

PH2023

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Town Clerk

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

DRAFT Minutes of the meeting of the Planning & Highways Committee meeting held in the Anzac Room, Community House on 2nd July 2024 at 7:30pm.

Present: Cllr Gordon-Garrett (Chair), Cllr Campbell (Vice Chair), Cllr Studd, Cllr Gallagher, Cllr Sharkey, Cllr Davies, Cllr Seabrook

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

5 members of the public were in attendance.

1. PH2001 CHAIR ANNOUNCEMENTS

The Chair opened the meeting at 19:30, welcomed everyone, ran through the fire exit procedure, asked for phones to be switched off and announced the meeting is being recorded. The following announcements were made:-

- Friday 5th July 10:30am – 11:30am – Community House - Meet the Mayor
- Saturday 13th July 11am – 3pm - Towards Carbon Zero Peacehaven
- 17th July 2 – 4pm - Bingo
- Friday 19th July - Quiz
- 28th July – Civic Service
- 6th July – Telscombe Summer Fair

2. PH2002 PUBLIC QUESTIONS.

There were 4 public questions.

The first question was from a long-term resident in relation to concern with landslip at Rushey Hill, and who underlined the contents of the Report (item PH2009). Concern was expressed that there was no strategy within the County Council for dealing with landslips, no expertise within the council about what has been built before, or how to manage the area in the future, and that it was unclear as to whether there was any current monitoring. The resident explained that a lot of work had been carried out on the road, including drainage, described the history of the road, and expressed concern that more weight on the road is being added with repairs, which is not ideal for landslips, and cracks were now on both lanes. The question was what are the ongoing investigations at Rushey Hill?

The Chair thanked the resident for the information and question.

Another resident raised 3 questions. The first related to concern over the state of the south coast road pavements, and that increased pavement usage (bikes, electric scooters and roller skaters), and the weight of more housing was adding to their demise. The question was, what can Peacehaven Town Council do to improve the state of the pavement?

The second question was how did a new café built next to the post office get the go ahead when it does not have level street access and therefore does not conform to EIA (Environmental Impact Assessment) regulations?

As part of the access group, Cllr Seabrook expressed that it wasn't obvious in the plans that there was a step down and that it was the responsibility of LDC since they approve planning applications.

The third question queried what Peacehaven Town Council thought about only have 1 surgery in the town?

The Chair agreed that infrastructure is very poor, commented that with the release of the Lewes draft plan this year hoped that it would not encourage a lot of building, and confirmed that Officers would follow up the questions.

The Chair thanked public for the questions.

A resident raised concern over the decreasing width of the footpath in relation to the grass cutting.

3. PH2003 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

There were 0 apologies for absence.

4. PH2004 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

There were 0 declarations of interest.

5. PH2005 TO ADOPT THE MINUTES FROM THE 4th JUNE 2024

Cllr Gallagher raised that the minutes from the P&H Committee meeting on the 4th June 2024 had been recorded with the month missing after the '31st'.

It was noted that this was missing and would be updated (this has been subsequently added as January).

It was proposed to adopt the minutes from 4th June 2024.

Proposed by: Cllr Gallagher Seconded by: Cllr Sharkey

The Committee **resolved** to **adopt** the minutes of the 4th June 2024.

6. PH2008 GRASS CUTTING REPORT

The Meetings & Projects Officer ran through the report.

Cllr Gallagher explained that the section near to the Outlook has not been cut, and expressed that the emergency special cut mentioned before was priority.

Cllr Campbell emphasised the future grass cutting costs and explained that the plan was for the TFG to research other options, where a comprehensive report could be brought to Committee by September at the latest before Officers contact ESCC about the revised schedule.

A member of public left the meeting.

It was proposed to not go ahead with the recommendation for Officers to contact ESCC for the time being, but for the TFG to research future grass cutting options and bring a report back to Committee.

Proposed by: Cllr Campbell Seconded by: Cllr Sharkey

All in **favour**.

To research future grass cutting options.

Proposed by: Cllr Campbell Seconded by: Cllr Studd

All in **favour**.

Cllr Campbell commented that if anyone is interested helping in the research to contact an Officer, Cllr Campbell or Cllr Studd.

7. PH2009 TO NOTE THE REPORT ABOUT THE A259 BETWEEN TUDOR ROSE AND CRESTA DRAINAGE

Members suggested the information, photos and public questions be forwarded to ESCC Highways, County Councillors and relevant LDC Councillors and Officers, for instance Cllr Collier and Cllr Robinson.

Cllr Davies expressed LDC was carrying out a lot of work going on this, that along with himself, LDC Officers, and the county councillors were fully aware of the situation, and were taking it forward, and that an update from ESCC should be sought. He explained the reason LDC is involved is because of the grass cutting.

