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Community House,
Meridian Way,
Peacehaven,
East Sussex,
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Minutes of the Planning & Highways Committee meeting held in the Anzac Room, Community House on 7th October 2025 at 6.15pm

Present: Cllr Gordon-Garrett (Committee Chair), Cllr Rosser, Cllr Davies, Cllr Wood.

Officers: George Dyson (Town Clerk).

No members of the public were in attendance.

1 PH2420 CHAIR ANNOUNCEMENTS

The Chair opened the meeting at 6.15pm, welcomed members, read out a statement on Civility & Respect, briefly ran through the building fire procedures, advised that the meeting is being recorded for internal use, and requested that mobile phones be put onto silent.

2 PH2421 PUBLIC QUESTIONS - *There will be a 15-minute period whereby members of the public may ask questions on any relevant Planning & Highways matter.*

There were no public questions.

3 PH2422 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

Apologies were received from Cllr Sharkey and Cllr Campbell.

4 PH2423 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

There were no declarations of interest.

5 PH2424 TO ADOPT THE MINUTES FROM THE 16TH SEPTEMBER 2025

Proposed by: Cllr Wood **Seconded by:** Cllr Davies
The minutes of 16th September 2025 were **agreed** and **adopted**.

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

PH2425 LW/25/0526 204 South Coast Road

Proposed by: Cllr Wood **Seconded by:** Cllr Rosser
Committee **resolved** to **support** this application.

PH2426 LW/25/0550 3 Pelham Rise

Proposed by: Cllr Davies **Seconded by:** Cllr Rosser
Committee **resolved** to **support** this application

7 TO NOTE the following Planning applications/decisions

PH2427 LW/24/0579 Planning Inspectorate Ref: APP/P1425/W/25/3371659 50 Cornwall Avenue

Committee **noted** the appeal to the Planning Inspectorate.

PH2428 LW/25/0317 Planning Inspectorate Ref: APP/P1425/W/25/3372142 16 Rustic Road

Committee **noted** the appeal to the Planning Inspectorate.

PH2429 LW/25/0534 16 Friars Avenue

Committee **noted** the certificate of lawful development.

8 PH2430 TO AGREE DATE FOR THE NEXT MEETING TUESDAY 28TH OCTOBER 2025 AT 7.30 PM

The next meeting was confirmed as 28th October 2025 at 7:30pm.

There being no further business, the meeting was closed at 18:22.

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
200 Planning & Highways							
1022 Planter Advertising	267	1,100	833			24.2%	
1051 A1 Boards	60	1,100	1,040			5.5%	
Planning & Highways :- Income	327	2,200	1,873			14.8%	0
4851 Noticeboards	0	650	650		650	0.0%	
4852 Monument & War Memorial	297	600	303		303	49.5%	260
4853 Street Furniture	0	600	600		600	0.0%	
4854 Maps / Right of Way	0	500	500		500	0.0%	
Planning & Highways :- Direct Expenditure	297	2,350	2,053	0	2,053	12.6%	260
4101 Repair/Alteration of Premises	0	2,500	2,500		2,500	0.0%	
4111 Electricity	346	2,500	2,154		2,154	13.8%	
4171 Grounds Maintenance Costs	347	500	153		153	69.5%	
4850 Grass Cutting Contract	16,178	16,178	(0)		(0)	100.0%	
Planning & Highways :- Indirect Expenditure	16,872	21,678	4,806	0	4,806	77.8%	0
Net Income over Expenditure	(16,842)	(21,828)	(4,986)				
6000 plus Transfer from EMR	260	0	(260)				
Movement to/(from) Gen Reserve	(16,582)	(21,828)	(5,246)				
Grand Totals:- Income	327	2,200	1,873			14.8%	
Expenditure	17,169	24,028	6,859	0	6,859	71.5%	
Net Income over Expenditure	(16,842)	(21,828)	(4,986)				
plus Transfer from EMR	260	0	(260)				
Movement to/(from) Gen Reserve	(16,582)	(21,828)	(5,246)				



