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Community House,  
Meridian Way,  
Peacehaven,  
East Sussex,  
BN10 8BB.

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**Draft Minutes of the meeting of the Planning Committee meeting held in the Anzac Room, Community House on 7<sup>th</sup> April 2026 at 6:15pm.**

**Present:** Cllr Gordon-Garrett (Chair), Cllr Campbell (Vice Chair), Cllr Wood, Cllr Rosser, and Cllr Gallagher.

**Officers:** Zoe Polydorou (Meetings & Projects Officer), Vicky Onis (Committees & Assistant Projects Officer)

One member of the public was in attendance.

**1 PH2557 CHAIR ANNOUNCEMENTS**

The Chair opened the meeting at 18:15, ran through the Civility and Respect statement, explained the fire-procedure, reminded committee of the mobile phone protocol, that the meeting was being recorded and briefed members on the public question time.

**2 PH2558 PUBLIC QUESTIONS**

There was 1 public questioner for item **PH2563 LW/26/0091** 81 - 83 South Coast Road, who, as the developer, provided information on the background of the application and reasons why it should be supported, including that this was their second development; that there was a housing shortage; that it had no commercial viability; the financial need to have the property filled rather than being left vacant; and that it used the current space.

Discussion took place around the commercial viability of the building; the specifics of it being advertised as a business, including the duration; parking spaces; and concern around losing businesses along the coast road.

The questioner confirmed that the upstairs flats were marketed from £1,200/month - £1,600/month and that the commercial building had now been built as flats but would be easy to revert to commercial, would be happy to pay CIL, and raised the possibility of the building being used flexibly as a commercial space.

Cllr Campbell provided background to the application, including reference to the 2018 planning application, and the 2020 amendment, raised concern with the planning process, and echoed the view of other members that there should be an opportunity for it to be a commercial site.

The Chair thanked the questioner and commented that the item would be brought forward.

**3 PH2559 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS**

There were two apologies for absence, one from Cllr Sharkey, and the other from Cllr Davies, whereby Cllr Gallagher substituted.

**4 PH2560 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS**

There was 1 declaration of interest from Cllr Gordon-Garett.

**5 PH2561 TO ADOPT THE MINUTES FROM THE 17<sup>TH</sup> MARCH 2026**

**Proposed by:** Cllr Wood                      **Seconded by:** Cllr Rosser  
Committee **agreed to adopt** the minutes.

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

**PH2563 LW/26/0091** 81 - 83 South Coast Road Peacehaven

It was proposed to **object** to the application based on the Neighbourhood Development Plan Area Wide Policies (page 18 of the NDP); the LDC core policy 6; the Neighbourhood Development Plan PT 23 (Employment); and P&T Design Code item 4.2 (Coastal Road).

**Proposed by:** Cllr Gallagher      **Seconded by:** Cllr Gordon-Garrett  
Committee resolved to **object** to the application.

*18:52 - The member of public left the meeting*

**PH2564 LW/26/0072** 86 South Coast Road Peacehaven

It was proposed to **support** the application on the grounds that the boundary is checked before works commence and that the grass verge remains, in relation to the query with the Highway Land Information Team (reference SLO003795).

**Proposed by:** Cllr Gallagher      **Seconded by:** Cllr Gordon-Garrett.  
Committee resolved to **support** the application.

*19:05 - The Chair left the meeting*

**PH2562 SDNP/25/00228/FUL ESCC/2026/001/CB** 66 The Lookout, Peacehaven, BN10 8AA

Committee requested that ESCC take account of all the comments lodged on previous applications for this site with LDC and the SDNP and to give them equal weight as if they had been lodged with ESCC.

After taking account of the written comments received from the Applicant on earlier objections to a similar Application, it was proposed to **object** to the application on the grounds of insufficient information; that the ESCC Public Rights of Way team should have been consulted; that Committee repeated most of its previous objections as made to earlier related Applications; it breached NPPF 109E&F(Traffic), NPPF115 B&D (safe & suitable access to the site), NPPF 7A,C,D (extra vehicular traffic), it contravened P&T NDP PT 4 (2) (3), PT 12 1,2&5, PT20, PT 21 (no provision for electric charging points), PT23, and the LDC local Plan DM12 (1,2 & 4), DM 13, DM 23, DM 35.

**Proposed by:** Cllr Gallagher      **Seconded by:** Cllr Wood  
Committee resolved to **object** to the application.

*19:20 – Cllr Gordon-Garrett, The Chair, rejoined the meeting.*

7

**PH2565 TO AGREE DATE FOR THE NEXT MEETING TUESDAY 28<sup>TH</sup> APRIL 2026 AT 7.30 PM**  
The next meeting was **agreed**.

*There being no further business, the meeting was closed at 19:21*

## Detailed Income &amp; Expenditure by Budget Heading 21/04/2026

Month No: 1

## 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 &amp; Highways</u>							
1022 Planter Advertising	0	1,100	1,100			0.0%	
1051 A1 Boards	0	1,100	1,100			0.0%	
Planning & Highways :- Income	<u>0</u>	<u>2,200</u>	<u>2,200</u>				<u>0</u>
4854 Maps / Right of Way	0	500	500		500	0.0%	
Planning & Highways :- Direct Expenditure	<u>0</u>	<u>500</u>	<u>500</u>	<u>0</u>	<u>500</u>		<u>0</u>
4111 Electricity	(186)	0	186		186	0.0%	
Planning & Highways :- Indirect Expenditure	<u>(186)</u>	<u>0</u>	<u>186</u>	<u>0</u>	<u>186</u>		<u>0</u>
<b>Net Income over Expenditure</b>	<u>186</u>	<u>1,700</u>	<u>1,514</u>				
Grand Totals:- Income	0	2,200	2,200			0.0%	
Expenditure	(186)	500	686	0	686	(37.2%)	
<b>Net Income over Expenditure</b>	<u>186</u>	<u>1,700</u>	<u>1,514</u>				
<b>Movement to/(from) Gen Reserve</b>	<u>186</u>	<u>1,700</u>	<u>1,514</u>				

\* please note the income for planters and A1 boards will be moved to L+A.

## Victoria Onis

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**From:** Parking ESCC <Parking@east-sussex.gov.uk>  
**Sent:** 03 March 2026 10:26  
**To:** Victoria Onis  
**Subject:** RE: submission of yellow line requests - peacehaven

Dear Victoria

Thank you for your emails of 27 February.

Your requests for restrictions in Peacehaven have now been logged for consideration in the Lewes parking review.

Once prioritisation is complete the outcome of all the requests will be published on our website at [Lewes review | East Sussex County Council](#)

Yours sincerely,

~~Victoria Onis~~

Parking Review Officer  
Parking Team, Communities, Economy and Transport

01323 466244  
[eastsussex.gov.uk](http://eastsussex.gov.uk)



What did you think of the service you received today? Please give us a rating from 1-4, 1 being Poor and 4 being Excellent

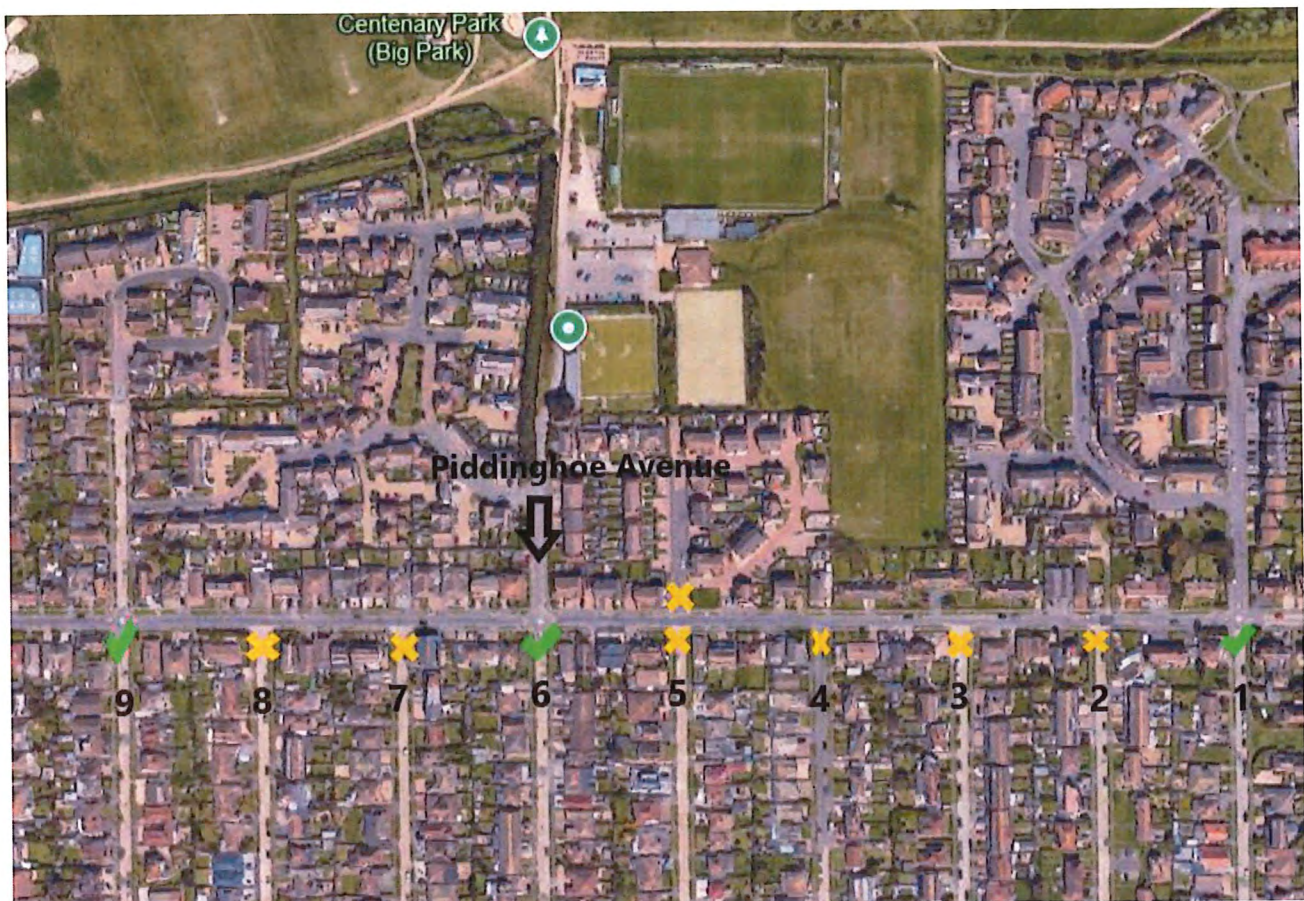
## 1) Junction of Arundel Road / Piddinghoe Ave and surrounding roads.

///grant.initiates.chuckling

Centenary Park ("The Big Park") is a major local destination, hosting Peacehaven and Telscombe Football Club, junior football clubs, a bowls club, outdoor sports facilities, seasonal fairs that attract hundreds of visitors, a large children's playground, a café, and a community building. The only vehicular access to the park's car parks is via Piddinghoe Avenue.

At weekends in particular, the junction of Piddinghoe Avenue and Arundel Road frequently becomes heavily congested, at times approaching gridlock conditions. Vehicles are often parked along both the eastbound and westbound sides of Arundel Road, significantly narrowing the carriageway and restricting traffic flow.

Where junction corners of nearby roads are not protected by double yellow lines, such as at the junctions 2,3,4,5,7,8, antisocial and potentially unlawful parking creates serious safety hazards. This obstructs visibility for drivers, pedestrians, and cyclists, and increases the risk of collisions and near-misses.



