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**LEWES
TOWN
COUNCIL**

To: Cllrs Catlin (Wischhusen); Dean; Eiloart; Li; Milner; Murray (S); O'Keeffe

A Meeting of the Working party formed to address traffic-related issues in Lewes will be held on **Tuesday 26th July 2011**, in the **Yarrow Room, Town Hall**, Lewes at **11:30am** which you are requested to attend.

S Brigden, Town Clerk
7th July 2011

AGENDA

1. ELECTION OF CHAIRMAN

To elect a Chairman for the Working Party.

2. APOLOGIES FOR ABSENCE:

To receive apologies from members of the working-party who are unable to attend.

3. MEMBER'S DECLARATIONS OF INTEREST:

To note declarations of any personal or prejudicial interests in matters on this agenda.

4. MINUTES

To agree minutes of the meeting held on 16th December 2010

(attached page 3)

5. PUBLIC QUESTION TIME

To receive any questions from members of the public.

6. BUSINESS OF THE MEETING

To continue the work of previous meetings, in assessing practical issues involved in addressing the remit of the working-party, and evaluating information gathered so far.

In particular; this meeting will address the issues of:

- a) Update on miscellaneous matters in progress
- b) 20mph speed limit for Lewes
- c) ESCC review of Lewes on-street parking scheme

Background documents attached

Background documents attached

For further information about items on this agenda please contact the Town Clerk at the above address.

PUBLIC ATTENDANCE: Members of the public have the right, and are welcome, to attend meetings of the Council – questions regarding items on this agenda may be heard at the start of each meeting with the Chairman's consent, and subject to time available. Questions or requests to address the Council should, whenever possible, be submitted in writing to the Town Clerk at least 24 hours in advance. **PLEASE NOTE:** As space is limited in the council Chamber, we would appreciate advanced warning if you plan to attend in a group; perhaps with neighbours, or to bring a party of student observers. We may be able to arrange for the meeting to be held in an alternative room.

General questions can be raised at our offices between 9am-5pm Mons- Thurs; 9am-4pm on Fridays – our staff will be pleased to assist.

Distribution: Cllrs Catlin (Wischhusen); Dean; Eiloart; Li; Milner; Murray (S); O'Keeffe
and **ESCC Cllr C Maynard, ESCC Cllr R St Pierre, Mr Rupert Clubb ESCC Director of Transport & Environment**

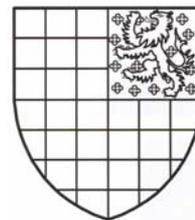
Copies for information:

All Councillors; Lewes Library; T/Hall Noticeboard; LTC website; Sx.Express; E.Argus; Sx.Police; N Baker MP; ESCC; LDC; Friends of Lewes

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MINUTES

of the meeting of the **Working Party** formed to address traffic-related issues in Lewes held on **Thursday 16th December 2010**, in the **Council Chamber, Town Hall, Lewes** at **11:00am**.

PRESENT Cllrs L F Li; M Milner (*Chairman*); S Murray; J Sinclair; Dr M Turner (*Mayor – ex officio*) also present (*not nominated to serve on Working party*): Cllr J Stockdale; Cllr R Murray.

In attendance: S Brigden (*Town Clerk [TC]*)

TIWP2010/07 **APOLOGIES FOR ABSENCE:** Apologies were received and accepted from Cllr Barker, due to a work commitment, and O Keeffe, who had a family commitment.

TIWP2010/08 **DECLARATIONS OF INTEREST:** There were none

TIWP2010/09 **MINUTES:** The minutes of the meeting on 24th August 2010 were signed as an accurate record.

TIWP2010/10 **PUBLIC QUESTIONS:** There were none. (No public or representatives of the press were present)

TIWP2010/11 **BUSINESS OF THE MEETING:**

i] *Pedestrian crossings* – The Council intended to provide a crossing in Church Lane, Malling, but this decision had been revisited in light of a proposal to upgrade/relocate a crossing near to The Nurseries on the A26 Malling Street to provide a full pedestrian-controlled crossing, and a question regarding the route to Priory School in Mountfield Road. Following a brief discussion on the current situation, it was decided to recommend to Council that crossings be installed in Church Lane without further delay, in line with the original decision.