Cllr Davies to be liaised with on this subject.

The report was **noted**.

8. PH2006 TO NOTE AND REVIEW THE COMMITTEES BUDGETARY REPORT

Cllr Campbell queried whether the grass cutting was paid out of last year's budget rather than this year's, whereby it was confirmed that this would be checked with the RFO.

The budgetary report was **noted**.

9. PH2007 TO NOTE REPORT - UPDATE OF NEIGHBOURHOOD DEVELOPMENT PLAN (NDP) FROM CLLR GALLAGHER CHAIR OF THE STEERING GROUP FOR THE NDP

Cllr Gallagher updated Committee on the status of the plan, ran through the report, explained that it was an aid to the background and details of the NDP, that two town councils Peacehaven and Telscombe were the qualifying body; that the role of the steering group was to ensure regular meetings, and that the steering group did not write the plan, and was written by key figures and qualified professionals.

Cllr Seabrook expressed that it would have been useful if infrastructure had been included in the plan, and that it optional as per the Government's Neighbourhood Development plan website. Cllr Gallagher expressed she had been informed infrastructure could not be included, and would ask the Town Clerk to look into it.

Cllr Campbell appreciated for the work that had gone into the plan but was puzzled why the steering group was not the qualifying body when it was stated in a document that it was, and requested to see records of where the two councils had reached the decision to appoint consultants. And with regards to item 4 –the hub building was put forward for assessment - queried whether this came before committee or council for a decision. It was requested that the evidence for these queries to be found by Officers.

Cllr Campbell raised concern with adhering to an increase in housing numbers in reference to the NDP and the design guide, for instance at the valley road area, and also the Meridian Centre, if, for instance, a new application was ever to be put forward.

Cllr Campbell then expressed concern about Section 5 - a centre for Peacehaven Policy PT 37 & 38, which states the design code is part of NDP – as the Meridian centre has no provision for a civic centre.

Cllr Gallagher responded that the latest version of NDP has 37 policies, and that the items mentioned by Cllr Campbell had been removed; that the design code was not a planning document, but aspirational; that in 2017 there was already a plan in mind for The Hub; that the NDP designated where the land use should be and was the opportunity for the hub to be assessed, and provided a short cut to any planning applications.

20:32 – 1 member of the public left.

The report was **noted**.

10. PH2010 UPDATE ON ISSUES RAISED TO LDC

20:33 – 1 member of the public left the meeting.

The Chair explained that most of answers would be with PTC in September.

The updates were **noted**.

11. PH2011 VERBAL UPDATE ON PUBLIC REALM

Cllr Seabrook explained the issues with a new pole installed outside the newsagents at Roderick Avenue, including that was further restricting the width of the path.

20:36 – 1 member of the public left the meeting.

Members discussed the unsuitable position of the pole, and the Meetings & Projects Officer read out an email from B&H buses explaining their reasoning: "They are being installed to hold the timetable frames and flags - as when those old RTI's are replaced they won't have an extension box or anything on them - so every stop will have a pole unless a lamp post is in the suitable position. We also use these poles - with flags, to guide the driver where to stop".

It was proposed that Officers request clarification into the email from Brighton and Hove Buses, and for the pole to be moved.

Proposed by: Cllr Campbell Seconded by: Cllr Seabrook

All in favour

Cllr Seabrook suggested that the pole be moved near to the nearby wall, and Cllr Campbell requested clarification as to whether the RTIs were to be abolished.

12. PH2012 QUOTE FOR REPLACEMENT OF BOLLARDS SOUTH COAST ROAD

The Meetings & Projects Officer summarised the report.

Cllr Seabrook commented that the pavement was not designed for vehicles and would deteriorate.

It was proposed to not replace the bollards.

Proposed by: Cllr Gallagher. Seconded by: Cllr Sharkey.

All in favour.

13. PH2013 TO RECEIVE UPDATES FROM TASK & FINISH GROUPS (TFGs):

a. Public Safety Group

Cllr Seabrook explained there was no report, and that there will be a meeting in a couple of weeks.

b. Rights of way

The Chair confirmed there was no update.

c. Grass – cutting contract

Cllr Campbell expressed this had already been reported on.

12. TO COMMENT on the following planning application:-

PH2014 LW/24/0404 7 Tollgate Peacehaven

It was commented on that the plan was not to the rear of the building, but to the side, and that the neighbour was in favour.

It was proposed to support the application

Proposed by: Cllr Seabrook Seconded by: Cllr Sharkey.

All in favour.

13 TO NOTE the following Planning decisions:-

PH2015 LW/24/0403/CD

The Planning decision was **noted**.

