> <ul style="list-style-type: none"> • ASB? • Public safety? • Road safety? 	Pedestrian crossings promote road safety
<u>Social value</u> <ul style="list-style-type: none"> • Charities/voluntary orgs? • Support for those in need? • Area improvements? • Community benefits? 	Pedestrian crossings help communities to come together
<u>Climate</u> <ul style="list-style-type: none"> • Carbon footprint? • Materials? • Recycling? 	Pedestrian crossings may reduce car use

Appendices

BSIP Maps 13,14 and 15, showing BSIP proposals for Peacehaven and Telscombe