Committee:	Planning	Agenda Item:	PH2439
Meeting date:	October 28 2025	Authors:	Pedestrian Crossings TFG
Subject:	Pedestrian Crossings etc		
Purpose:	To agree next steps		

Recommendation(s):

That Planning Committee agree:

1. Provisional long-term proposals for improvement in pedestrian crossings, traffic islands and other related highway matters, subject to public consultation and confirmation by Planning Committee
2. Public consultation as soon as possible on a list of possible improvements, including prioritisation, prepared by the TFG and led by the PR Officer via the PTC website and other appropriate means
3. That the Pedestrian Crossings TFG examine Arundel Road highway issues as a separate project

1. Background

Peacehaven's infrastructure development, including highway infrastructure, has not kept pace with the very large increases in the number of dwellings in recent decades. Pedestrian safety is increasingly at risk. PTC itself has no power to make improvements. However, it has listened to complaints and suggestions from residents and now proposes a range of improvements for public consultation in its role as advocate for its residents' needs. An initial list of possible measures was sent out to all councillors for comment in July. No comments were received. On September 16, P&H Committee agreed to discuss issues with Telscombe Town Council (date of 'exploratory joint meeting' still to be agreed) and appointed a TFG to prepare Peacehaven proposals for public consultation. These proposals are set out below; the TFG is grateful for very useful input at the Public Safety Working Party meeting on September 29.

One specific proposed improvement has already been considered and rejected by ESCC (March 2023): to create a safe crossing on Sutton Avenue, Peacehaven, to access South Coast Road and Dell Park (see Appendix C). This proposal is now included in this Report and prioritised in the light of the ESCC response as well as residents' need.

After public consultation, the list of proposed improvements set out below (as amended) will be brought back to Planning Committee for final approval before being sent to East Sussex County Council (ESCC) for consideration: it is ESCC that has the power and, sometimes, the money to implement such changes. Particular improvements may never happen – but if ESCC is not informed of residents' needs, it has no structured information about the current inadequacies. PTC is also examining the options for grant applications to pay for improvements – though these would have to be approved by ESCC and implemented by ESCC.

Further discussion of each of the proposed improvements, and of their prioritisation, is set out in Appendix A.

The analysis distinguishes between those where specific needs have arisen as a result of a particular development (i.e. clearly eligible for consideration for Section 106/CIL funding), and others (usually also due to development resulting in increased vehicle/pedestrian volumes, but less clearly linked to a specific development). Indications of legal parameters (justification) and (relative) cost are set out in Appendix B. The

2023 Officer's Report and Recommendations to ESCC Committee considering the petition for Sutton Avenue crossing(s) is in Appendix C.

1 Long-term improvements, prioritised within each group (Recommendation 1)

1.1 Miscellaneous improvements

(1.1a) Improve the underpass at Spine Walk/Pelham Rise so that families with children and others **want** to use it instead of **trying to avoid using it**.

(1.1b) Move the A259's 30mph speed limit zone (and signs) about 250 metres eastwards from the corner of The Highway junction to east of Tudor Rose entrance. (PTC to distribute a leaflet to Tudor Rose residents urging them to use the island for access to/from the westbound bus stop.)

1.2 New Pedestrian crossings, in order of priority

(1.2a) Across Roderick Avenue North at the Annexe: Zebra crossing (Belisha beacon only)

(1.2b) Across the A259 at Greggs/Co-op/Martlets: Puffin crossing (traffic lights)

(1.2c) Across A259 just west of Rowe Avenue junction: Puffin

(1.2d) Across A259 at Malines Avenue junction: Puffin

(1.2e) Across Pelham Rise just north of junction with Chalkers Rise: Zebra

(1.2f) Across Sutton Avenue as close to A259 roundabout as possible (already rejected by ESCC): Zebra

1.3 Traffic calming measures to combat speeding on residential roads

(1.3a) 20mph speed limit throughout Chalkers Rise (signs at entrance junction with Pelham Rise)

(1.3b) Speed humps in Heathy Brow

(1.3c) A new chicane on Telscombe Road between Bretts Field and Downs Walk

1.4 New traffic islands

(1.4a) At Sainsbury on A259

(1.4b) Between the two bus stops on Pelham Rise, north of Cripps Avenue junction

2. Options for Council

To agree all recommendations

To agree some recommendations

To not agree any of the recommendations

3. Reason for recommendations

To advocate with ESCC for highways improvements relating to pedestrians/mopeds/cyclists so that in future planning and resource allocation ESCC starts with knowledge of what Peacehaven residents need. To authorise measures to improve pedestrian and wheeling safety and accessibility that are within PTC statutory capability.