17. PH2016 TO NOTE PLANNING & HIGHWAYS COMPLAINTS

The Committee **noted** this.

18. PH2017 TO REVIEW & UPDATE THE P&H ACTION PLAN AND AGREE ANY ACTIONS REQUIRED.

Cllr Seabrook said that the Pelham Rise Bus stop was now complete.

The Chair confirmed there was no further work for this committee for the Kaner Olette report.

Cllr Gallagher explained there was no further progress with the pond at Lake Drive pond, and would find out along with Cllr OConnor the best way to progress it. Then mentioned issues with grass not being cut in local LDC green spaces, that progress was being made with the toilets, and that LDC was responsible for Lake Pond Drive, Ashington gardens, the memorial park, and The Bricky, which needed priority in terms of safety.

19. PH2018 TO AGREE DATE FOR THE NEXT MEETING TUESDAY 30TH JULY 2024

The next meeting was **confirmed** as Tuesday 30th July 2024.

There being no further business the meeting ended at 20:54.

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19/07/2024

Peacehaven Town Council

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14:13

Detailed Income & Expenditure by Budget Heading 19/07/2024

Month No: 4

Cost Centre Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>200 Planning & Highways</u>							
4851 Noticeboards	0	650	650		650	0.0%	
4852 Monument & War Memorial	0	600	600		600	0.0%	
4853 Street Furniture	0	600	600		600	0.0%	
Planning & Highways :- Direct Expenditure	<u>0</u>	<u>1,850</u>	<u>1,850</u>	<u>0</u>	<u>1,850</u>	<u>0.0%</u>	<u>0</u>
4101 Repair/Alteration of Premises	48	2,500	2,452		2,452	1.9%	
4111 Electricity	470	1,092	622		622	43.0%	
4171 Grounds Maintenance Costs	395	500	105		105	79.0%	
4850 Grass Cutting Contract	11,536	11,536	0		0	100.0%	
Planning & Highways :- Indirect Expenditure	<u>12,449</u>	<u>15,628</u>	<u>3,179</u>	<u>0</u>	<u>3,179</u>	<u>79.7%</u>	<u>0</u>
Net Expenditure	<u>(12,449)</u>	<u>(17,478)</u>	<u>(5,029)</u>				
Grand Totals:- Income	0	0	0			0.0%	
Expenditure	12,449	17,478	5,029	0	5,029	71.2%	
Net Income over Expenditure	<u>(12,449)</u>	<u>(17,478)</u>	<u>(5,029)</u>				
Movement to/(from) Gen Reserve	<u>(12,449)</u>						

PH2026.

Dear Vicky

Enquiry ref: 18436086 - Pelham Rise, Peacehaven - request for fixed speed limit signage

Thank you for contacting us to enquire about the options for fixed speed signage in Pelham Rise.

The way that speed limits are signposted is set out in national legislation, this is to ensure consistency. Where there is a system of street lighting, 30mph repeater signs are not permitted including both upright signs and painted markings. As this road has a system of street lighting, we are unable to provide any extra signage in this location.

A permanent Vehicle Activated Sign (VAS) would only be considered if it could be demonstrated that there was a significant speeding problem which had resulted in a high number of crashes involving serious or fatal injuries. It is also worth noting that a fixed VAS is only effective over a short distance.

The Town Council may wish to consider a locally funded scheme for Semi-permanent Advisory signing triggered by passing vehicles and which display the speed of that vehicle. Such signs will be permitted only as a temporary installation, lasting no more than three months, but may be moved from site to site within a specified area. The criteria for the provision of semi-permanent signs are more flexible to reflect their temporary nature but must still be met to ensure their continued effectiveness is not lost through over-use. A scheme to provide temporary signs must be fully funded by the local community including any ongoing programme of relocation to new sites. I attach a copy of the Vehicle Activated Sign Working Practice which contains information on the Semi - permanent Advisory Signing. They are viewed as an educational tool and, as such, there is no need to demonstrate that there is a specific speeding problem but, we would usually advise that you establish that there is an actual problem, otherwise these can prove very expensive features that require a lot of work from the Town Council for no positive impact. Speed surveys can be commissioned through the Transport Monitoring Team at East Sussex County Council or through an independent traffic consultant.

If the Town Council feel that they satisfy the criteria requirements contained in the Working Practice, an application will need to be made to the Traffic & Safety Team in the first instance, supplying full details and plans of the locations where they propose to erect the device. If the Traffic & Safety Team are satisfied that the criteria requirements are met, a meeting can be arranged on site with a representative of the Town Council and an officer from the Licencing and Enforcement Team to ensure we are happy with any proposed locations before you formally apply.