1) Seaview ok

2) Southdown Avenue **need lines**

3) Vernon Avenue **need lines**

4) Sunview avenue **need lines**

5) Gladys Avenue **need lines**

6) Piddinghoe roundabout junction – lines but are faded and need extending around the corners

7) Mayfield avenue **need lines** – south side have them already

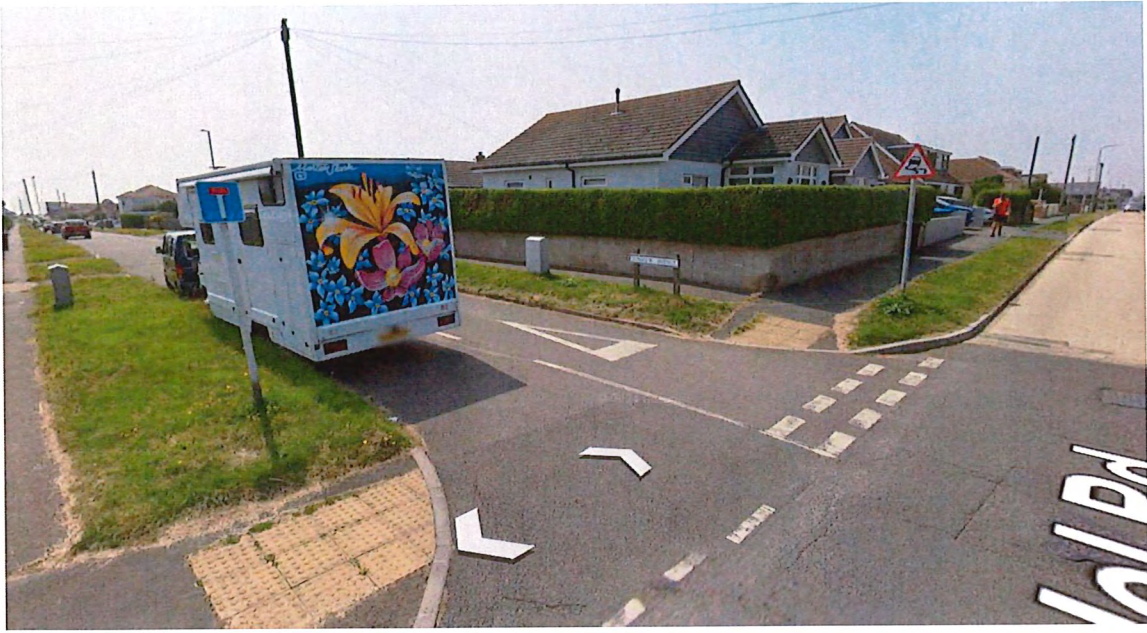
8) Slindon **need lines**

9) Keymer ok

### **Piddinghoe roundabout junction.**

Double yellow lines need to be stretched around this junction, so cars can safely enter the roundabout on the correct side of the road. The lines used to stretch further along but have either been erased after road works or faded.





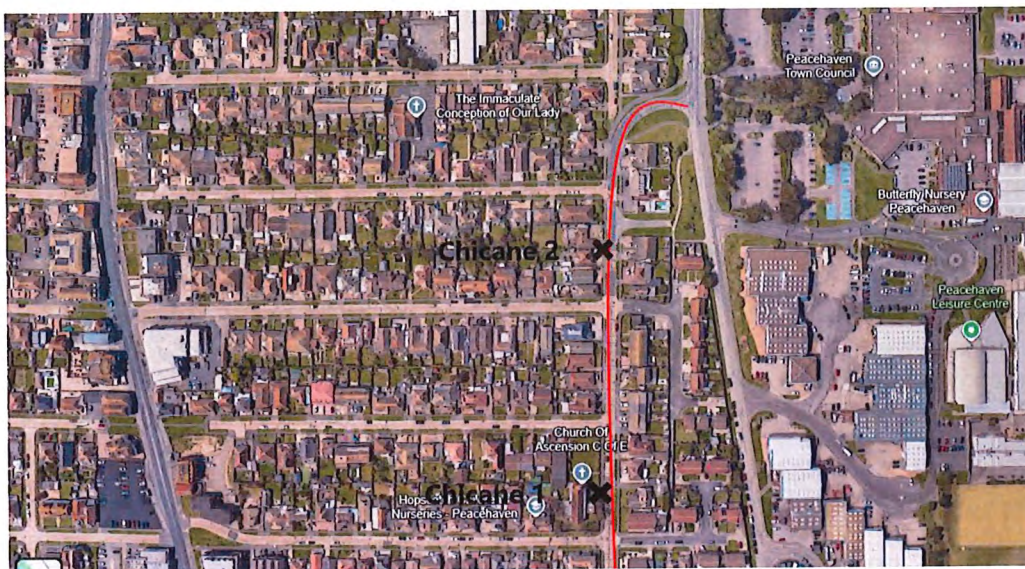
## 2) Arundel Road, between Greenwich Way and Steyning Avenue

What 3 words ///mammoth.football.dean

Arundel Road (East) in Peacehaven has become one of the most congested stretches of road in the area during weekdays, particularly at peak times. Dorothy Avenue and Steyning Avenue are frequently used as rat-runs by drivers travelling from North Peacehaven towards the A259, resulting in significantly increased traffic volumes along these residential streets.

During rush hours, Arundel Road (East) experiences especially heavy usage. It serves as a key access route to four local schools from two large housing developments and is regularly used as an alternative route when incidents or delays occur on the A259.

The recent completion of the Chalkers Rise development, comprising approximately 450 new homes, has substantially increased north-south traffic flows during peak hours. This is in addition to the two existing housing estates located at the eastern end of Arundel Road. As a result, traffic levels now far exceed those present when the current traffic-calming measures were installed



It also appears that a cycle path may have been planned along this section of the road by the church. However, this would be impractical in practice, as vehicles are frequently parked along the entire length, making safe passage for cyclists impossible.

Location	Issue	Recommended Action
Arundel Road (general, up to Horsham Avenue)	Lack of double yellow lines in some areas	Install new double yellow lines
Arundel Road (south side, outside 147–149)	Westbound vehicles need space to stop safely	Install new double yellow lines

### Location & Context

- **Stretch of concern:** Arundel Road between the junction with **Greenwich Way** and **Steyning Avenue**.
- **Nearby rat runs:** Dorothy Avenue and Steyning Avenue, connecting north Peacehaven to the **A259**.
- **Contributing factors:**
  - Recent **Chalkers Rise** development (450 homes) increasing north-south traffic during peak hours.
  - Parked cars reducing visibility for vehicles coming around corners (Greenwich Way) or emerging from side streets (Dorothy Avenue).
  - Chicanes currently installed exacerbate congestion and may worsen visual obstruction.

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### Problems Identified

1. **Congestion:** High weekday traffic; bottlenecked by parked cars and chicanes.
2. **Traffic flow disruption:** Particularly during rush hours; vehicles need to slow or stop to pass oncoming cars.
3. **Safety risk:**
  - Poor visibility at junctions (Greenwich Way, Dorothy Avenue).
  - Potential collisions caused by parked vehicles blocking sightlines.
4. **Insufficient parking restrictions:** Some areas of Arundel Road lack double yellow lines, allowing obstructive parking.

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### Proposed Solutions

1. **Extend double yellow lines along Arundel Road:**
  - Cover sections currently without lines **up to Horsham Avenue** to prevent obstructive parking.
2. **Install double yellow lines outside numbers 147–149 Arundel Road (south side):**
  - Provides a safe “stop zone” for westbound vehicles approaching the Greenwich Way corner.
3. **Review chicane positioning:**
  - Consider relocating or redesigning chicanes to reduce congestion while maintaining traffic calming benefits.
4. **Potential additional measures:**
  - Clear signage warning of limited visibility near junctions.
  - Evaluate if further traffic-calming measures on Dorothy/Steyning Avenue are needed to prevent rat-running.

### 3) Junction of Pelham rise to Telscombe Close

What 3 words ///snowstorm.grasp.scorecard





Buswatch has reported that bus drivers find the corner at Telscombe Road and Pelham Rise difficult to negotiate due to parked vehicles. This creates potential delays and safety concerns.

Double yellow lines are required on both sides of Telscombe Road from the Pelham Rise junction westwards as far as Telscombe Close

#### 4) Parking and Safety Concerns at Pelham Rise / Chalkers Rise Junction



Pelham Rise, particularly around the junction with Chalkers Rise, is experiencing a significant increase in traffic pressure. The Chalkers Rise development alone comprises approximately 450 new homes, and this is compounded by further residential development to the north (including Violet Fields Close and the new estate north of the Cripps Avenue junction near Epinay Park), as well as the welcome improvement in the Number 14 bus service. Collectively, these factors have resulted in a substantial rise in traffic volumes using Pelham Rise.

The junction of Chalkers Rise with Pelham Rise is the sole vehicular access point for the entire Chalkers Rise estate, making its safe and efficient operation critical. The introduction of double yellow lines and improved bus stop markings at the Glynn Road junction has demonstrably improved safety and helped to maintain north–south and south–north traffic flows.

However, parking along Pelham Rise continues to create serious safety risks, particularly on the west side of the road and, at times, on the east side south of the Chalkers Rise junction, including parking directly on the corner itself. This is especially concerning given the presence of pedestrian dropped kerbs located very close to the junction, increasing the risk to pedestrians, including those with mobility issues, pushchairs, or children.

Residents of The Bricky area have raised longstanding concerns about parking conditions on Pelham Rise around this junction. To address these issues effectively, a clear, unobstructed highway is needed in both directions. This could be achieved through the installation of continuous double yellow lines between Glynn Road and the Collingwood bus stop, where buses necessarily obstruct the northbound carriageway.

## 5) Parking and Safety Issues at Skylark Avenue / Pelham Rise Junction

What 3 words ///depths.grips.dispensed



The junction of Skylark Avenue with Pelham Rise is the sole vehicular access to and from the Chalkers Rise development, comprising approximately 450 new homes. Inevitably, this junction carries high traffic volumes, particularly at peak times. Despite this, vehicles are frequently parked on the carriageway and partially on the pavement, an issue that has previously been reported to the police.

This obstructive parking presents a serious safety concern. Pedestrian and disabled access is actively encouraged in this area through the provision of dropped kerbs on Pelham Rise, including for children walking to Meridian Primary School. Parking that encroaches on the pavement and junction area compromises visibility, restricts safe pedestrian movement, and forces road users into conflict.

The situation is further complicated by the proximity of the Swallow Close / Skylark Avenue junction, which introduces additional turning movements within a very short distance of the Pelham Rise junction. This concentration of access points, combined with high traffic volumes and uncontrolled parking, significantly increases the risk of collisions and near-misses.

To address these ongoing issues, the northern stretch of Skylark Avenue requires clear and enforceable parking restrictions. Double yellow lines should be installed on both sides of the road, extending fully around the corner at the Pelham Rise junction and, arguably, as far as the Goldfinch Avenue junction, with clear signage to indicate the restrictions. Consistent enforcement is essential to prevent illegal or obstructive parking and to ensure safe access for residents, pedestrians, and emergency vehicles. Residents have also requested a 20 mph speed limit and additional traffic-calming measures across the estate to reflect the high volume of vulnerable road users.

## 6) link roads in Peacehaven

What 3 words ///cyclones.inched.tablets

This junction is one of several very narrow link roads in the area where obstructive parking is creating ongoing access and safety issues.

When vehicles are parked opposite the junction and on the corner, it is often extremely difficult for cars to pass through. More importantly, these conditions could prevent or significantly delay access for emergency vehicles. obstructive parking presents a potential risk to highway safety and could adversely affect emergency response times.

Please could a review be carried out of all similar link road junctions in Peacehaven and where necessary, appropriate measures be introduced, including the installation of double yellow lines on corners and opposite junctions, to prevent obstructive parking and improve access for all road users.



By way of comparison, double yellow lines are already in place on Bramber Avenue (cliff-top side) at a similar link road junction in Peacehaven. Although these markings are now in need of repainting, their presence demonstrates that such measures have previously been considered necessary. Notably, Bramber Avenue is not as narrow as several other link roads in the area that currently have no parking restrictions, despite presenting greater access and safety challenges.

Example of yellow lines at Bramber avenue link road.



## 7) Pelham Rise between Glynn Road and the Bricky/Collingwood Close

What 3 words ///eyelid.rubble.slugs

Now that the Chalkers Rise development is largely complete, congestion is regularly experienced at the access point onto Pelham Rise. This issue is exacerbated by the proximity of the access to a corner, its location on a bus route, and the presence of nearby bus stops.

Several residents of Chalkers Rise have raised concerns that vehicles parked on Pelham Rise, on both sides of the carriageway, can obscure visibility for drivers exiting the estate, his creates a significant highways safety risk, particularly for buses and emergency vehicles.

To improve visibility, traffic flow, and safety for all road users—including buses—we request the installation of double yellow lines on both sides of Pelham Rise between the Glynn Road junction and The Bricky / Collingwood Close bus stop.



## 8) The Promenade at junctions Hodder Avenue and Lincoln Avenue

What 3 words Hodder Ave ///hawks.fingernails.conforms

Lincoln Avenue ///number.bypassed.working

The Promenade is narrow at its junctions with Hodder Avenue and Lincoln Avenue, creating difficulties for large vehicles, including refuse lorries. When vehicles are parked close to these junctions, larger vehicles often have to perform multiple manoeuvres—forward and backward—to complete turns safely. This not only delays traffic but also increases the risk associated with heavy vehicles operating close to the cliff edge.

To maintain safe access for large vehicles and reduce potential hazards, we request the installation of double yellow lines on both sides of Hodder Avenue and Lincoln Avenue for approximately five metres northwards from the Promenade along these north–south roads. This will help ensure adequate turning space, protect highway safety, and reduce risks to both vehicles and pedestrians.