4. Expected benefits

Better policy making by ESCC and more efficient uses of available resources

Implications

5.1 Legal	Limits on PTC statutory capability; ownership of the Spine Path underpass
5.2 Risks	That residents' hopes are raised unjustifiably

5.3 Financial	Officers' time
5.4 Time scales	Some urgent, some longer term
5.5 Stakeholders & Social Value	Potentially life-saving
5.6 Contracts	
5.7 Climate & Sustainability	More walking and wheeling could reduce car use
5.8 Crime & Disorder	
5.9 Health & Safety	Fewer accidents waiting to happen
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	Better accessibility

5. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	X
6.2 Growing the economy sustainably	☐
6.3 Helping children and young people	X
6.4 Improving the quality of life for residents and visitors to Peacehaven	X
6.5 Supporting residents in need	X
6.6 Valuing the environment	X
6.7 Which business plan item(s) does the recommendation relate to? 'Road Safety: Crossings and Islands' 'Working with schools and nurseries' (Spine Path underpass proposals)	

6. Appendices

Appendix A: Proposed improvements

For decades, Peacehaven has experienced rapid development in the number of its dwellings. One big development of hundreds of homes between the Big Park and Arundel Road was completed earlier this century. The latest development, a further 450 new homes at Chalkers Rise, is close to completion now. In addition to these big new housing estates, new blocks of flats have been built along the A259. Bungalows are being replaced by two or three dwellings all over town. Parked vehicles are now clogging up residential streets, preventing two-way traffic for ever-longer stretches. Arundel Road is all too often a rat-run for those avoiding slow-moving traffic along the A259.

Despite the huge increase in Peacehaven's vehicles and road-building, the infrastructure for pedestrians (and cyclists/mopeds) has hardly changed. The A259's pedestrian crossings are concentrated at the east end of town. Apart from the Roderick Avenue junction with A259 and around the Meridian Centre, there are none in central, west or north Peacehaven. Anyone living west of Roderick Avenue cannot get to Dell or Howard Parks and the clifftop/undercliff walks, or to the Number 12 buses to/from Brighton, without taking their lives in their hands – or walking to the Telscombe Cliffs pedestrian crossing (Telscombe Cliffs has two crossings in the short stretch of the A259 between Ambleside Avenue and Telscombe Cliffs Way).

Changes in retail and other services mean that some of the existing highways infrastructure for pedestrians is in the wrong place (especially on the A259). Large sums of S106 and CIL money have reached ESCC as a result of housing development in Peacehaven – far too little of it has been used to improve Peacehaven's pedestrian and 'accessible' connectivity and safety.

Following occupation of new retirement flats, in 2023 a petition for new pedestrian crossings at the Sutton Avenue roundabout junction with A259 was turned down by ESCC, which however advised that PTC might look to use the Community Match process to achieve improvements. But many residents elsewhere in Peacehaven argued that the proposals in this petition should be lower priority than some other much-needed improvements. The proposals in the petition are included and prioritised in the town-wide list below.

The numbering of proposed improvements that follows reflects the numbering in Section 1 of this Report ('Introduction'). A final section sets out some proposed improvements that are not being progressed in this Report, along with the reasons for their omission.

1.1 Miscellaneous improvements

(1.1a) Underpass at Spine Path [Specifically related to Chalkers Rise development]: This is the safe crossing of Pelham Rise for primary school children to walk between Chalkers Rise, the Brickly etc and Meridian Community Primary School. The underpass route would take perhaps five minutes longer than crossing Pelham Rise at the dropped kerbs. But it is currently dark and intimidating and too many local residents do not like to use it. The ownership is not currently known to PTC but is likely to be divided (between ESCC, housing association and LDC?): an urgent priority would be contacting all three (note that contact with the housing association is also needed about the 'mound'). Proposals (to be developed including via consultation with Chalkers Rise families and the School) for better lighting, opening up some of the overbearing vegetation, child-friendly decoration such as 'animal' hopscotch on the floors and walls etc. Projects elsewhere (e.g. Whitehawk and Saltdean) have transformed pedestrian underpasses.