The Working Practice requires that these signs are only in place for a limited amount of time and the Town Council may wish to identify a number of sites that meet the criteria where the sign could be of benefit to ensure the use is

maximised. The Town Council would be responsible for all aspects of the sign and its installation.

We have designed a range of temporary black and yellow posters, that include a road safety message, for use in roads where concerns of speeding have been raised but where permanent signing is not permitted. We will arrange for some of these to be put up at various points in Pelham Rise. They will stay in place for about three months as any longer tends to dilute their usefulness.

We have also identified some maintenance issues that have been reported to East Sussex Highways which includes faded road markings and carriageway condition.

The enforcement of anti-social and dangerous driving is the responsibility of Sussex Police, but as the resources they can dedicate to targeted enforcement is limited, we are receiving more and more complaints from local communities about anti-social and dangerous driving on the roads within which they live.

Residents can report anti-social and dangerous driving through the Operation Crackdown scheme. This scheme has been set up to enable residents to assist the Police in targeting their resources and reducing anti-social and dangerous driving behaviour in the community. Drivers can be reported via the website at www.OperationCrackdown.org or via the 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 if repeat reports are received in respect of the same driver, higher levels of intervention are exercised. I appreciate that it may not always be possible to record a driver's details, however, reports submitted to Operation Crackdown provide real evidence that enables the police to justify targeting their resources at specific locations.

Alternatively, residents can become involved with the Community Speedwatch (CSW) program which may help to reduce anti-social and speeding behaviour in their community. Further details can be found online at: www.communityspeedwatch.co.uk or contact our District Speedwatch Administrator, Steve O'Connell csw@sussex.pnn.police.uk

Thank you again for contacting us about this matter, I hope the above information is of assistance.

Yours sincerely



Senior Traffic and Safety Officer
Road Safety Team
Communities, Economy & Transport

Hi Vicky,

Thank you for your patience regarding the issue of the new poles installed at bus stops in Peacehaven. I understand the concerns from the Peacehaven Town Council's Planning & Highways Committee regarding the additional poles and their impact on the public realm.

Regarding the new RTI signs, they are indeed not compatible with bus stop flags, which are a requirement for clearly marking all bus stops. Typically, we aim to attach these flags to existing infrastructure like real-time information (RTI) signs or bus stop shelters. However, the new system introduced by East Sussex County Council (ESCC) does not support this integration, necessitating the installation of additional poles. Please see the examples below:



Old Sign

Newer Sign

Latest Sign and future replacements

To address your specific points:

New Poles for Timetable and Flags: The new extra poles are required because the poles that host the new RTPI displays do not have the necessary fittings to support the new flags. Therefore, to standardise the display and information and flags, we have installed a new bespoke pole. The new TFT screens might be mounted on existing poles, but these screens do not have an extension box or fittings for flags, as you can see from my examples above. Thus, each stop with a old RTI due replacement will have a new pole for the flags and timetables, unless a suitably positioned lamp post is available. This ensures that drivers have clear visual cues for stopping, as well as maintaining compliance with accessibility and information provision standards, ensuring our customers know where the bus will be stopping.

Obstruction and Accessibility Concerns: The new pole location at Roderick Avenue complies with all legislation and accessibility requirements for the footpath. It's worth noting that a redesign of the entire stop at Roderick Avenue would be ideal, but unfortunately, there is currently no funding available to support such a project. I recommend exploring alternative solutions with the council to mitigate congestion and ensure accessibility for all pedestrians.

We understand the concerns raised and will continue to engage with stakeholders to find a balanced resolution that meets regulatory requirements while considering local priorities for public space management. However, our priority remains to ensure a smooth experience for our customers using the buses.

Regards,

[REDACTED] | Head of Commercial Operations
Brighton & Hove Buses and Metrobus

T: [REDACTED]





Committee:	Planning and Highways	Agenda Item:	PH2028
Meeting date:	July 30 2024	Authors:	Vice-chair of Committee
Subject:	Disabled Person(s) Bus Pass		
Purpose:	To agree to request		

Recommendation(s):

That Committee request East Sussex County Council to extend the hours for free use of disabled person(s) bus pass, including on buses to Brighton

1. Background

In parallel with the pensioners' free bus pass, central government pays for a free country-wide bus pass for those with a qualifying disability that has 'a substantial effect on ability to carry out normal day-to-day activities.' This is limited to the hours 9.30am to 11pm (24 hours at weekends). Councils administering the scheme, in our case East Sussex County Council, can 'top up' the various free bus pass schemes at their own expense. In Brighton and Hove, the disabled person(s) ('disability') bus pass enables free travel for the full 24 hours every day on all B&H buses. West Sussex County Council pays for the same for West Sussex residents using the disability bus pass in West Sussex. In East Sussex, the disability bus pass is limited to the hours funded by central government, with three specific exceptions: the disability bus pass enables free travel on the 9.04 bus from Cuckmere to Eastbourne, on the 44A at 9.22, and the Compass bus number 123 from Newhaven to Peacehaven that leaves at 9.10. But that is all: other bus journeys before 9.30am have to be paid for. The current fare for a single bus journey is £2 (due to rise in 2025 under current plans).