The junction is frequently obstructed, and there is no clear way an ambulance or other emergency vehicle would be able to manoeuvre around it safely or easily in its current state





## 9) Rowe Avenue Junction with Arundel Road

What 3 words ///cycle.often.contracting

Currently, yellow lines are present at all junctions along Arundel Road West, except for the junctions at Hoddern Avenue and Rowe Avenue. The junction at Rowe Avenue presents a significant hazard due to the following factors:

1. **Proximity to Traffic Island and Traffic Lights:** The junction is approximately 6 feet from a traffic island and near a three-way junction with traffic lights.
2. **Wrong-Side Traffic:** Vehicles traveling east toward the traffic lights often drive on the wrong side of the road to navigate around the traffic island, frequently at speed in an attempt to catch the lights.
3. **Limited Visibility for Exiting Vehicles:** Drivers exiting Rowe Avenue tend to look only to the right, as they do not anticipate oncoming traffic on the wrong side of the road.
4. **Obstructed View and Difficult Turns Due to Parking:** Vehicles parked from the end of Rowe Avenue along Arundel Road West reduce visibility, making it harder to see oncoming traffic. Parking up to the end also makes turning left into Rowe Avenue difficult.

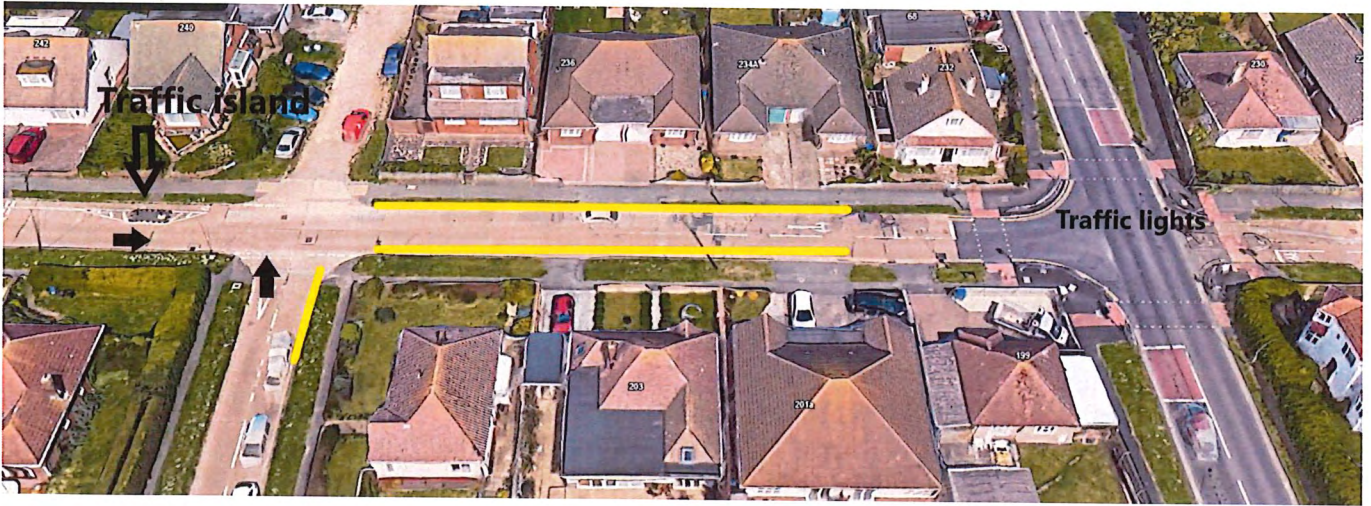
### Proposed Improvement:

Adding yellow lines at this junction could significantly improve safety by:

- Preventing cars from parking along the end of Rowe Avenue, improving visibility for vehicles exiting the junction and making left turns into the road easier.
- Restricting parking just after the traffic island, reducing obstructions and the likelihood of vehicles driving on the wrong side of the road.
- Yellow lines at the junction of Hoddern Avenue, this is a school road and is chaotic at start and end of school day. High speed of cars travelling along Arundel Road to get to the traffic lights, traffic islands, frustration, traffic comes up the roads from the South Coast Road to avoid the congestion of people travelling to Brighton

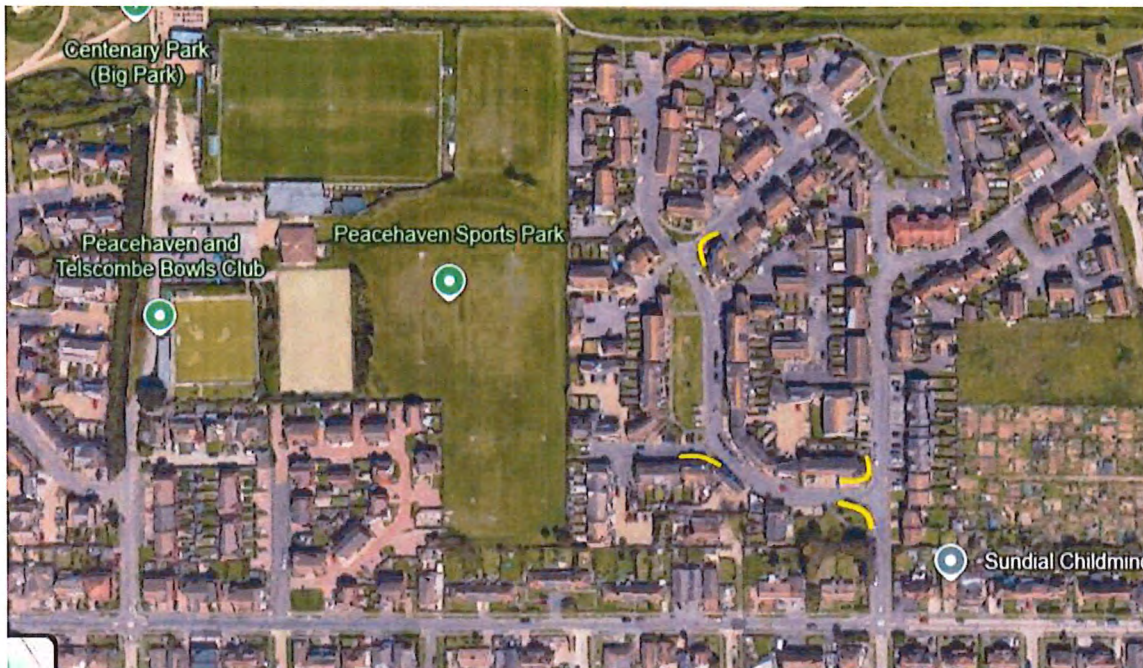
Implementing these measures would help reduce the risk of accidents and improve overall road safety at this location.







## 10) Westview Close



- 1) ///clap.walked.tones
- 2) ///seeing.mailbox.guesswork
- 3) ///chambers.juggled.passwords

Since 2010, there has been significant residential development in Peacehaven, much of it served by narrow roads that were not designed to accommodate current traffic levels or vehicle ownership.

Westview Close is a good example. A lack of suitable off-street parking has led to widespread on-street parking, including parking on corners and pavements, which restricts visibility and further reduces the effective width of the carriageway. In many locations there are no safe spaces for vehicles to pull in or reverse when encountering oncoming traffic, increasing the risk of collisions and near-misses.

The area is home to many families with young children, and children are frequently present in the street environment, including running across the road while playing or retrieving balls, particularly near the green space further into the close. Certain sections of Westview Close could clearly benefit from the installation of yellow lines to improve visibility, traffic flow, and safety for residents.





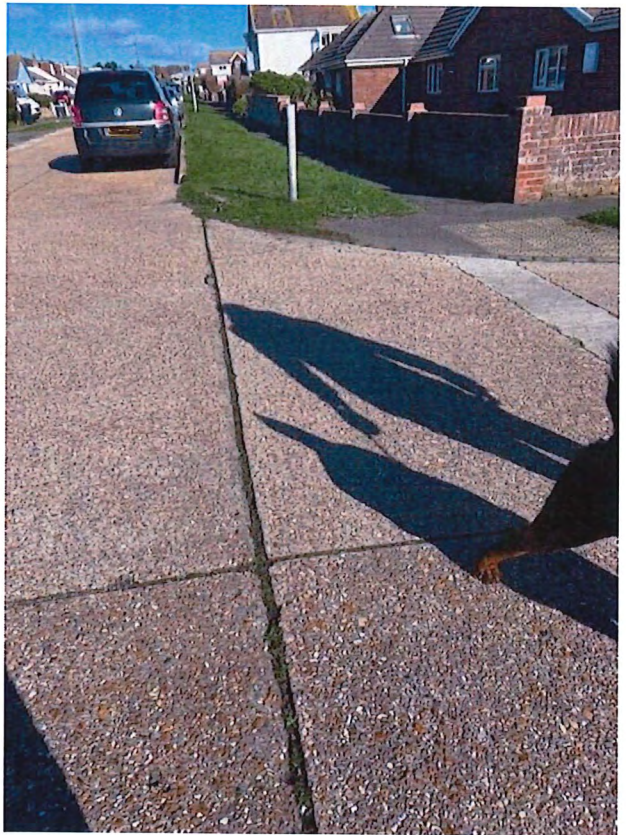
## 11) Rowe Avenue - Peacehaven

When exiting the link road onto Rowe Avenue (near Churchill Apartment), vehicles are almost always parked around the corner. This forces drivers emerging from the link road onto the wrong side of the road.

At the same time, cars come down Rowe Avenue around the bend at speed and are not expecting a vehicle to be on their side of the carriageway. Visibility is obstructed, especially when larger vehicles or vans are parked there, creating a serious collision risk.

Double yellow lines around the corner and further up the road are needed to prevent parking and improve visibility and safety. Also the double yellows on the left side are faded and need to be refreshed.





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#### Recently Submitted

##### **Pothole - Footway & Cycleway - (PWC)**

Reference: 234677

Submitted: 16th March 2026

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[Uneven Surface Carriageway - \(CWY\)](#) | 3rd March 2026 | [Updates](#)

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[Pothole in the Road \(Carriageway\)](#) | 23rd February 2026 | [Updates](#)

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[Grass General Enquiry \(GTX\)](#) | 23rd February 2026 | [Updates](#)

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[Road Markings and Lines \(RML\)](#) | 23rd January 2026 | [Updates](#)

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## My Cases

[Pothole - FWY & CYC \(PWC\)](#)

Closed

Last updated: 7th April 2026

Submitted: 16th March 2026

Reference: PWC000806

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[Pothole - CWY \(POT\)](#)

Closed

Last updated: 10th April 2026

Submitted: 16th March 2026

Reference: POT061939

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[Pothole - CWY \(POT\)](#)

Closed

Last updated: 10th April 2026

Submitted: 16th March 2026

Reference: POT061937

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[Pothole - CWY \(POT\)](#)

Closed

Last updated: 18th March 2026

Submitted: 4th March 2026

Reference: POT060292

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[Pothole - CWY \(POT\)](#)

Closed

Last updated: 10th March 2026

Submitted: 4th March 2026

Reference: POT060290

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[Uneven Surface - CWY\(CWY\)](#)

Passed to an Inspector

Last updated: 16th March 2026

Submitted: 3rd March 2026

Reference: CWY008340

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[Pothole - CWY \(POT\)](#)

Passed to an Inspector

Last updated: 16th March 2026

Submitted: 3rd March 2026

Reference: POT060040

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[Pothole - CWY \(POT\)](#)

Closed

Last updated: 10th April 2026

Submitted: 3rd March 2026

Reference: POT060039

Road Markings and Lines (RML)

Passed to an Inspector

Last updated: 12th March 2026

Submitted: 27th February 2026

Reference: RML003994

Pothole - CWY (POT)

Closed

Last updated: 21st April 2026

Submitted: 24th February 2026

Reference: POT058418

Uneven Surface - CWY(CWY)

Closed

Last updated: 27th February 2026

Submitted: 23rd February 2026

Reference: CWY008156

Pothole - CWY (POT)

Passed to an Inspector

Last updated: 31st March 2026

Submitted: 23rd February 2026

Reference: POT058179

Grass General Enquiry GTX

Passed to an inspector

Last updated: 26th February 2026

Submitted: 23rd February 2026

Reference: GTX001853

Hedges (HED)

Closed

Last updated: 23rd February 2026

Submitted: 2nd February 2026

Reference: HED005606

Trip Hazard - Footway (THF)

Closed

Last updated: 20th February 2026

Submitted: 26th January 2026

Reference: THF005161

## My cases

Reference	Location
☆ PWC000806	ARUNDEL ROAD large crater, i nearly lost the underneath of my car
☆ POT061939	SUTTON AVENUE large pothole, as you turn from arundel road up to the mini roundabout, can't avoid.
☆ POT061937	SUTTON AVENUE Pot hole as you turn from Arundel Road, down Sutton Avenue, you can't avoid it.
☆ POT060292	PELHAM RISE Numerous potholes in the section between Pelham Close and Coney Furlong stew.outfitter resources.easy.songbird shadowed.rounds.ignore
☆ POT060290	TELSCOMBE ROAD pothole. what 3 words ///inched.collides.desks
☆ CWY008340	ST PETERS AVENUE This road is in a terrible state, not fit to drive along. Too many holes, bumps etc to report. please could the inspector drive this road at 30mph as this is impossible in it's current state and investigate.
☆ POT060040	ST PETERS AVENUE THIS WHOLE ROAD IS IN SERIOUS NEED OF REPAIR.TOO MANY POTHOLES TO COUNT.