1.1 (b) Move the A259's 30mph limit eastward towards Newhaven [General population/traffic increase has raised safety risks]: The pedestrian island serving Tudor Rose is not aligned with the bus stops. Elderly and disabled residents (for whom an extra 50 metres each way is a long way to struggle) try to cross the A259 through the traffic, currently a 40mph limit. Cllrs Collier and Davis have investigated the possibility of moving the bus stop or the pedestrian island, without success. The corner junction of A259 with The Highway is also an area of safety risk. In considering the Planning Application for the old Motel site (No 1 Coast Road), LDC Planning Applications Committee councillors suggested that moving the 30mph limit eastwards would improve safety. It would have the benefit of slowing the vehicles around the Tudor Rose bus stops. [We also suggest that PTC prepare a letter to Tudor Rose residents, to be distributed by volunteers, informing them of the attempts that PTC has made to improve the configuration of the bus stops/ traffic islands and urging them to use the pedestrian refuge even if it means walking a bit further.]

1.2 Pedestrian crossings in priority order

1.2(a) The Annexe: zebra crossing [General increase in traffic/population has increased need] This site contains the main bus stops for residents in the 'Closes' off Heathy Brow, Roderick Avenue North, Firle Road and the roads between that Road and Southview plus central parts of Chalkers Rise estate. The Annexe is also the local convenience store for the whole area – the nearest at present is Kirby Drive's Tesco. Traffic speeds down the hill towards the Pelham Rise corner junction. The main factor protecting residents trying to cross to/from a bus stop or the Annexe is informal: the fact that parked cars for people using the Annexe block the south-bound lane and create a single lane on Roderick Avenue at times of high traffic volume.

1.2(b) A259 at Greggs/Co-op/Martlets: puffin crossing [Big recent development expansion of this retail area. General increase in population/traffic has increased need.] This area, which also includes a Costa coffee and the Pantry, has become the biggest single shopping centre in Peacehaven. Martlets charity shop provides for those on the lowest incomes and is heavily used when open. The House project community

rooms are behind Martlets. The bus stops are wrongly sited – too far up/downhill for many – and should ideally be moved. There is already a pedestrian refuge island at the site, but one can stand for many minutes waiting on it for a gap in the traffic.

1.2 (c) A259 just west of Rowe Avenue junction: puffin crossing [Nevill Lodge increased accessibility issues, general increase in population/traffic has increased need] This site would serve three types of pedestrians: those crossing between the Hodder Avenue bus stops; those crossing to reach the Dell Park and Clifftop National Coastal Path for general recreation and the children's playground; and, on summer weekends, those attending events in Dell Park – car boot sales, the circus etc. A local dentist operates there too. There is no entry to the Dell Park at Sutton Avenue junction (the park slopes steeply downhill from the road at that point) so that a crossing of the A259 there, as suggested by the 2022/3 petition (and a BSIP proposal), would not have provided access to Dell Park without a further walk east or west along A259. The main entrance to the Dell playground – now used much more intensively since its major improvement – is from Rowe Avenue South, an unmade road with very little traffic. The pedestrian refuge that services the two Hodder Avenue bus stops is now much more visible to vehicles due to the tall pole installation – it used to be damaged by vehicles. But using the refuge is still intimidating. Without a pedestrian crossing, the only truly safe way for local residents to use the buses is to take a bus to Roderick Avenue (or Telscombe Cliffs Way), cross over at the pedestrian crossing and take a bus back/onward.