The only bus from Peacehaven to Brighton Hospital is the 14C. Brighton and Hove (including West Saltdean) residents can use it to travel free at all times. But for East Sussex residents, the earliest 'free' 14C leaves Newhaven Station at 9.32am passes Meridian Centre at 9.47 and reaches Brighton Hospital at 10.17. This means that disability bus pass holders in Peacehaven have to pay at least £2 (£4 if they need to take another bus to reach the 14C route) every time they have a hospital appointment before 10.30am, or use a car. Earlier 14C buses leave Peacehaven Meridian Centre at 7.09 (comes from Newhaven, arr. Hospital 7.43), Peacehaven Meridian Centre 7.39 (arr 8.16), and 8.46 (arr 9.20). Not all Brighton medical appointments are at the County Hospital on the 14C bus route. Moreover, some Peacehaven patients are called, not to Brighton Hospital, but to Eastbourne Hospital (or even, reportedly, Lewes Hospital): this means changing buses. The same cost issues apply, but to an even greater degree.

It seems likely that residents with disability bus passes need to visit hospitals and clinics more often than other pensioners or the population in general. It therefore seems likely that extending the hours of the free disability bus pass on the 14C so that those with disabilities can attend morning hospital clinics would make a big difference to this group at very little cost to ESCC and provide a measure of equality for Peacehaven's disabled residents compared with those in Brighton, Hove and West Sussex. In fact, given current accessibility attitudes on public services, and the aim of all political parties to facilitate paid work for those with disabilities, there are arguments for removing the 9.30am restriction of the disability free bus pass altogether.

Working age holders of disability bus passes are likely to face extra costs and difficulties compared with other working age residents. Extending the free bus pass back to 7am for all holders of this bus pass might make it more worthwhile for such residents to commute to jobs.

2. Options for Council

1. To note this Report
2. To ask ESCC to extend the disability bus pass for East Sussex residents using the 14C to start from 7am
3. To ask ESCC to extend the disability bus pass for East Sussex residents using the 14C and 12/12A to start from 7am
4. To ask ESCC to extend the disability bus pass to all East Sussex/ Brighton and Hove buses from 7am
5. To ask our Member of Parliament to request Government to change the starting hour for the disability bus pass for non-pensioners (not the pensioners` bus pass) to 7am countrywide and provide funding for this change

3. Reason for recommendation

- (1) At the least, to enable disabled bus pass holders to attend hospital free of transport costs
- (2) At the most, to implement changes that accord with general principles of Equality and Accessibility

4. Expected benefits

a. The community

Better accessibility to hospitals for disability bus pass holders

Make commuting to a job more worthwhile for holders of disability bus passes

b. The environment

Decline in car usage insofar as disability bus pass holders may currently drive (or be driven) to hospital appointments or to work before 11am

c. Other

Satisfies PTC role of advocating for its residents, especially residents with extra needs.

5. Implications

5.1 Legal	Rectifies possible breach of equality/accessibility laws
5.2 Risks	
5.3 Financial	Extra cost to public purse of fares
5.4 Time scales	
5.5 Stakeholders & Social Value	Disability fairness and support at low financial cost
5.6 Contracts	
5.7 Climate & Sustainability	
5.8 Crime & Disorder	
5.9 Health & Safety	Improves hospital access
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	See above



Committee:	Planning and Highways	Agenda Item:	PH2029
Meeting date:	July 30 2024	Authors:	Vice Chair of Committee
Subject:	Update on the bus service improvement plan		
Purpose:	To note		

Recommendation(s):
To note & agree

1. Background

There are many developments and bus-related activities in progress that could affect Peacehaven residents. Last autumn saw the major Bus Service Improvement Plan consultation on the A259 between Telscombe and Eastbourne (see Appendix A for financial allocations). ESCC later announced that it would be actioning some of the Telscombe proposals, but would not be going ahead at that time with proposals that it had put forward for the Peacehaven stretch of the A259. A proposal to speed up morning buses to Brighton by extending the A259 westbound bus lane back from Central Avenue to (say) Cairo Avenue was put forward by Peacehaven TC (even though it had not been proposed by the BSIP team). But it was not taken up by BSIP. There may be another round of BSIP funding at a later date.