Reference	Location
☆ POT060039	ARUNDEL ROAD WEST POTHLES IN THE CENTRE OF THIS JUNCTION AS YOU TURN LEFT FROM ARUNDEL ROAD.
☆ RML003994	SLINDON AVENUE 1) Junction of Arundel Road / Piddinghoe Ave and surrounding roads NEED YELLOW LINES ON THE CORNERS OF Southdown Avenue / Vernon / Sunview / Gladys Avenue / Piddinghoe Junction / Mayfield / Slindon
☆ POT058418	CLIFF PARK CLOSE what 3 words ///commented.photocopy.tricycle cliff park close - whole road

1    2    3    4    5    Next    Last

Starred cases

My cases

All cases

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## My cases

Reference	Location
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☆ CWY008156	GREENWICH WAY sutton avenue/greenwich way roundabout.
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☆ POT058179	STEYNING AVENUE large strip of tarmac crumbling across the road. have attached a picture
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☆ GTX001853	EDITH RODERICK LINK ROAD The verge is damaged. Has a vehicle been regularly parking here? if so it would be an obstruction, due to the cars parked 24/7 along this link road. could the verge be made good.
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☆ HED005606	ROWE AVENUE Please inspect by 49 Rowe avenue and the hedge hasn't been trimmed back - there are now large sharp twigs sticking out, so you have to walk up on the grass verge to avoid getting your clothing caught. its difficult to see the twigs sticking out in th
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☆ THF005161	ARUNDEL ROAD husband.thus.wiggling top of slindon avenue
-------------	--

☆ THF005160	ARUNDEL ROAD what 3 words buckling.doubts.providing
-------------	---

☆ THF005159	ARUNDEL ROAD printer.generated.includes near mini roundabout / top of seaweview avenue
-------------	--

Reference Location

☆ THF005158 ARUNDEL ROAD what 3 words mammoths.plunge.buggy top of vernon avenue left side facing up.

☆ THF005156 ARUNDEL ROAD Following a serious accident on the coast road on 22/1/26 at approx 5pm, the South Coast Road was closed and it caused mayhem in the back roads. The roads were gridlocked and a free-for-all, driving over the pavements and verges.

☆ RML003834 SOUTH COAST ROAD Ongoing issue with this site. Eventually, the road at this bus stop was resurfaced but the yellow lines have still not been joined. Cars and parking in this gap of the yellow lines which is in the bus lay-by.

First Previous 1 2 3 4 5 Next Last



# Peacehaven Town Council

## Planning Committee – Code of Good Practice

### Introduction

This Planning Committee Code of Good Practice has been produced to provide practical advice relevant to the consideration of local planning applications. It is specific to Planning Committee's responses to Lewes District Council in its advisory role as a statutory consultee on planning applications. [See also [PTC Standing Orders, PTC Members Code of Conduct and Planning Committee Terms of Reference.](#)]

The Town Council has a statutory right to be consulted on planning matters and Lewes District Council (LDC) invites the Town Council to comment on relevant planning applications (which includes those on sites just across the PTC boundary, for example in Telscombe Cliffs and South Downs National Park). Comments submitted by Town and Parish Councils are displayed with the appropriate application on the Lewes District Council (LDC) website and provide planning officers with a local view. Members of the public are able to make representations to the Town Council. They should be encouraged to also participate in the Planning Authority's (ie LDC's) public engagement methods and make direct representations since PTC does not forward their views to LDC.

Members are always bound by the commitment to uphold the PTC Members Code of Conduct whenever contributing to the decision-making of the Council or of the Planning Committee. In particular, Councillors should never meet or discuss planning applications with an Applicant (or potential applicant/developer) without a second councillor being present. A report of any such meeting or discussion should be sent to the Town Clerk or Committee Officer).

Members of Peacehaven Town Council (PTC) shall act in the public interest of the whole town when considering any items of business, including local planning applications. Members should always act impartially in reaching decisions and avoid taking account of personal feelings or those of a planning applicant. Members should not favour improperly any person, company, group, or locality. Councillors must not pre-determine decisions. Decisions on responses can be made only in the Planning Committee.

### Expectation of Councillors on the Planning & Highways Committee

Members of the Planning Committee are expected to be able to discuss planning applications in their ward and share their thoughts and insights with the Committee Members should therefore be familiar with the details of the application on the LDC Planning Portal and the proposed site of development.

Members are encouraged to gain knowledge of the proposed site for development by making a visual inspection from the public highway, footpath or other vantage point accessible to the public or by arranging a site visit with the owner or agent (with at least one other member of the Committee and after advice from the Town Clerk or Committee Officer). Entry onto private property without permission could be viewed as trespassing.

Should an individual applicant - or resident affected by an application - invite a member of the Planning Committee onto their property, consideration must be given to personal safety, public perception, openness, and transparency. Ideally, advice should be sought from the Town Clerk (or Committee Officer) and at least one other Committee member should attend. In the event of an impromptu interaction with

either an applicant or other resident affected by an application, the Town Clerk (or Committee Officer) should be informed after the event

Should applicants, developers or groups of objectors wish to seek to lobby or request a private meeting about planning applications, they should be advised to make contact with the Town Council Office to arrange for their representations to be made during the “public questions” sessions provided at the start of all meetings held by the Town Council. Such written comments can be submitted to the office three clear days prior to a Planning Committee meeting, to be circulated to all Planning Committee members, although this is not necessary.

All pecuniary or non-pecuniary declarations in any application should be disclosed at the appropriate time at Planning Meetings, this includes any member of the Planning Committee who is also a member of LDC Planning Committee. Guidelines on disclosable pecuniary or non-pecuniary interests can be found in the PTC Members Code of Conduct, but additional advice in relation to any matter under consideration at a Council or Planning Committee meeting can be gained from the Monitoring Officer at LDC or the Town Clerk.

Members are expected to be able to explain the Town Council Planning Committee’s consultative role in contributing to LDC’s decision making process on planning applications; this will promote a greater understanding of the planning process.

Members will be given the opportunity to attend planning training sessions to further their knowledge of the planning process.

When considering planning applications, the Planning Committee will consider statements on duties related to climate change, biodiversity, crime and disorder, the Neighbourhood Development Plan and other statements adopted by the Town Council.

Councillors may be asked to speak at meetings of LDC’s Planning Committee. Comments should be agreed by the Chair and Vice Chair of the Planning Committee prior to public speaking.

## **Public Engagement**

Members of the public have the opportunity to engage with the planning process in Peacehaven by:

1. Viewing plans on-line
2. Attending Planning Committee meetings, all of which are held in public. Advance notice of Town Council Planning Committee meetings is available on the public notice boards around the town, on the Town Council website page, or in hard copy from the Information office at Community House, Meridian Centre
3. Addressing the Planning Committee during the allocated public speaking time which is at the beginning of every meeting
4. Contacting the Town Council Office or individual Councillors

However, local residents must also make direct contact with the relevant Planning Authority and submit comments in writing if they wish the decision-making body (Lewes DC) to take their views into account.

## **Policy for discussions with developers**

The Council has taken advice given by ESCC, LDC and SSALC regarding meetings with developers and agreed that, as far as possible, discussions with developers should include members of the public. There will be occasions where this will not be possible due to commercially confidential reasons.

Council will appoint and authorise Councillors to liaise with developers.

No councillor should have meetings or discussions with developers alone or without informing the Town Clerk (or Committee Officer) in advance and reporting the discussion afterwards.

The onus should be on the developers to arrange the venue and time of a meeting and that it need not always coincide with a Town Council Meeting.

## The Planning Committee

All members of Peacehaven Town Council are able to be part of the Planning Committee should they wish. The terms of reference for the Planning Committee is part of the Town Council's Standing Orders.

The Planning Committee has been given delegated responsibility for supporting/objecting to/deciding not to comment on planning applications on behalf of the Council. These recommendations are submitted to the Planning Officers at LDC within the set deadlines.

'Calling in' an application is outside the remit of PTC, and can be done only by a District Councillor of the ward the application is in. **This has to be done within two weeks of the application appearing on the weekly list of planning applications.** The request has to be in writing and the Councillor has to provide a valid planning reason. The request is then considered by LDC Officers, in consultation with the relevant LDC Cabinet Member if necessary.

In reaching its decisions, the Planning Committee must take into account **only material considerations** i.e. issues that are in law, material or relevant to a planning application. Defining a material consideration can be a grey area. However there are some generally accepted principles as follows:

Material considerations include:

- Government Policy e.g. the National Planning Policy Framework
- Lewes District Council's Planning Policies contained in retained policies or the Local Plan
- The designated status of a site or its surroundings e.g. Area of Outstanding Natural Beauty, SSSI, National Park, etc
- A site's planning history (including existing planning permissions, previous applications, refusals and appeals)
- The effect on a conservation area or listed building
- Peacehaven and Telscombe Neighbourhood Development Plan
- Within (or outside) the Settlement Boundary
- Impact on the South Downs National Park's dark skies and tranquillity

They can also include: -

- Backland (Back garden) development - building another property within the confines of the existing one or large extension to property which could be a material consideration if it results in overlooking, loss or privacy, or parking issues
- Out of keeping with street scene - impairment of street scene, changing the character and appearance, detrimental to it, will spoil the ambience of Road/Avenue
- Blind or blocking corners - either with fence, bushes or trees causing hazard to drivers and pedestrians, health and safety
- Design – does not fit in with local surroundings or the Peacehaven and Telscombe Neighbourhood Development Plan Design Guide.
- Inadequate local infrastructure - including A259, surgeries, school
- Detrimental effect on local character - surrounding area included – ecological/trees/habitats
- Density of layout & over development - too large for plot/overbearing
- Absence of car/cycle parking facilities - provision for pedestrians, wheelchairs and prams
- Increase of traffic & congestion
- Noise, disturbance and smell generated from development once complete
- Exacerbating existing parking problems
- Accessibility, traffic, roads, adequate parking and servicing
- Access, parking & highways safety - turning space if applicable
- Listed building, Conservation Areas and trees with Protection Orders
- Flood risk at or close to the site and whether local drainage needs to be improved - sometimes there is a problem if the drain goes under the neighbour's garden or path

- Could prejudice further development
- Visual effect on neighbouring properties
- Loss of employment premises affecting economic impact and viability.

Please note, however, that the following issues are not material considerations and cannot be considered:

- loss of view for other residents
- devaluation of property
- business competition
- damage to property
- consent required under other legislation (such as building regulations), although these can be alerted
- boundary disputes, rights of access (as opposed to availability of highways), covenants and other private rights
- disturbance during development
- maintenance of property

When making recommendations for approving a planning application, it is also helpful for the reasons to be stated to the Planning Authority along with suggested appropriate Conditions, for example:

- Site hours limited to Monday-Friday 08:00 to 18:00 and Saturday 08:00 to 13:00, no working on Sundays or Bank Holidays, no plant and equipment to be started up outside of these hours, no loud music to be played
- Sympathetic materials to be used
- Require a Waste Minimisation Plan
- Vehicles belonging to construction staff should not block access for other residents and should not be parked on grass verges or at junctions
- Any damage to the grass verges during construction must be repaired by the developer
- All construction equipment and supplies to be delivered between the hours of 09:30 and 14:30 to avoid 'rush hour' on the A259 and ease congestion
- If parking at the front of property required, recommend that the grass verge located between the two crossovers is removed and replaced by tarmac as adopted at other recent similar developments.
- An asbestos survey should be carried out prior to demolition
- With large sites a vehicle wheel wash system to be used to stop contamination of the public highway

When objecting to a planning application, it is also helpful supply the Planning Authority with suggested appropriate Conditions '*should the Planning Authority be minded to approve the application*'.

### **Applications outside of the area and ESCC Applications**

East Sussex County Council (ESCC) is the Planning Authority for some issues such as schools, libraries, minerals extraction or waste disposal. The Committee may also wish to comment occasionally on planning applications submitted to neighbouring Planning Authorities e.g. Telscombe, Newhaven, Seaford and Piddinghoe Councils, as well as South Downs National Park land, if it is considered there will be material impact on Peacehaven.