1.2 (d) A259 at Malines Avenue: puffin crossing [Planning consent for the 'Mosque' amenity plus general increases in population/vehicles has increased need] This site is the access point for Howard Park and the west access from the National Coastal Path to Peacehaven's undercliff walk: accessing the undercliff walk at this point enables a 1-2 km walk along the seafront to two other access points at Meridian Monument and Friars Bay steps (or vice-versa). A pedestrian crossing here would also enable pedestrian access to the much-used Carvery and to the 'Mosque' in Phyllis Avenue. There is a pedestrian refuge on the A259 at this site. But, as with the Rowe Avenue area, it is intimidating to use – so that less intrepid residents (and families with children) are deterred from using these amenities by fast-moving vehicles on the ever-busier A259.

1.2(e) Pelham Rise Junction with Chalkers Rise: zebra crossing Chalkers Rise residents are understandably campaigning for a full pedestrian crossing at this site. To improve visibility, PTC has already asked for double yellow lines to be installed between Glynn Road and the Collingwood bus stop and is seeking to have the 'mound' on the housing estate reduced in height. PTC finds it surprising that the Highway conditions applied to the Planning Consent for the 450-dwelling Chalkers Rise did not include a full pedestrian crossing at the estate's only vehicular access point. Chalkers Rise residents are particularly concerned for the safety of primary school age children going to and from Meridian School. However, there is safe provision for them via the Spine Path pedestrian underpass – this Report proposes prioritising improvements to that route. The existence of the underpass so close makes it difficult for a proposal for a pedestrian crossing at the Chalkers Rise junction to meet the ESCC criteria for a new pedestrian crossing (see item 1.1a above and Appendix B). If ESCC were to replicate here its views on proposals for an extra island and pavement improvements at the north end of Pelham Rise, a pedestrian crossing at the south-eastern corner would have to be wholly funded by PTC, using up a disproportionate amount of PTC's CIL funds even if grants could be secured. A delay of years would be inevitable.

1.2 (f) Sutton Avenue crossing east-west close to the roundabout: zebra crossing [Nevill Lodge retirement homes development and increase in traffic down Sutton Avenue due to other housing development] ESCC has already examined this and ruled out expenditure on it (see Appendix C). This is despite the new Nevill Lodge retirement home development, whose residents have only a pedestrian refuge traffic island to enable crossing – very difficult for those with impaired sight. For the able-bodied, there is an east-west puffin pedestrian crossing higher up Sutton Avenue at the junction with Arundel Road.

1.3 Traffic calming measures to combat speeding on residential roads

1.3(a) 20mph speed limit throughout Chalkers Rise (signs at entrance junction with Pelham Rise): Roads in Chalkers Rise have not yet been adopted by ESCC (at time of writing). This means that a 20mph limit could be imposed as part of the adoption process (along with double yellow lines to stop parking on corners). Many residents complain about vehicles speeding down Skylark Avenue (the main 'spine' road within Chalkers Rise). Some even suggest a 10mph speed limit should be imposed. Enforceability would be an issue, but with modern technology a speed limit would at least provide a benchmark and grounds for requiring drivers to reduce speed.

1.3 (b) Speed Humps in Heathy Brow: [general increase in population/traffic has increased need.] It seems that problems here arise from traffic speeding on this stretch of residential road rather than from pedestrians crossing the road. Local residents report cars out of control knocking down fences (and even a wall). The road is wide, and chicanes would have to be very large. Local residents suggest that the answer is some kind of speed humps – this road is not a bus route.

1.3(c) A new chicane in Telscombe Road between Bretts Field and Downs Walk [general increase in population/traffic has increased need]: Traffic is slowed at the eastern end of Telscombe Road by chicanes. Local residents report speeding along the western end as a norm. They report one recent accident where a [stolen?] car was going so fast it rammed a parked car so that both were write-offs.

1.4 New traffic islands

1.4 (a) At Sainsbury on A259 [development of a 'new' mini-market plus general increase in traffic and population has increased need]. There are two islands within reach of this Sainsbury – but they reflect historic need rather than current need. People jay-walk across the A259 to reach Sainsbury, including from the car-parking layby opposite the store. The unused pedestrian refuges serve a useful purpose of slowing down A259 traffic and should remain.