Developments since then include:

- White lines repainted and new bus lane signs installed on A259 westward running up to Telscombe Cliffs lights.
- ESCC states that A259 back to Cairo Avenue is too narrow for bus lane extension
- Telscombe Residents Association and Brighton BusWatch member Alec Horner draws up a `wish list` for bus policy for Telscombe and Peacehaven (Appendix B)
- ESCC sets up a consultation group, (a `non-political advisory and engagement group` meeting twice a year, called `Enhanced Partnership Forum`) for local non-councillors including user stakeholders and bus operators (Appendix C). PTC Projects Officer is a member.
- Chair and Vice-Chair of P&H, and PTC Projects Officer met Alec Horner informally at his request to discuss bus-related topics on July 16

2. Options for Council

1. To note the Report

2. To consider whether to prepare a PTC `wish list` to put forward to ESCC and BSIP teams, or take other action

2. Reason for recommendation

To inform Committee

3. Appendices

Appendix A: Proposed Apportionment of BSIP Allocation.

Appendix B: Alec Horner's 'Wish list' for bus policy for Telscombe and Peacehaven.

Appendix C: The two-page Enhanced Partnership Forum Draft Terms of Reference.

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APPENDIX 1: PROPOSED APPORTIONMENT OF INDICATIVE BSIP ALLOCATION

Table A1 – Proposed Apportionment of Indicative BSIP Allocation

DfT Category	Category	Title of scheme	Total cost of project		
			Scheme Costs	Sub Totals	
Bus Priority Infrastructure	Hailsham - Polegate - Eastbourne Movement Access Corridor	Completion of phase 2 of bus priority scheme	£4,000,000		
	A259 Eastbourne Seaside Roundabout	Provision of bus lanes entering and through the roundabout on the NE (A259), SW (A259) and on Lottbridge Drive (A2290 south) arm of the roundabout	£1,250,000		
	Eastbourne Bus Rapid Transit 'BRT'	West - Upperton Road south of the A259/A2270 junction	£2,750,000		
		East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout	£3,250,000		
	Eastbourne – Sovereign Harbour	Willingdon Drive, Shinewater - bus lane (westbound) on Lottbridge Drive	£2,250,000		
		Lottbridge Drive, Hampden Park - bus lane on Lottbridge Drive and on Lottbridge Drive	£750,000	£20,000,000	
	Newhaven to Seaford	Bus Gate: North Harbour and South Harbour of Sovereign Harbour	Improvements on A259 Seaford (Station Approach)	£500,000	
		A259 Newhaven Town Area	Newhaven Town Centre Ring Road – virtual bus priority at traffic signals and signal controlled pedestrian crossings		
			Bus Lane/infrastructure on A259 east of Denton roundabout (eastbound and westbound) between The Drive and Denton roundabouts and Drive Road between Drive roundabout and Newhaven Town rail station/bus interchange	£3,250,000	
	Peacehaven to Saltdean TLP	Reconfiguration of the bus stop provision at Denton Corner		£500,000	
		Bus priority measures on South Coast Road	Traffic Light Priority at up to 33 Junctions	£1,500,000	

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APPENDIX B: Alec Horner's 'Wish List'

Encouraging and improving public transport usage – possible future BSIP suggestions – in order of desired priority

Infrastructure wish list for Telscombe and Peacehaven

1. Extension of the westbound bus lane between Cairo Avenue and Central Avenue (Telscombe Cliffs Way).

This might need to be reviewed if Grassmere Avenue is restricted (especially during the morning peak) and extended further back eastwards.

2. Reviewing the use of Grassmere Avenue as a 'rat run'.

3. Implementing bus priority at all pedestrian traffic signals in Telscombe and Peacehaven to speed up bus journey times

4. Improved bus stop infrastructure, including hardstanding, Kassel kerbs, shelters and real time information signs in line with the Chartered Institution of Highways & Transportation guidance for bus infrastructure.

5. Rebuilding and widening of St Peters Avenue and Ambleside Avenue (between St Peters Avenue and Manor Drive) to the Chartered Institution of Highways & Transportation guidance for bus route widths.

Bus service wish list for Telscombe and Peacehaven

1. Extending service 23 (University-Lewes Road - Queens Park- County Hospital -Marina) along the A259 to Telscombe Cliffs – North Peacehaven Loop - Meridian Centre- Newhaven (Denton Corner/Sainsburys) to give improved connectivity.

Service 14C would consequently no longer need to either serve Eastern Road (for the RSCH) or extend beyond Peacehaven serve Newhaven/Sainsbury's during the daytime. Service 14 could probably revert from a 15-minute to a 20-minute daytime frequency to part fund the 23 extension.