Issue V3 Adopted:

To be reviewed by May 2028

(Issue V2 Adopted: 1<sup>st</sup> November 2022)

**From:**> On Behalf Of Councillor Claire Dowling  
**Sent:** 13 March 2026 14:06  
**Cc:** Traffic Safety <[Traffic.Safety@eastsussex.gov.uk](mailto:Traffic.Safety@eastsussex.gov.uk)>  
**Subject:** RE: Road Safety Town and Parish Council Toolkit

Dear Clerk,

East Sussex County Council has recently reviewed the information we provide to local communities on road safety matters. The aim of this review was to ensure that the guidance and material we share is clear, accessible, and helpful to residents and Town and Parish Councils.

As part of this work, I am pleased to share with you our newly developed Town and Parish Council Road Safety Toolkit. This resource sets out the Council's responsibilities in relation to road safety, explains the criteria and evidence we use when considering requests, and provides clarity on what can realistically be delivered within the resources available. It also outlines why it may not always be possible to progress every request we receive from residents.

The toolkit includes a set of comprehensive FAQs to support future discussions with your community and to help provide consistent, accurate information about how we assess and prioritise road safety concerns.

We hope you find the toolkit helpful and informative. If you have any questions or would like further clarification, please do not hesitate to get in touch with the Road Safety Team at the following email address [traffic.safety@eastsussex.gov.uk](mailto:traffic.safety@eastsussex.gov.uk)

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Kind regards

**Councillor Claire Dowling**  
Lead Member for Transport and Environment

# Road Safety Parish Council Toolkit



# Introduction

Dear Parish Council,

This Toolkit summarises what East Sussex County Council (ESCC) is responsible for within road safety, what we can realistically deliver with available resources, and why we are not always able to meet residents' requests.

The Road Safety Team (RST) fulfils the council's statutory responsibility to investigate crashes on the county's roads, and put measures in place to prevent future crashes, as set out in the Road Traffic Act 1988. We want to be realistic about what we can achieve as resources must be prioritised to reduce road casualties.

The public highway is one of ESCC's most visible responsibilities, and road safety is therefore often at the forefront of residents' minds. The RST receive thousands of enquiries each year and they are a vital contact point for the public, district, borough, town and parish council, county councillors, and MPs.

[The Road Safety web content](#) provides residents with a range of information on issues that they may consider reporting and explains how we prioritise the numerous requests we receive for traffic calming and other road improvements. Quarterly updates of actions from enquiries are also added and this allows customers to check the status of enquiries.

Roads are essential to our everyday lives and affect most, if not all, of our residents. We all use them and depend on them. Unfortunately, collisions still occur in our county in which people are still being killed or injured. However, whilst the majority of incidents are caused by driver behaviour, injuries and fatalities are not inevitable. The last few decades have demonstrated that effective and comprehensive road safety strategies, focusing on education, enforcement, and engineering, reduce these incidents and the associated casualties and fatalities, despite increasing traffic levels. The responsibility that ESCC has to further reduce these is one the authority takes very seriously.

I would welcome any feedback that you have.



Cllr Claire Dowling



# How to use the Toolkit

The Toolkit has been designed to make the document as easily accessible as possible for navigation.

Throughout the document, including the contents section adjacent, you will see blue hyperlinks that will either take you to the relevant section of this document or to the necessary external source of information. These have been included to save you time and ensure you access the required information as quickly as possible.

Please note that if you experience any technical difficulty or discover 'broken links', these should be reported to [Traffic.Safety@eastsussex.gov.uk](mailto:Traffic.Safety@eastsussex.gov.uk)

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# Common Misconceptions

## Reducing speed limits reduces speed

The speed at which a driver travels is influenced by many factors. These include road layout, weather conditions, traffic flow, driver age and familiarity with the road. The speed limit is therefore only a part of a driver's assessment of the road. Speed limits are therefore most effective when they reinforce a driver's perception of what is a safe speed to proceed. More information is available within the [Speed Limits](#) section.

## Roads are dangerous

Dangers on the road network occur when road users do not consider the multitude of influences that are present. Roads are benign structures that cause no potential threat to a member of the public.

## Someone has to be killed before action is taken

All concerns brought to the attention of the Road Safety Team will be assessed by an experienced officer and, where appropriate, improvements introduced. When considering how ESCC assesses and prioritises road safety concerns it is important to consider the wider policy and operational context, including the County Council's Local Transport Plan, and the processes and criteria followed when setting the annual Capital Programme for Local Transport Improvements, the Annual Road Safety Programme, Community Focused Road Safety and the Speed Management Programmes.

Each year, the team identifies sites that have the most crashes resulting in injury and put in place a programme of works to reduce the number of casualties on these roads. We do acknowledge that many residents wish to see preventative rather than reactive measures

put in place, however, for the Annual Road Safety Programme we have to prioritise sites where people have been killed or seriously injured.

All fatalities on the roads are investigated by the Police as an unlawful killing until such time it can be determined otherwise. ESCC is informed immediately by the Police if they identify any highway issues that may be relevant to the services we provide so that appropriate action can be considered.

ESCC has a statutory duty to identify where crashes (that cause injury) have occurred. Limited funding means priority must be given to sites with significant crash records, where improvements can be made. This ensures that our resources are being directed to those sites with greatest need, prioritising casualty reduction.

## Typical costs of highway infrastructure

The introduction of new infrastructure on the highway in East Sussex is often very expensive and underestimated by the public who only see the new installation (e.g. pedestrian crossing). Officer time, design and consultation costs, the identification of utility/service infrastructure and construction costs are, to many residents, hidden costs that they would not consider.

Please see below some typical costs associated with some more common improvements:

- Vehicle Activated Signs: £15,000 – £30,000
- Zebra crossing: £100,000 – £200,000
- Puffin Crossing: £170,000 – £250,000

The reason for the variation in costs is that no two sites are the same. This results in varying levels of design requirement, consultation

# Common Misconceptions

processes and additional work required prior to the installation of new highway infrastructure.

## Difference between road maintenance and road safety

While it is noted that maintenance issues can contribute to road safety concerns, the general distinction between the two functions is:

Maintenance is the term applied to a range of activities undertaken to fulfil our statutory duty to ensure roads maintainable at public expense are safe for the public to use. Please see examples below.

- **Reactive maintenance:** response to inspections, complaints or reports such as filling in a pothole
- **Routine maintenance:** surface patching, cyclic maintenance such as grass cutting or gully cleaning
- **Programmed maintenance:** surface dressing or resurfacing
- **Winter maintenance:** gritting, or clearing snowfall
- **Emergency response:** response to flooding, tree clearing or oil spills

Road Safety relates to how road users interact with the highway and other road users. It seeks to influence driver behaviour to reduce the incidences of collisions resulting in personal injury as a result of driver error or inappropriate action.

## Revenue generation from motoring offences

It is often cited that fines from motoring offences, such as speeding, are available to highway authorities to spend. Other

than revenue generated through on-street parking fines, all fines are retained by central government.

## HGV prohibitions will stop HGVs using a route

Whilst a local highway authority is able to prohibit, restrict or regulate the use of roads within their area, there are limitations to how effective these can be.

The prohibition of HGV movements is permitted for structural or environmental reasons. A structural prohibition would only relate to a structure (e.g. bridge or culvert) that was not able to safely support a vehicle over a specified weight. Prohibited vehicles are permitted to use the road up to the structure but not proceed over/under it. Environmental restrictions are wider reaching but do not prohibit vehicles that have legitimate access to land or property adjacent to the road. This permits deliveries to business and domestic premises within the restricted area.

Many reports of HGVs within areas covered by HGV restriction therefore have a legitimate right to be there. In addition, once an HGV has legitimately entered an area covered by a restriction, they are able to exit that area in any direction they require. They are not limited to exit by the route they entered.

Therefore, the consideration of HGV restrictions is a complex process and should any restriction of access be considered appropriate, the implementation requires careful planning that considers wider implications of any restriction and whether the cost of the restriction and level of signing required can be justified in comparison to the impact the restriction might have.

# Road Safety Team

## Analysis

The Road Safety Team (RST) undertake several key tasks to ensure that ESCC fulfils its statutory responsibility. Among these are:

- Annual identification of all sites on our road network that have had at least four crashes where person(s) have been injured within the previous three-year period.
- Assessment of such sites to identify which of these sites have a potential for reducing the number of crashes by engineering methods.
- As a consequence, ESCC implements at least 24 infrastructure schemes on identified high risk sites or routes to improve road safety.

An example of this type of project would be the Camber Road between the A259 at Rye and the county boundary. A scheme was introduced to improve the traffic signs and road markings to be self-explanatory, so drivers are provided with a consistent and reliable message that allows them to understand the local environment and the alignment of the road, amending their behaviour accordingly.

## Liaison with Sussex Police

It's the service's duty to co-operate with Sussex Police as part of their formal investigations into deaths occurring on East Sussex public highways. These investigations are on the assumption that, until proved otherwise, all deaths are unlawful and the authority as a whole, or individuals within the authority, may be guilty of committing an offence. Any actions undertaken by an individual officer may also be considered within the context of professional liabilities and those actions of the authority as a whole could come under scrutiny within legislation which looks to identify culpable conduct that leads to a person's death.

The RST, therefore, ensures that any work undertaken by ESCC, is duly considered in the context of safeguarding all road users whilst protecting the reputation and integrity of ESCC.

# Road Safety Team

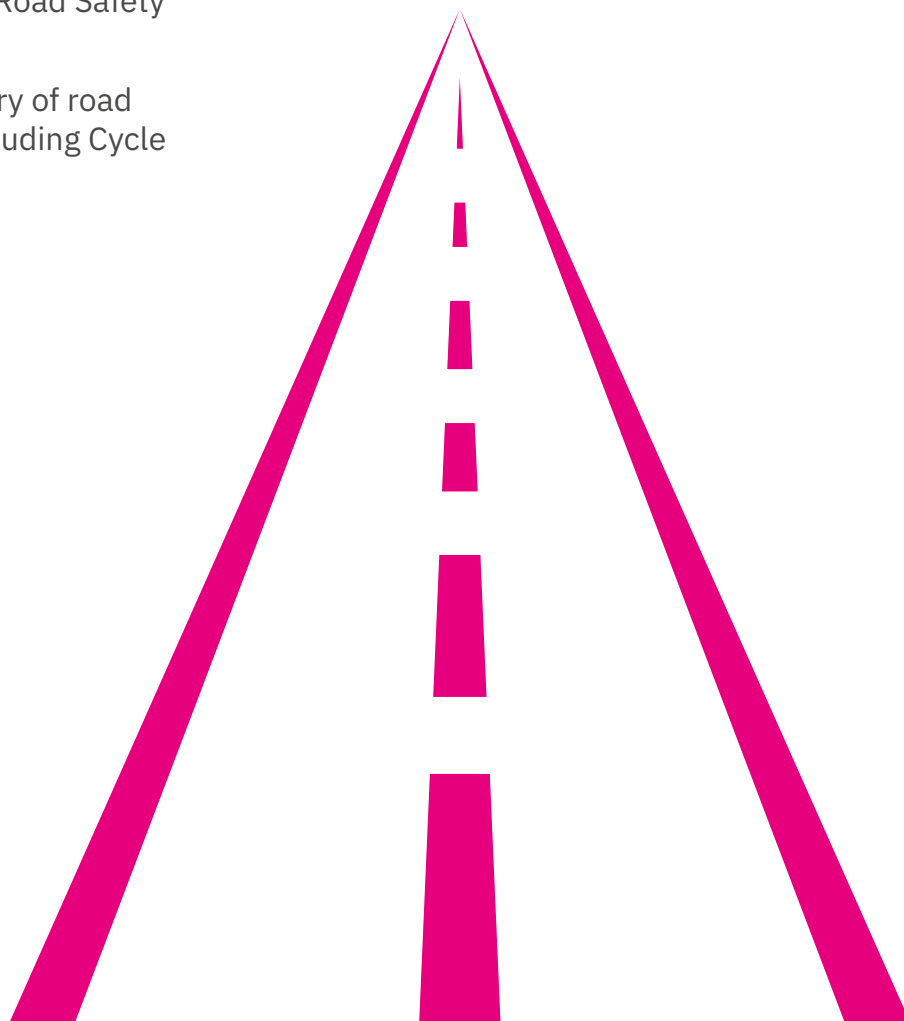
## Information and advice

With the aim of reducing the number of people killed or seriously injured in East Sussex, part of the ESCC's statutory duty is to provide information and advice relating to the use of roads. We deliver this road safety education through the Sussex Safer Road Partnership (SSRP), in order to maximise our impact in this area. This forms the basis for the SSRP delivery plan which seeks to produce a coordinated targeted response to identified 'at risk' groups. The team represents the SSRP and ESCC at the local Community Safety Partnership Road Safety Groups.

The service oversees the delivery of road safety training programmes including Cycle Training

## First point of contact for road safety enquiries

The RST are often the first point of contact for enquiries and the team undertake the initial assessment of all road safety concerns and refer any identified areas of concern for prioritisation under the Local Transport Plan Integrated Capital Programme. They represent ESCC at [Strengthening Local Relationships](#) meetings with local town and parish council.