1.5 (b) At the Cripps Avenue bus stops [New housing development due west of the stops, general increase in population/traffic has increased need]: Accessibility is a big problem since the nearest pedestrian refuge is perhaps 100 metres downhill. There is no pavement on the east side of Pelham Road between the Coney Furlong access and the east side bus stops (north or south).

Proposals being proposed for consultation here

1. Dropped kerbs: Members of the TFG have walked a lot of Peacehaven to check the availability of dropped kerbs, especially at road junctions and crossings. Dropped kerbs are almost all in place. Their condition is often inadequate, but for some areas manageable because tarmac access to homes and low traffic volumes mean that e.g. mopeds can in practice get where they want to go. The problems are maintenance – with individual cases reported via the usual maintenance-deficiency channels rather than a need for installing a lot of new dropped kerbs.

2. Arundel Road: This street has complex and specific issues and the TFG concluded that it needed to be the subject of separate investigation and report.

3. Bus stop access for Blakeney/Chene/Links etc: There is no crossing – not even an island – on the 40mph limit stretch of A259 between Tudor Rose and the Newhaven Boundary. After discussion at the Safety Group meeting, the TFG decided against the making proposals for crossings in this long stretch of road because (a) the population of these streets is low; and (b) access via the Highway should be used by those in the Peacehaven Heights caravan Park. There is a pavement/cycle path on the north-west side of that stretch of A259.

Appendix B: Legal parameters (grounds justifying action) and cost indications

6B.1 Legal parameters

Google's A! Summarises the 'justification factors' used generally to justify pedestrian crossings as follows:

- **'Pedestrian and traffic volume:** A crossing is more likely to be justified in areas with high pedestrian traffic that needs to cross busy roads with high vehicle numbers.
- **'Safety:** A history of pedestrian accidents at a particular location is a strong justification for a crossing.
- **'Pedestrian difficulty:** The level of difficulty pedestrians face in crossing is a strong justification for a crossing.
- **'Convenience and accessibility:** Crossings are justified if they improve how easily and quickly pedestrians can cross, especially for those with disabilities. This includes being located close to where pedestrians want to go.
- **'Proximity to destinations:** The presence of schools, hospitals, shops and other points of interest can increase the justification for a crossing.'

Google AI summarises ESCC's 'justification criteria' as follows:

- **'Safety:** The primary justification is to improve pedestrian safety by reducing the risk of collisions, especially in areas with a history of accidents, such as those involving child casualties.
- **'Evidence-based process:** The council uses a scoring system that gives higher priority to sites with fatalities, serious injuries, and a higher number of child casualties to guide funding for projects.
- **'Traffic and pedestrian surveys:** Data from traffic and pedestrian surveys are used to assess the need for crossings, and to identify where pedestrians are already crossing or where there is high demand.
- **'Accessibility:** Crossings are justified to improve accessibility for all users, including those with visual impairments, mobility scooters, or pushchairs, Schemes are often designed to include features like tactile paving.
- **'Connectivity:** Justification can be based on creating better and safer connections between key areas, such as linking town centres to seafronts or providing access to shops and amenities.
- **'Public and stakeholder requests:** The council responds to requests and petitions from the public and community groups, using them as a trigger for assessment, as seen on the case of a petition for a crossing in Peacehaven.'

Google AI's general summary of 'factors' presumably reflects 'average' policy from many Highway Authorities. It is significant that ESCC's 'criteria' seem to be very different (note, also, the reference to Peacehaven in the last 'bullet' point).

These justification/criteria lists do not seem to make any specific allowance for the effects of development or for potential need – as opposed to past need. For example, to judge from the outcome so far, there seems to have been inadequate projected assessments at the planning application stage of the traffic and safety effects that would arise from pedestrians and vehicles from 450 new homes exiting onto Pelham Rise at one specific point. And the ESCC attitude towards safety (which is historically characteristic of many Highway Authorities) seems to require child(ren) to die or be severely injured before action is taken. In the case of ESCC, it seems that you cannot even get on a list for action unless you have had four or more accidents involving [serious] personal injury. The criteria seem to prioritise single sites and eliminate the possibility of stretches of road being considered.