2. A common integrated fares system throughout Sussex including buses and trains (such as an 'Oyster card' with daily caps) and a common 24-hour availability for disabled pass holders.

3. 30-minute bus frequency 24 hours a day, with an enhanced N14 night service between Brighton Station and Newhaven.

4. Introducing a new service 15X between North Peacehaven Loop- Newhaven- Denton Corner (Sainsburys) Paradise Park non-stop to Lewes (Phoenix Causeway/High Street)

5. Extending service 47 from East Saltdean to Meridian Centre, as suggested in the draft local neighbourhood plan, then via Arundel Road to Newhaven (Sainsburys)

The next step would be to have these suggestions costed.



Enhanced Partnership Board (Bus Services)

Enhanced Partnership Forum - draft Terms of Reference

1. Statement of Intent

The Enhanced Partnership (EP) Forum supports the Bus EP Board by reflecting and reporting on the views of wider stakeholders and representatives regarding bus services across East Sussex.

2. Purpose

The EP Forum (EP) is a non-political advisory and engagement group. It can provide constructive challenge, external insight and make recommendations to the EP Board, and related working groups.

The EPF can comment on the direction of travel of the EP Board and feed in concerns arising from stakeholders. |

3. Members

- Member(s) of the EP Board
- Representative from Transport Focus/Bus Users UK
- Officer representatives from:
 - Hastings Borough Council
 - Eastbourne Borough and Lewes District Councils
 - Rother District Council
 - Wealden District Council
- Non-political representatives on behalf of the parish and town councils for
 - Lewes, Rother and Wealden local councils
- Representatives of bus passenger user groups (non-political)
- Commercial bus operators
- Community bus operators
- Health and care sector - via representative of NHS for East Sussex
- Members of business representative organisations
- Neighbouring Local Transport Authorities (LTAs)
- Representative from Transport for the South East (TfSE)
- The Traffic Commissioner or their representative
- Representative from train operating companies in East Sussex
 - Southern (Govia Thameslink)
 - Southeastern (SE Trains Limited)

4. Role and responsibilities

The chair of the EPF shall rotate between the LTA (East Sussex County Council) and a nominee of the bus operators.

The EPF shall



Enhanced Partnership Board (Bus Services)

- Contribute to the monitoring of progress towards EP Plan targets
- determine stakeholder and engagement priorities.
- identify partnership-wide engagement opportunities.
- support the promotion of bus travel and associated initiatives.
- provide input into any other related matter as appropriate

5. Meeting Frequency

The EP Forum will meet twice a year. Due to the number and range of members it is expected that meeting will be conducted virtually.

If members are unable to attend, they will be given the opportunity to comment on papers before meetings and up to five working days following meetings.

6. Decision-Making

The EPF is not a decision-making body. This is in part due to the number and range of members. It cannot approve financial expenditure.

As stated above, it can make recommendations to the EP Board and related groups. Should there be a proposal which the EPF wishes to send to the EP Board and agreement cannot be reached, majority vote can be used. However, proposals can be agreed, altered or rejected by the EP Board or related groups where this is deemed necessary.

7. Secretariat

Secretariat of the EPF shall be provided by the LTA, East Sussex County Council.

The Secretariat will circulate papers to the EPF seven days in advance. Presentations will be circulated following meetings.

All papers and presentations remain confidential to members of the EPF unless explicitly stated otherwise.

Data from the EP Board will be shared with the EP Forum on this basis.

8. Record of meetings

Draft minutes will be circulated to members ten working days after the Forum has met.

Final minutes will be circulated seven working days before the next meeting.

9. Review of Terms of Reference

As per the Bus Service Improvement Plan (BSIP), the Terms of Reference of the EP Forum are to be agreed by the EP Board. The EP Forum may amend these terms of reference, but these will be confirmed by the EP Board as appropriate. The EP Board shall have the final say on membership of the EP Forum.

George Dyson
Town Clerk

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

Committee:	Planning and Highways	Agenda Item:	PH2030
Meeting date:	July 30 2024	Authors:	Cllr Kiera Gordon-Garrett, Chair
Subject:	Concern for public safety in the play park at the Dell		
Purpose:	To decide		

Recommendation(s):

To ask an officer to enquire from ESCC their intentions to replace the damaged railings on the A259 by the Dell play park.

1. Background

The Dell play park sits quite close to the South Coast Road. In the past, enquiries have been made to move the play area further away from the road, but the expense was thought to be too high. Recently the barrier on the south side of the A259 by the roundabout at Sutton Ave, has been damaged by a vehicle.