# Killed and Serious Collisions

A collision in which someone is killed or seriously injured (known as a KSI) is a tragedy for everyone involved. Perceptions that road users may not be safe harms our sense of well-being and of community. It has been calculated that each collision including a fatality has a public cost of more than £2.5 million, including the impact on the family and local economy and demands on emergency services and local authorities.

East Sussex, in common with the majority of County Councils in England has historically had a KSI rate higher than the England average. There are several reasons for this including the proportion of rural roads and absence of motorways (statistically the safest). For the three-year period, 2021–2023, the average rate of KSIs for England was 44.3 per 100,000 of the population, compared to a rate of 66.0 for East Sussex, 61.6 for Dorset, 57.2 for Hampshire, and 57.1 for West Sussex. It should however be noted that it is difficult to make direct comparisons with other areas due to both methods of data collection and recording across police forces, and the differences in road networks and infrastructure.

Crash severity is recorded as the most serious injury occurring in an incident. This severity can be amended up to 30 days after the incident occurs. They are recorded to three levels:

- Fatal** where one or more road users are killed.
- Serious** where one or more road users is injured and retained in hospital as an ‘in-patient’ or any of the following injuries, whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.
- Slight** where one or more road users has an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

# East Sussex Road Safety Behaviour Change Programme

## The Road Safety Programme

With national figures showing the majority of collisions are caused by driver behaviour, ESCC has been working for a number of years with a range of partners to look at how we can inspire road users to change behaviour.

Working with The Behavioural Insights Team (BIT), and in partnership with other partners from the Sussex Safer Roads Partnership, ESCC has been running an innovative programme using data science to understand the causes of serious collisions and test interventions among priority groups that could potentially help to reduce the number of people being killed or seriously injured on East Sussex roads.

Evidence shows that the vast majority of KSIs result from driver carelessness or error. In addition, speed has been shown to be a significant factor in collisions. With this in mind, a number of the trials were aimed at people who have committed speeding offences, with the intention of reducing the rate of reoffending, and therefore (over time) reducing the risk of these drivers being involved in a serious collision.

# East Sussex Road Safety Behaviour Change Programme

## The Trials

A number of the behaviour change Initiatives and a trial to improve road safety through targeted infrastructure and speed management schemes at high-risk sites have delivered positive results.

Two intervention projects designed to inspire a change in driver behaviour on the county's roads have shown a reduction in reoffending among those caught speeding, while a third project has shown a reduction in the number of casualties at treated high risk sites.

## Notice of Intended Prosecution (NIP) Trial

In the first pilot, a proportion of drivers received an amended Notice of Intended Prosecution (NIP) letter and leaflet which simplified the form, addressed the misconception that collisions are out of drivers' control and explained the rationale behind speed limits. Over the six-month trial the rate of reoffending among this group reduced by 23 per cent compared to those receiving the usual letter and leaflet. This meant 170 fewer reoffences within six months than business-as-usual, or six per week, and this would translate to 560 fewer reoffences in Sussex if everyone in the sample had received the new leaflet and NIP. Last year, we shared the learning from this trial with the Home Office which was used to inform the development of a new National NIP.

## The Anniversary Trial

The second involved drivers with a speeding offence within the previous three years receiving a one-off letter during the new year period reminding them of their offence and encouraging them to drive more safely. An eight per cent drop in reoffenders was

recorded among the 55,000 drivers who received the letter compared to those who did not. Over the six-month trial this meant 80 fewer reoffences than business-as-usual, or three per week.

## High Risk Sites Trial

A third pilot focused on roads with the highest number of serious and fatal crashes and aimed to change drivers' behaviour by changing the appearance of the road and providing a consistent message to drivers along it. This included modifying road markings and signs, resurfacing, changing the speed limit and adding reflective posts. Results from 15 schemes have indicated a 49% reduction in the average number of crashes per annum and over a 60% reduction in the average.

## DVSA Trial

A new pilot was launched in February 2024, in partnership with the DVSA, targeting newly qualified young drivers, who are at high risk of being involved in a KSI collision. The pilot will use existing DVSA communication channels to engage with new drivers in the six months after they pass their test. Communications are designed to address a range of behaviours which influence driving, re-enforce the legitimacy of speed limits and the costs of driving unsafely, with the aim of reducing speeding offences within the target group.

The results will be known in 2025.

# How are decisions made?

In light of the volume of correspondence received from residents, Parish Councils, Councillors and MPs relating to requested road safety improvements throughout the East Sussex road network, a decision-making process has been designed.

All enquiries are assessed by a member of the Road Safety Team (RST) with any identified minor local improvements such as signing and road markings being funded from the team's small budget.

## Larger scale schemes

The development and delivery of small to medium scale local transport and road safety related schemes that would require some design input are assessed against the outcomes that support the six objectives of the East Sussex Local Transport Plan 4 (LTP4) which was adopted in October 2024. These objectives are:

- Deliver safer and accessible journeys.
- Support healthier lifestyles and communities.
- Decarbonise transport.
- Conserve and enhance our local environment.
- Support sustainable economic growth.
- Strengthen the resilience of our transport networks.

The assessment criteria was approved at the September 2025 LMTE and road safety measures will now be assessed against this.

A priority list will be published in October 2025 detailing the sites which will be taken forward for a detailed appraisal.

The process for making decisions is technical and does require professional and trained analysis of the issues and concerns raised to the RST and has proved effective in making the roads within East Sussex safer.

Please be assured that responding to some enquiries with standard responses does in no way alter the current assessment of the issues and concerns highlighted to the team regarding road safety. The purpose of this type of response is to provide greater amounts of staff time for the assessment of the road safety concerns raised and the work associated with implementing suitable and necessary amendments to the road network should the assessment deem them appropriate.

## Crash Data

The RST has access to Sussex Police crash data which enables them to identify the types of crashes that are occurring on our road network and those sites and routes of most risk. This information is usually updated by Sussex Police every month. The use of injury crash data ensures a consistent approach across the county and allows our limited resources to be targeted to those sites and activities that will produce the most impact in terms of casualty reduction for the benefit of all our residents. The reporting of crashes involving personal injury is fairly consistent across the whole national road network.

# How are decisions made?

## Community Focused Road Safety Schemes

The Council receives many requests for small scale road safety improvements to be made, including changes to speed limits, which do not meet the requirements to be considered as part of the Annual Road Safety Programme. To address these concerns £750,000 has been allocated from the Community Match underspend to deliver community focused road safety interventions.

Selected schemes address identified road safety concerns and are identified by considering a range of issues and specific site characteristics, weighted to define their relative priority. Current funding will enable a three-year programme of works to be delivered.

A two stage appraisal process is carried out for sites identified for consideration.

## Section 278 agreements

We understand that whilst some schemes may meet our policies and criteria, they are not always classed as a priority for East Sussex County Council. These schemes are often important to the local community so the County Council may agree to authorise schemes carried out and funded by third parties via a Section 278 agreement. This involves the third party entering into a legal agreement with the County Council, agreeing that it will become the third parties sole responsibility to secure funding and oversee the project which can take several years to complete.

It should be noted that for a scheme to be approved, it will need to be considered by the Lead Member for Transport and Environment and be subject to a 3 stage Road Safety Audit procedure, which can result in additional costs even once the scheme has been built.

# Speed Limits

**A significant proportion of requests ESCC receives relate to requests to amend speed limits and the deployment of preventative measures (e.g. speed humps or speed cameras) to tackle speeding and anti-social driving. We acknowledge that Parish Councils are often contacted about this matter too. Should you receive future enquiries of this nature, please review the information provided below.**

For speed limits to be effective they should be evidence-led, self-explaining to drivers and seek to reinforce a driver’s assessment of what is a safe speed to travel. They should encourage self-compliance.

The underlying aim should be to achieve a

‘safe’ distribution of speeds. The key factors that are taken into account when assessing local speed limits are:

- Existing traffic speeds
- Road characteristics and the surrounding environment
- Road function
- Composition of road users
- A study of the types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users or whether it needs to be changed.

(mph)	Road character and environment	Existing Average speed (mean)
<b>20 (including 20 mph zone)</b>	Reserved for town centres, residential areas or in the vicinity of schools where there is a high proportion of vulnerable road users in direct conflict with traffic.	Below 24mph for a signed only speed limit. Where average speeds are above 24mph, traffic calming measures will be required to reduce vehicle speeds.
<b>30</b>	Used in built-up areas with frontage access onto the road, such as urban streets and roads through villages and identified rural settlements with 20+ visible properties within a 600m length. On roads suitable for a 30mph limit, there will be a significant number of vulnerable road users in conflict with traffic.	Below 33mph.
<b>40</b>	Used in less built-up areas with properties set back from the road with frontage accesses indicating to drivers the need to slow down.	Below 42 mph.
<b>50</b>	On rural roads, dual carriageways or bypasses that have limited frontage development or are only partially built up.	Below 52 mph.

# Speed Limits

The principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between the speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.

East Sussex has a varied and complex road network where speed limits do change in accordance to the surrounding environment at regular intervals. The table below highlights where different speed limits could be applied in relation to a road's surrounding area.

Department for Transport (DfT) guidance states that:

**“the aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment.”**

**This should imply a mean speed [average speed calculated by adding all vehicle speeds together then dividing by number of vehicles] appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.”**

This is the value in maintaining a consistent approach across the road network so drivers' speed can reflect the road type and environment wherever they are.

The DfT guidance states that **“speed limits should not be used to attempt to solve the problem of isolated hazards such as a single road junction or reduced forward visibility, for example, at a bend.”**

Whilst Parish Council may receive requests to reduce a speed limit due to safety concerns, it is often the case that the collision rate can be

improved through other speed management measures such as clear signing and road markings or visually narrowing the available carriageway.

These alternative measures should always be considered before proceeding with a new speed limit as they may be more effective or simpler to implement.

Should the amending of a speed limit be the most suitable approach to make a particular road safer, then the estimated decrease in injuries and fatalities that a change to a speed limit could cause is an important factor when considering a speed limit change.

Another consideration when setting a speed limit is what the road looks like to the road user. Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

The vast majority of East Sussex's rural road network is subject to the national speed limit. On many of these roads, the majority of drivers are traveling below – sometimes significantly below – the speed limit because of the characteristics of the road. This is especially evident on C and Unclassified roads where the characteristics include very narrow lanes, bends, junctions and accesses.

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and layout of the road that respect the needs of all road users and raise the driver's awareness of their environment. These measures should enable

# Speed Limits

traffic authorities, such as ESCC, to deliver speed limits and actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits. The full range of speed management measures, which include traffic signing, road markings, vehicle activated signs, road humps and regulated parking to name a selection, should always be considered before a new speed limit is introduced and speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, for example at a bend.

Contrary to many people's expectations, reducing a speed limit does not lead to an equivalent drop in actual vehicle speeds. As set out in the DfT setting speed limit guidance, analysis undertaken internationally and the ESCC's own experience indicates that introducing a lower, signed only speed limit will achieve a decrease in average speed of 1-2 mph. Furthermore, this is only where it is obvious to a driver why the speed limit has been reduced.

Where there is poor compliance with an existing speed limit on a road or stretch of road, the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit.

If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better suits the speed limit to increase awareness of passing drivers.

The Speed Management Programme has an initial budget of £500,000, with additional on-going funding identified within future Capital Programmes. The Programme has assessed all A and B class roads within the county to ensure that the existing speed limits are the most appropriate for the road conditions and ensure that they are effective. 16 sites have been identified, 13 of which will see a lower speed limit and 3 will see measures introduced to improve compliance. The design, consultation and implementation will take place during 25/26 and 26/27.

Other considerations:

- The proposed speed limit needs to be appropriate in terms of the road environment and the likelihood of it being respected by the majority of drivers.
- The impact of traffic signs and road markings needs to be taken into account especially within rural areas.



# Sussex Safer Road Partnership

## What is it?

The Sussex Safer Road Partnership (SSRP) incorporates the three highway authority areas (ESCC, West Sussex County Council and Brighton and Hove City Council), National Highways, East and West Sussex Fire and Rescue Services.

The Partnership's main purpose is to identify and collaborate on pan-Sussex road safety initiatives to reduce the number and severity of casualties across Sussex.

Partners work closely with Sussex Police to reduce the number of people killed or seriously injured on our roads.

The core activity of the SSRP is casualty reduction through:

- education of road users including cycle training and behaviour change programmes
- engagement with the public to positively change behaviour on the road
- road safety engineering schemes

Examples of recent activities delivered by the SSRP include the Mobile Phone campaign outlined previously, which was led by ESCC, and the Theatre in Education programme which targets year 7 (11/12-year-olds) and 11 secondary school children (15/16-year-olds) which commenced in September 2025.