6B.2 Costs

PTC officers are seeking cost figures from ESCC, which does not seem to publish even indicative costs of the various possible traffic improvements. Any proposal would have a prior 'feasibility' assessment cost of about £1,000 (see Appendix C).

Figures quoted on the Web for the various types of interventions suggest that national base ballpark figures (including extras like design etc but excluding site-specific items, which can increase costs a lot) maybe as follows:

Traffic 'pedestrian refuge' island or chicane: £15k-£30k

Basic zebra crossing (including belisha beacon but without lights): £25k-£50k

Puffin (lighted) or toucan (wider) crossing: £100k-£150k

APPENDIX C: 2023 ESCC Report on Possible Sutton Roundabout Crossings

Date Received	Method of contact	Area	Category	Details of Complaint	Actions taken	Current Status	Days taken to close
11/09/2025	In Person	Non PTC land	Pavement/verge obstruction	willow tree in between PCS and the library is now overhanging the path and causing obstruction and a danger for visually impaired.	Has been reported to managing agents of council who advised not to remove it and has now been referred to ESCC who have been sent location for an inspector to visit.	Referred to ESCC	1
18/09/2025	In Person	Non PTC land	Road conditions	2 trees down over pathway greenwich way.	VO raised with escc directly, with pictures and what 3 words. Trees very close proximity to each other. But only 1 was cut. VO went back to ask why and was informed	Referred to ESCC	2
29/09/2025	Letter	Non PTC land	Road signs	Complaint received from resident of Neville Lodge which sits between Sutton avenue and Rowe Avenue. There is no road sign (there doesn't even seem to be one)	VO reported on fix my street. 09/10/25 neighbourhood first have ordered 2 signs 6-8 weeks	Referred to LDC	
03/10/2025	In Person	Non PTC land	Road conditions	loose tarmac (large chunks) all over the road where recent pot holes been filled.	VO reported to ESCC Highways for clean up. 14/10 escc reported cleaned up and sent apologies for how it was left.	Referred to ESCC	11

Committee:	Planning & Highways
Start Date:	09/09/2025
End Date:	20/10/2025
Status:	All

Planning Committee - Action Plan				
CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE
updated 20/10/2025				
1	09/08/2022	Speed activated sign/ Speed Strip	For the Public Safety TFG to investigate, about the speed activated sign, and report back to the P&H Committee.	Committees & Assistant Projects Officer
* Need more volunteers to support speed checks, so that data can be collated for the purchase of a SID. Need volunteers and data in order to purchase a SID we need regular data to prove problem areas. PTC have advertised for volunteer's numerous times along with 2 speed watch presentations held by police traffic officer Steve O'Connell. Only 2/3 residents attended the sessions and didn't volunteer. Another option to speed along this process would be to purchase a speed strip which can be set up to record the speed of cars for a week 24/7. The approx. cost will be £500 - projects officer investigating * operation downway - drones will be used to combat anti social bikes and used across fields and areas * Cllr Gordon-Garrett has been out speedwatching when enough volunteers to support, not enough volunteers. * 28/04 The public safety Group are looking at a Black Cat device. This is a mobile device which can track amount of road users and the speeds. Funding can be sort from JAG or the Policing fund. Other funding is being researched. 28/9 was reported at public safety that the speed watch have been regular going out and have had some success. Please see Public Safety TFG notes. 28/9 Black Cat application is still in progress, please see Public safety notes.				
2	26/02/2024	EV Chargers		
3	19/11/2024	Urban Verge Grass Cutting	Check that the grass cutting for 2025 would include all the locations that it should include.	Projects Officer
10/3/24 1st phase of installations in LDC have taken place with a company called Connected Kerbs. Peasehaven is likely to be in the 2nd Phase possibly the Lewes District car parks, Roderick Ave North, Piddinghoe Ave and Steyning ave. The LDC Officers want to evaluated the installation to make sure all satisfactory before proceeding with Phase 2 22/10 Cllr Sharkey updated committee on a meeting held with LDC about EV Chargers, who were looking at Steyning Avenue, and Piddinghoe Avenue as two possible locations Map sent by ESCC highlighting all urban verges for 2025 cuts which will now include verges between Blakeney Ave and Chene Road				