2. Options for Council

1. To decide to ask an officer to follow up this problem with ESCC
2. Do nothing

3. Reason for recommendation

Public safety. Could more robust barriers be installed and possibly extended a little further west along the play park boundary? This could further protect the park from heavier HGV's crashing through the barrier, especially with more HGV's predicted on the roads with the Morrison's development taking place over the next two years?

4. Expected benefits

- a. **The community:** Improved safety
- b. **The environment**
- c. **Other:** To advocate for Peacehaven residents

5. Implications

5.1 Legal	
5.2 Risks	
5.3 Financial	None
5.4 Time scales	
5.5 Stakeholders & Social Value	
5.6 Contracts	
5.7 Climate & Sustainability	
5.8 Crime & Disorder	
5.9 Health & Safety	Improve the safety of residents in the play area.
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	

6. Appendices



PH2044

Complaint No.	Date Received	Method of contact	Area	Category	Details of Complaint	Actions taken	Current Status
223	27/06/2024	Email	Non PTC land	Grass verges	verge not cut outside residents house when the rest of street cut.	reported to escc but have since been advised that it has now been cut.	Referred to ESCC
224	01/07/2024	In Person	Non PTC land	Grass verges	dangerously long grass at botton of Chene Road.	have added to fix my street and will report on the escc website.	Referred to ESCC
226	01/07/2024	Phone	Non PTC land	Fly Tipping	mattresses and other items dumped lincoln avenue	reported on fix my street	Referred

PH2045

Planning & Highways Committee - Action Plan

updated 17.07.2024

CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	UPDATE
1	03/09/2019	Public rights of way TFG - Concrete path from Lower Hodderm Farm to Centenary Park.	Cllr Griffiths requested help from other councillors filling in evidence forms (extend of usage prior to 2005)	Cllr Griffiths - ongoing	23/05/23 - Committee agreed members for the TFG - Cllr Griffiths, Cllr Gordon-Garrett, and a member of the public. 5/9/23 Cllr Seabrook - the concrete path, that this is now open again so the work of the public rights of way TFG will need to resume. 01/03/24 extended concrete path open
2	09/08/2022	Speed activated sign	For the Public Safety TFG to investigate, discuss, and liaise with Teiscombe Town Council about the speed activated sign, and report back to the P&H Committee.	Committees & Assistant Projects Officer	Next meeting date set for 29th July at 9.30am - schools, local PCSO, fire safety representative, school PTA, governors will be invited. Still no attendance from the schools. Assistant Projects Officer has forwarded the schools information on Ellie Thornton foundation where grants of £500 are available to improve the safety of children entering and exiting schools. Road Safety Officer Steve O'Connell will be shortly visiting schools to discuss as no attendance at the public safety meetings. * Need more volunteers to support speed checks, so that data can be collated for the purchase of a SID. Need volunteers and data in order to purchase a SID we need regular data to prove problem areas. PTC have advertised for volunteer's numerous times along with 2 speed watch presentations held by police traffic officer Steve O'Connell. Only 2/3 residents attended the sessions and didn't volunteer. Another option to speed along this process would be to purchase a speed strip which can be set up to record the speed of cars for a week 24/7. The approx. cost will be £500 * operation downsway - drones will be used to combat anti social bikes and used across fields and areas * defib at CH - needs to be fixed to wall inside or outside. Research operation of applying to Police Property Act Fund (PPAF), to help go towards installing outside. * safe spaces - need to promote to local businesses - Cllr Seabrook to provide statement of the benefits of the safe space app which has been taken away. This statement will be forwarded on to Police & Crime Commissioner (PCC) who were previously funding the app. * a safety event was discussed - this could be included at next years summer fair with all emergency services invited. Police Road Safety Officer happy to bring a police vehicle along for children. Next meeting date 29th July 2024
3	31/10/2023	Lake Drive Pond	The pond needs some care and to bring it back to the happy thriving place for wildlife it once was.	Committees & Assistant Projects Officer	CAP Officer has been trying to push for a ecologist (management plan for nearly 2 years. Pond is in poor state, stagnant and wildlife has all disappeared. 22.11.23 Email sent (with attached 2 year timeline) to councillors & Andy Frost for an update on this pond due to resident complaints and concerns - awaiting response 2 x emails sent to Cllr Julia Carr 21/12/ & 8/1 on Cllr Donovans request due to having interest to help with the pond. no response, Cllr Carr unable to help. 12/4 Cllr Gallagher has contacted Chris Bibb
4	26/02/2024	EV Chargers			10/3/24 1st phase of installations in LDC have taken place with a company called Connected Kerbs. Peacehaven is likely to be in the 2nd Phase possibly the Lewes District car parks. Roderick Ave North, Piddinghoe Ave and Steyning ave. The LDC Officers want to evaluated the installation to make sure all satisfactory before proceeding with Phase 2