# Speeding enforcement

## How do you request a speed camera?

Speed cameras are operated by Sussex Police Road Safety Team. There is strict government guidance on the use of speed cameras that relates to the number of personal injury crashes that have been reported to the Police where excessive or inappropriate speed was a contributory factor. This helps to ensure that cameras are only used to improve safety and are not seen as a means to raise additional revenue. The criteria for the consideration of a camera follow these guidelines.

Should a resident enquire about a speed camera being installed in their local area, please email Sussex Police's Road Safety Team at [RoadSafety@sussex.police.uk](mailto:RoadSafety@sussex.police.uk)

## How do you report anti-social driving?

Speeding vehicle offences are a matter for police enforcement and should not be referred to ESCC.

However, their resources are relatively low for dealing with all traffic offences. Therefore, the Sussex Police has set up two schemes to enable residents to assist the police in targeting resources effectively and reducing anti-social driving behaviour across Sussex.

- **Operation Crackdown** has been set up to enable residents to assist the Police in targeting their resources and reducing anti-social driving behaviour. Drivers can be reported via the website at [www.OperationCrackdown.org](http://www.OperationCrackdown.org) or via telephone on 01243 642 222. If a vehicle is reported through Operation Crackdown the Police will send out a warning letter to the driver. Reports are kept on file for a 12-month period, so higher levels of intervention can be exercised if repeat reports are received in respect of the same driver. Reports submitted to Operation Crackdown provide real evidence that enables the police to justify targeting their resources at specific locations.
- **Community SpeedWatch** – a national initiative where active members of local communities join with the support of the police to monitor the speed of vehicles using speed detection devices. Drivers exceeding the speed limit are recorded and reported through the [Operation Crackdown website](http://www.OperationCrackdown.org) for appropriate action to be considered by Sussex Police.

# Signage

**The RST often receive enquiries from customers about the addition or amending of road signs in relation to concerns they have about road safety. These can relate to speeding, perceived hazards in the local area including deer or direction signs. Should you receive an enquiry from a resident regarding signage, please review the below information**

The [Road Traffic Regulations Act 1984](#) states that a “traffic sign” is an “object or device (whether fixed or portable) for conveying, to traffic on roads or any specified class of traffic, warnings, information, requirements, restrictions or prohibitions of any description”.

Highway Authorities are responsible for ensuring correct standards of signing on their roads and only they can erect traffic signs or permit their erection.

The use on public highways of non-prescribed signs which have not been authorised by, or on behalf of, the Secretary of State, is illegal.

Requests for new or additional signs will be considered by an experienced road safety professional to ensure that they conform to the relative legal requirements or follow national guidelines or best practice.

For a request for new, or amended, signage to be installed within East Sussex to be successful then it’s likely that the request would need to relate to an issue that is not readily apparent to a driver or is backed by a specific restriction or prohibition.

The latest guidance regarding suitable signage is available in [The Traffic Signs Regulations and General Directions 2016](#).

The main types of traffic signs are:

## Regulatory signs

Predominantly circular with a red border and include ‘Stop’ and ‘Give Way’ signs. These give instructions to drivers relating to an order, prohibition or restriction.



## Warnings signs

Warning signs are triangular with a red border. Guidance on the use of warning signs states that they should only be used to alert drivers to a potential danger that is not readily apparent. To be effective warning signs should be used sparingly so that their overuse does not desensitise drivers to their impact.



There is a lot of pressure nationally to reduce the amount of sign clutter on our roads and with the majority of the county being within an area of outstanding natural beauty (AONB) or a National Park it is important to ensure that signage is kept to a minimum.

The Road Safety Team (RST) has an extensive knowledge about how warning signs should be used and when they are likely to produce a positive impact in terms of road safety. An example of this is that the RST receive many requests for deer warning signs but the practice of installing signs at all locations where deer are witnessed is unsustainable in terms of installation and maintenance costs, leads to an increase in requests and is of little benefit in terms of road safety.

# Signage

## Direction signs



Rectangular in shape prior to a junction/roundabout and chevron ended at the junction mouth. The colour of a direction sign is appropriate to the status of the road to which it relates (green background for the Primary road network and white background for other roads). The design of direction signs is based on sound principles that deliver a clear and consistent message in an easily read format that allows a driver to identify the turning they require in good time to position themselves safely. To be effective direction signing should be clear and not overpower a driver with too much information. The design and position of an effective direction sign is therefore important and requires an in depth understanding of the relevant rules, regulations and standards.

## Vehicle Activated Signs

Vehicle Activated Signs (VAS) are devices that display traffic signs prescribed by legislation. Their use must therefore conform to the relative regulations and directions given by the DfT.

VAS only display the traffic sign to those drivers exceeding a programmed threshold. They should therefore only be used in support of standard static permanent signs that comply to the relevant requirements.



To ensure the avoidance of excessive installations of VAS, the Department for Transport (DfT) has issued guidance that safeguards their effectiveness thereby maximising their impact. This guidance states that VAS should only be considered when:

- There is an identified crash problem
- Inappropriate speed is a predominant factor in these crashes
- Standard traffic signing has not satisfactorily remedied the crash problem
- Safety cameras and/or engineered solutions would not be appropriate

We have an approved working practice for VAS (Appendix 1) based on the DfT guidance and national best practice which gives scope for their use in a range of circumstances. This is required to ensure that they are not overused and are only maintained and replaced at sites that meet the basic qualifying criteria. Conformity to the national guidance will ensure that VAS remain an important intervention that will have quantifiable road safety benefits targeted at those sites of greatest need.

Proportionate installation of VAS will also ensure that drivers recognise their importance and that they are maintained and replaced in line with agreed highways maintenance

# Signage

policies. The average cost of installing a VAS is between £10,000 and £25,000 dependent upon the presence of a suitable power supply. The average life expectancy of a VAS is five to ten years.

## Information signs



A range of signs used to provide information to a driver. They include signs for amenities, tourist destinations, car parks etc. They are only provided on traffic management grounds and are not permitted to advertise a particular business or attraction.

Applications for this type of signage should be sent to [customer@eastsussexhighways.com](mailto:customer@eastsussexhighways.com)

## Temporary signs

### Deer

The RST receives a significant number of requests for signage relating to deer each year. As the sites at which deer might regularly cross one year might change to the next, we make temporary 'Deer Crossing' signs available for use at locations where it's been identified deer presently are. These signs are put in for either three months, or for the duration of the rutting season. ESCC's deer specialist will decide the duration based on their knowledge.



Due to the likely movement of deer, temporary signs are more effective than permanent signs and more cost effective for the ESCC if liable for frequent movement.

## Speeding



National legislation states how speed limits should be signed so that they are consistent across the country. Where there is a system of street lighting, which is common throughout East Sussex, legislation does not permit the use of 30mph repeater signs, whether fixed or painted on the carriageway. However, ESCC has designed a range of temporary black and yellow posters for use in roads where residents have raised concerns, but permanent signage isn't permitted.

These posters can be put up in areas where concerns have been raised and stay in place for around three months as any longer lessens their effectiveness.

# Road Markings

**The Road Safety Team receive regular enquiries from customers regarding the possibility of adding or amending road markings. This could be related to a speeding concern or vehicles obstructing driveways in their local area.**

**Please review the information below should you receive an enquiry from a resident regarding a request for such work to be undertaken by ESCC.**

Road markings can provide a vital contribution to road safety by clearly defining the path to be followed, outlining hazards, separating traffic flow and identifying the road edge or centre on unlit roads. Road markings provide a continual message to drivers and can convey information and requirements to road users that may not be easily replicated by upright signs.

Road markings, which includes road studs

(commonly referred to as cat's eyes), are considered as a type of traffic sign and are therefore controlled by the same rules and regulations applied to upright traffic signs.

Whilst road markings are relatively inexpensive to provide, they do require continual maintenance and replacement as they become worn very quickly on heavily trafficked roads. They can also become less effective when snow or heavy surface water is present. Due to a driver's viewing angle, road markings are not effective over long distances. Their use must therefore be retained to those areas where they are most suited. They must also not be solely relied on to provide the necessary information to all drivers in all situations.

**New or amended road markings can be considered but priority would be given to those sites with an identified road safety issue.**



# School Crossing Patrols

**ESCC receives enquiries from concerned customers about school children’s safety and requests for school crossing patrols. Should you receive such a request, please review the information below.**

Duties relating to School Crossing Patrols (SCP) are not statutory. There is no requirement upon an authority to provide SCPs but if they elect to do so they must follow the relevant legislation. The law gives a SCP, appointed by an appropriate Authority (ESCC) and wearing an approved uniform, the power, by displaying a prescribed sign, to require drivers to stop. They are therefore considered as a formal pedestrian crossing facility. SCPs operating outside these conditions have no legal power to stop traffic.

All SCPs must be trained. Legislation requires ESCC “to provide requisite training” for its SCPs. National guidelines issued [Road Safety GB](#) provides guidance about how a SCP service should be operated. Adherence to this advice covers the authority against any claims that may arise, satisfies any issues relating to professional competence and provides a defence in cases of litigation.

## ESCC Policy

To ensure clarity and consistency, ESCC has an approved policy (Appendix 2) relating to the provision and management of the SCPs and this Policy adopts the national Road Safety Great Britain (RSGB) Guidance as the basis for operating the SCP service.

This policy ensures that patrols are provided at sites which meet the nationally accepted threshold based on the number of cars present at a location and the number of pupils crossing the road. SCPs are funded from the Road Safety Budget at sites that meet this

requirement. Sites outside this threshold are not funded by ESCC. However, the County Council will train, supervise and manage a patrol if a volunteer can be found or external funding is identified.

## Management and Staffing

ESCC has a “duty to satisfy themselves of the adequate qualifications of persons appointed to patrol”. The School Crossing Patrol Supervisors handle the appointment of all patrols including Disclosure and Barring Service checks, full training, appointment support, supervision, site risk assessments, health and safety issues, ongoing support and liaison with the local school/community regardless of how the site is funded.

Recruitment is a major problem facing the SCP Service as the level of pay and hours of work limit the attractiveness of a SCP post. Existing post holders usually have an affinity with the local area or the school concerned. [Recruitment is therefore undertaken within the local community](#) and any support given by Parish Council will be appreciated.



# Traffic Regulation Orders

**This section regarding Traffic Regulation Orders (TRO) should be reviewed prior to reviewing details regarding the topics [Heavy Goods Vehicles, Parking and Disabled Parking Bays](#) below.**

If necessary, a Highway Authority, such as ESCC, is able to regulate, prohibit or restrict the use of the highway in their area on a permanent, temporary or experimental basis, by way of a TRO.

TROs are required to implement:

- parking places
- waiting, loading and unloading bays
- speed limits
- double yellow lines
- one-way streets
- turning bans
- prohibitions of vehicles
- vehicle weight restrictions
- bus and cycle lanes
- taxi ranks

The formal process required to implement a TRO stipulates that various stages of consultation need to be completed prior to any introduction on street. Any objections received during the consultation stage need to be considered by the relevant authority. All unresolved objections are required to be reported to Planning Committee for resolution.

This process is time consuming and protracted, taking anything from six to twenty-four months to complete. It also has a significant impact in terms of staff and financial resource. The progression of a TRO is therefore only considered by the Road Safety team if:

- There is an identified road safety issue
- The restriction or prohibition is likely to be self-enforcing
- It is required to facilitate an identified scheme as part of the Integrated Transport Improvements Programme

# Heavy Goods Vehicles

**ESCC is often made aware of concerns from residents, primarily in rural parts of the county, regarding Heavy Goods Vehicles (HGVs) using the road network in their local area. Should you receive concerns from a resident regarding this matter, please review the information provided below. Please review the section on [Traffic Regulation Orders \(TROs\)](#) before this page.**

A significant number of the roads in East Sussex are not suitable for larger vehicles including HGVs but ESCC has very limited resources available for introducing TROs in order to limit HGVs from using these roads. It is therefore important that any TRO that we do progress is targeted at locations that offer the most benefit in terms of their contribution towards casualty reduction. As a result, the Road Safety Team would only be able to justify considering an investigation into a possible TRO for a weight restriction if there was a significant injury crash problem being caused by HGVs using the road in question.

We are unable to provide signage regarding HGVs simply upon request. Further to the rationale above, if we were to erect such signage each time we received a request, the signs would lose effectiveness. Upon each enquiry the team receives of this nature, the named route is assessed and if deemed appropriate, a TRO will be considered.

However, the introduction of a TRO is only possible if a more suitable alternative route is available to HGV drivers.

Our policy on implementing weight limits also involves an assessment of the road concerned to ascertain whether it is physically and environmentally unsuitable for such traffic. One of the main factors that would be considered in the assessment is the layout of the road including how straight it is.