ii] *Snow & Ice clearance from footways* – Members considered the situation caused by ESCC's unilateral declaration that Parishes should act as first contact for residents' groups or businesses seeking the provision of additional, local, roadside salt-bins. It was generally held that the ESCC policy was poorly-considered insofar as it allowed applicants to deal direct with ESCC should a parish council *not* agree to help with a request. It was understood that: whilst it may operate straightforwardly in smaller rural parishes, larger/urbanized parishes may have some difficulty in agreeing to every likely request, and may not consider additional bins to be an efficient solution to their local problems. Some parishes were understood to have already declined to support such requests in any way. Members were keenly-aware of the problems experienced in many parts of Lewes but were concerned that the Council did not have the resources to actively administer a network of local roadside bins. Further; they were mindful of the potential difficulties attendant upon obtaining re-supply of rock-salt, which become more acute as weather conditions worsen. Councillors were interested to learn some of the statistics and practical experiences recounted by those involved in the highways service, and relayed by TC. There followed a long and detailed discussion and consideration of several sites already promoted by residents and Members. Practical issues were identified and several ideas considered but discounted. It was finally decided to recommend that Council set-up a budget of £3,000 from which grants may be offered to applicants who are constituted bodies, to cover the purchase cost of a roadside bin (currently £145). This would leave the organization concerned to arrange and fund installation and first filling (currently £130) and

subsequent refills (£70). The Council would thereby endorse such applications to ESCC. A secondary budget of £1,000 was recommended to provide bins at locations considered to be important, but where no identifiable community existed nearby. These would be owned and administered by the Town Council. One such site, agreed to be in urgent need of a salt-bin, was Willeys Bridge.

iii] *Parking regime* – Members were interested to learn of the recent preliminary seminar hosted by East Sussex County Council (ESCC) to introduce their programme for the next review of the Lewes scheme, and their chosen consultants; Atkins. Cllr S Murray had attended with Cllr Chartier and the Town Clerk and she summarized the presentation that had been offered. It had been repeatedly stressed that there was not to be a “referendum” on the continuance of the scheme, but a structured enquiry into the most appropriate refinements. Atkins’ representatives had outlined their approach, and introduced their staff team and proposed timetable. This process was scheduled to begin in early 2011, and Members reaffirmed their intention to hold County Councillor Lock to his earlier promise of a meeting before that process began. It was agreed that a clear viewpoint should be researched and codified in advance of any such meeting, and Members were asked to submit individual views as “bullet-points” to Cllr Milner and/or TC by early January.

iv] *“Landport Fork” junction A275/A2029 Offham Road* - A letter had been received from a resident of Offham, a regular user of this difficult junction, recounting correspondence with ESCC over the dangerous layout. Members were asked to consider their view of the issues raised, and to resolve their position. After some detailed discussion it was agreed that ESCC should be asked to consider extending the 30mph limit to a point North of the fork. This was considered a simple and practical suggestion, yet one that might offer significant improvement. ESCC should also be asked to accord a high priority to a review of safety at this spot.

TIWP2010/12

CONCLUSIONS/RECOMMENDATIONS to COUNCIL:

It was agreed that:

1. Council should be asked to initiate the early construction, by ESCC, of a pedestrian crossing in Church Lane, Malling; financed by LTC’s existing fund held in reserve for this purpose.
2. Council should be asked to set-up budgets, and agree a basic policy, for the provision of additional roadside salt-bins; all as outlined at minute TIWP2010/11 ii] above.
3. Council should be asked to agree the immediate installation of a salt-bin at Willeys Bridge.
4. ESCC should be asked to consider extending the 30mph limit to a point North of the “Landport Fork” junction of the A275/A2029 Offham Road.

The meeting closed at 12:35pm

Signed:

Date:

Steve

Thank you for your e-mail dated 14th January concerning various traffic related issues and projects. I will deal with each of the issues you raised in turn.

1. Pedestrian Crossings

I note that the Town Council would be willing to fund the construction of the two crossings on Church Lane near the Police HQ and Barn Lane. The cost of £15,000 per crossing was an indicative estimate provided by Michael Oates and was very much based on our past experience of such schemes, however as each site is different and we would need to undertake some preliminary design work to determine exactly how much each crossing might cost in order for you to make a firm decision on whether to go ahead. As I am sure you understand our design resources for the coming 2011/12 financial year are heavily committed delivering our main programme of works. We have had a number of requests to undertake additional design work and I will be in a better position to advise you as to whether we will have the capacity available to undertake this work during the forthcoming year at the end of March 2011.