It is important to note that any weight restriction does not prevent large or heavy goods vehicles from using the road if they have a genuine reason to access the road to deliver to a local property or business. The restrictions are difficult for the Police to enforce as they would have to follow the vehicle all the way along the route without it stopping before they could take any action.

Following the adoption of the East Sussex Local Transport Plan 4 (LTP4) (2024 – 2050) in October 2024, the County Council has developed a Freight Strategy for the county which will be a supporting modal Strategy to LTP4. The draft Strategy has recently been out to public consultations that ended in June 2025. The responses to these consultations are now being reviewed. The outcomes and final draft strategy will be presented to the Lead Member for Transport and Environment in autumn 2025.

# Parking

**The RST regularly receives enquiries requesting we implement changes to parking in their local area. If you receive such an enquiry from a resident, please review the information below. Please review the section on [Traffic Regulation Orders \(TROs\)](#) before this page.**

Parking control within the county is managed in two separate ways depending on the type of enforcement relevant to the borough or district. Sussex Police are responsible for the enforcement of parking restrictions unless it has been passed to the local authority by the introduction of Civil Parking Enforcement (CPE).

CPE has been introduced within the Boroughs of **Hastings** and **Eastbourne** and the Districts of **Lewes** and **Rother**. The management of parking within these areas has been transferred to our [Parking Team](#) so if an enquiry brought to your attention relates to one of these areas, please refer the enquiry to the Parking Team.

Wealden District is not within a CPE area and is one of only 6 district / borough councils in England and Wales who have not adopted CPE in their area according to the Department for Transport in November 2021.

The implementation of parking restrictions needs to be backed by a TRO. There is a significant cost implication involved to ensure that any new restrictions are fully investigated prior to the completion of the formal legal process and depending on the level of signing and road markings that are required for the introduction of parking restriction will cost in the region of £10,000 to £20,000 when officer time is taken into account.

Sussex Police have publicly stated that they will not enforce parking restrictions within non-CPE areas unless there is an identified safety issue or a serious obstruction and then only when resources allow. This approach has been endorsed by the Police and Crime Commissioner and the Chief Constable as it is felt inappropriate that residents of those districts not covered by CPE should benefit from additional Police activity that is not available to the residents of the other nine district / boroughs in East and West Sussex and the city of Brighton and Hove that they are responsible for.

A review of the services provided by the Road Safety Team resulted in a decision not to progress with any new parking restrictions in Wealden. Areas identified within Wealden where parking restrictions could be supported on road safety or traffic management grounds will be held on file.



# Disabled Parking Bays

**ESCC regularly receives enquiries from customers requesting disabled parking bays are introduced either close to their home address or in areas that they regularly visit such as town centres. If you receive correspondence regarding this matter, please review the information below. Please review the section on [Traffic Regulation Orders \(TROs\)](#) before this page.**

As a highway authority, we are able to 'restrict, prohibit or regulate the use of a road, or any part of the width of a road by vehicular traffic or by traffic of any class'. This gives us the power to introduce provisions such as disabled bays. However, the legislation requires that these are backed by a formal Traffic Regulation Order (TRO) – an expensive and time-consuming process open to objection.

[Adopted policy](#) states that disabled bays 'shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant'. This does not stop such bays being provided where there is an established need. The reason for this stance is that disabled drivers already have national dispensation from some parking restrictions which would normally allow them to park within a time limited bay for an unrestricted time and on double yellow lines for up to three hours.

In recognition of the timescales that are required to introduce formal TROs and the impact this has upon our resources, we have adopted a policy that allows disabled bays to be provided outside an applicant's home on an advisory basis. This has been in place

for several years and has generally been very effective and the bays can be implemented quickly. This does not stop a bay being backed by a TRO if it is being abused by non-blue badge holders to enable enforcement of the restriction.

An application for a disabled bay may be made by, or on behalf of, a blue badge holder. Consideration of a bay is based on traffic management grounds and the applicant meeting some basic mobility restrictions.

Should a resident wish to apply for a disabled parking bay, please refer them to [ESCC website](#).



# Other Duties

**As well as topics highlighted above, the Road Safety Team has additional responsibilities. Please see below a summary of these.**

## Road Safety Audit

Road Safety Audit is an independent, systematic and proactive assessment of a highway improvement scheme to identify potential hazards, recommend mitigating action and record subsequent responses to those recommendations. The sole objective of the process is to ensure that operational road safety experience is applied during the design and construction process in order to minimise future road crash occurrence and severity once the scheme has been built. It helps to ensure that any improvements have been designed and built to the highest safety standards.

The need for Road Safety Audits is nationally recognised and it is a legal requirement on the Trans-European Road Network. Whilst it is not a legal requirement on the local road network, the audit standard issued by the Department for Transport is recognised as national guidance and best practice.

ESCC approved policy relating to road safety audits adopts the national standard with some minor amendments to meet the needs of the local road network. The adoption of a formal approach recognises that the full national standard is disproportionate for some of the minor schemes and improvements undertaken on our network whilst ensuring that an independent, documented process, undertaken by suitably qualified and experienced practitioners, is completed in the best interests of the authority and all highway users.

## Strengthening Local Relationships

The Strengthening Local Relationships (SLR) meetings, held by parish and town Councils, are aimed at promoting effective two-way communication between parishes and towns, the local community and ESCC. SLRs aim to understand local issues relevant to all parties including the public highway. If requested, both Highways and the Road Safety Team (RST) attend meetings. If any other areas of County Council business are on the agenda, staff will direct the enquiry to the correct department.

East Sussex has 81 parish councils and 12 town councils, situated in Lewes, Rother and Wealden. ESCC attend SLRs of approximately 60% of all Town and Parish Councils each year.

SLR meetings are popular with town and parish councils. The openness of the meetings and appear to get a better understanding of the asset management approach taken by the highway service as well as the reasons behind decisions.

# Other Duties

## Cycle Training

Cycling is a healthy, sustainable, cheap and environmentally friendly means of transport or leisure activity. Cyclists are however vulnerable on our busy roads and it is therefore important that we prepare cyclists to enable them to stay safe and avoid injury.

The Road Safety Team provides a range of cycle training activities across the county. The bulk of our work is focused around the Department for Transport's Bikeability training programme.

Training courses for beginners to advanced level are offered at Schools, from our dedicated Cycling Centre based at the Eastbourne Sport Park or at sites in Hastings and Peacehaven.

RST also offer family based 'Whizability' fun events, adult cycle training, bike maintenance and cycle instructor training. We also undertake 'Wheels for all' cycle events aimed at children and adults with disabilities.

For details of our cycling activities and how to apply, please visit [County Council website](#).



# Contacting Road Safety

Should you wish to raise a concern or forward correspondence sent to you by a resident, please report it online at the [East Sussex Highways website](#) or via email to [Traffic.Safety@eastsussex.gov.uk](mailto:Traffic.Safety@eastsussex.gov.uk).

Upon receipt, your enquiry will be assessed and then forwarded to the most relevant team.

Please refrain from contacting officers directly.







## Public Safety TFG – Peacehaven Town Council 23/3/26

Via teams Liam Reilly Senior Road Steward, Alec Horner Residents association.

CH Vicky Onis, PTC. Cllr Ian Alexander, Cllr Sherral Wood, Cllr Mary Campbell, Mike Gatti, Peacehaven Focus Group.

**Welcome & Introductions** – Liam Reilly (LR), works as Senior Road Steward – he controls the 12 Road Stewards who assess the reports of potholes and other damage for repair. He admitted that he wasn't as technically qualified as the Road Stewards, he is a manager. Several areas were outside the work done by the Road Stewards – they only deal with repairs but not redesign of junctions or roads.

**No show from MP's office – email sent and response received**

### 1. Road disrepairs

- a. Sutton Avenue Roundabout – Details from LR - Due to the amount of work needed on the roundabout – estimated 100 Sq Metres needs replacing – this has been classed as planned maintenance, not on the 28 day repair scheme which is used for smaller areas of damage and potholes. LR indicated that a number of 5m x 5m patches would be undertaken on the road around the roundabout. No changes to layout are made – changes are processed by the Highways Safety Team, a separate section within ESCC.

Road repair response times information for small areas of damage.

Information from LR.

Depth of defect	Diameter of defect	No. of days for repair
Less than 40mm	Less than 300mm	Not actionable
40-59mm	Minimum of 300mm	28 days
60-90mm	Minimum of 300mm	5 days
100mm plus	Minimum of 300mm	2 hours

- b. Potholes between Kwik fit and Peacehaven. Raised by Cllr Wood – some of the potholes are outside of Peacehaven area but the road is used by many residents to access Newhaven and eastbound towns.

- c. Underground stream on A259 - advise whether there are any plans to address the underlying cause. **Not answered, outside LR's work area and knowledge.**
- d. Ashington Gardens. Quality of repairs and debris left behind raised by Cllr. Wood. 19 potholes in the road, some of the repairs are already breaking down.

Details and photos from Ashington Gardens. Discussed – photos showing road conditions still outstanding after some repairs carried out. 3<sup>rd</sup> photo shows a repair that doesn't completely cover the damaged area which may lead to an early breakdown of the repaired area. The 4<sup>th</sup> photo shows the debris removed from the pothole but left on the roadway. Discussion on quality management and performance indicators associated with the contract – Outside LR's work, but he indicated that both ESCC and Balfour Beatty (BB) have teams to carry out audits, both at repair and by desktop. **We need to ask for details of quality assurance of repairs, is every repair checked or is it a % of repairs, who by, how many are desk audits. Mention of BB using Sub Contractors for repairs – Peacehaven area covered by Drainline This could be an area where improvements may need to be made to QA, using someone from the higher level authority to perform the checks, potentially for a period of time or until a satisfactory result is seen.**

## 2. Pothole Machinery / Equipment

- a. Elastomac – our experiences. Cllr Wood indicated that very few of the repairs she has seen have the edges sealed as seen on repairs carried out in Brighton and other parts of the country. A number of repairs have failed shortly after completion, with the infill material being removed from the repair by vehicles driving over them. Some potholes – notably one on the A259 near Maloncho's Restaurant – were infilled following the contours of the pothole without breaking it out to a rectangular area or sealing the edges.
- b. JCB pothole machine? LR said that BB had attended a demonstration of the pothole machine but it had several drawbacks – it only prepared the hole for repair, it didn't infill the hole; it was very expensive to buy; transporting the vehicle around the county would need a trailer and a lot of planning

## 3. Administration Queries

- a) Closed Cases that are then reopened. Question asked about action taken with potholes that are reported twice or re-appear –

ESCC have indicated that the Road Stewards will link the new report to the existing number and close the new report – this can cause issues where the existence of an earlier report isn't known by the person making the second report – this looks like a report hasn't been actioned. Some repairs on the A259 are delayed by the need for temporary road closures or temporary traffic light controls having to be sourced.

B How repeated potholes are identified and recorded. See above

4. **AOB – urgent safety issues.** Mention of Well Pharmacy van driving on the pavement outside the Doctor's Surgery.

Vehicles are parking on the pavement outside the Co-op store on the seafront – staff have indicated that they have spoken to drivers but get a negative and sometimes abusive response, so have stopped taking this action. There are bollards at the pavement edge next to the car park.

Awaiting response from the surgery manager for a plan of action to improve safety. Last contact 22<sup>nd</sup> January 2026.

Date Received	Method of contact	Area	Category	Details of Complaint	Actions taken	Current Status	Days taken to close
17/04/2026	In Person	Non PTC land	Antisocial behaviour	Dangerous driving towards a registered on-road mobility scooter.	Suggested they contact the police - Operation Crackdown, and were advised of the Public Safety Working Group, and could also attend a Council meeting.	Closed	

<b>Committee:</b>	Planning & Highways
<b>Start Date:</b>	10/03/2026
<b>End Date:</b>	21/04/2026
<b>Status:</b>	All

Planning Committee - Action Plan

updated 20/10/2025

CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	UPDATE
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	<p>* 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.</p> <p>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</p> <ul style="list-style-type: none"> <li>operation downsway - drones will be used to combat anti social bikes and used across fields and areas</li> <li>Cllr Gordon-Garrett has been out speedwatching when enough volunteers to support, not enough volunteers.</li> <li>23/04 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.</li> </ul> <p>26/9 was reported at public safety that the speed watch have been regulary going out and have had some success. Please see Public Safety TFG notes.</p> <p>26/9 Black Cat application is still in progress, please see Public safety notes.</p>
2	26/02/2024	EV Chargers			<p>10/3/24 1st phase of installations in LDC have taken place with a company called Connected Kerbs. Peacohaven is likely to be in the 2nd phase possibly the Lewes District car parks, Rodenck Ave North, Piddinghoe Ave and Steyning ave.</p> <p>The LDC Officers want to evaluated the installation to make sure all satisfactory before proceeding with Phase 2</p> <p>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</p>