Turning to the two crossing sites on Mountfield Road and Brighton Road (near Clevedown) that you enquired about, these sites have been assessed under our existing policy on the provision of pedestrian crossings. The site at Mountfield Road was included on the priority list approved in July 2009 but that on Brighton Road (near Clevedown) did not meet the relevant pre-qualification criteria and has not been considered further. A subsequent request for a crossing facility on Brighton Road near Houndean Rise has also been assessed which did meet the relevant criteria for further consideration

2. Footpath alongside C7 nr Cranedown, Lewes

There are currently no plans to upgrade the above footpath. Any improvement works would have to be funded from an external source, such as a developer or other third party contribution.

3. Traffic Flow At Junction of A275 Nevill Road/Spital Road/De Montfort Road

Whilst this junction layout may be unusual, it does enjoy a very good safety record with only one slight personal injury accident recorded in the latest available three year period from the records available from Sussex Police. The visibility to the left upon exiting Spital Road is restricted by the presence of the building line and this could not easily be improved. Equally, the turns for De Montfort Road and Spital Road are very close together and, whilst it is understood that there may be confusion at times as to whether a south bound driver is turning in to one or the other, the driver exiting Spital Road should not make the manoeuvre until it is clear where the southbound driver is intending to go.

In view of the safety record and the fact that the turn is in the urban area where junctions are not normally signed unless they exhibit a poor safety record, there are no plans to change the layout of this junction.

4. Traffic Flow At Junction of Market Lane into Fisher Street

This junction enjoys an excellent safety record with no recorded personal injury accidents in the latest available three year period. The introduction of mirrors is not authorised under the signing regulations (The Traffic Signs Regulations and General Directions 2002). As a consequence, specific authorisation has to be obtained from the Department for Transport to site a mirror on the highway. Any application would need to be supported with evidence from the crash record, however this site has an excellent crash record history and therefore such a request can not be justified at this time.

5. Parking Controls at Junction of Old Malling Way with Church Lane

I am aware that you have already requested that this issue be looked at within the scope of the Lewes Parking Review.

6. Landport Fork Junction A275/A2029 Offham Road

We have had ongoing correspondence with a local resident about this junction requesting major improvements, such as a roundabout or traffic lights. The junction is extensively signed on both approaches with yellow backed warning signs on the northbound approach, SLOW markings, central hatched markings and Advance Direction Signs on the southbound approach.

There have been two slight personal injury accidents and one fatal at this junction. The fatal accident was reviewed at a recent Fatal Crash Meeting with the Police but no highway related factors had contributed to it. In view of this and the fact that the extension of the 30mph speed limit was not recommended as part of our recent speed limit review of the A and B roads in the County, there are no plans to extend the speed limit to a point north of the Fork.

7. Grit Bins

You asked in a subsequent telephone conversation who you should contact in the County Council concerning the possible introduction of grit bins. Please contact either Phil Jacobs **01273 482987** (phil.jacobs@eastsussex.gov.uk) who is a maintenance inspector or Tim Guyton who is a Licensing and Enforcement Manager Tel: **01273 482821** (tim.guyton@eastsussex.gov.uk).

I hope this serves to answer the points raised in your e-mail.

Regards

Mark Valleley

Team Manager -Transport Planning
East Sussex County Council
County Hall, St Anne's Crescent
Lewes, East Sussex BN7 1UE

Steve Brigden
Town Clerk
Lewes Town Council
Town Hall
High Street
Lewes
BN7 2QS

4 - JUL 2011

Date
30 June 2011

Our ref
CM/03423

Dear Steve,

CONTRIBUTION TO ASSIST THE INTRODUCTION OF A 20MPH LIMIT IN LEWES

Thank you for your letters dated 14 April and 13 June 2011, concerning the introduction of a 20mph speed limit in Lewes. I must apologise for the fact that you did not receive a response to the first letter that you sent in April.

The County Council welcomes the offer of a £5000 contribution from Lewes Town Council towards the cost of the introduction of a 20mph limit.

I am sorry if you felt that the Committee Report was unclear about the precise geographical extent of a Lewes scheme. I have enclosed a copy of the report and with hindsight it would have probably been helpful to have included a map showing the precise extent of the town centre scheme. However, from my reading, the report and the appendices clearly refer to a town centre scheme costing £5000. To be clear, we would not be able to provide a town wide limit for £5000, even if this were permissible under the current regulations relating to 20mph schemes. For your information I have enclosed a copy of a plan that shows the extent of the proposed town centre 20mph speed limit.

As you may be aware, the Regional and Local Transport Minister, Norman Baker MP, has recently announced changes to regulations governing the way in which 20mph schemes are introduced as part of the Department for Transport's ongoing Traffic Signs Policy Review. We are hopeful that the changes to these regulations will allow more local flexibility with less regulatory signing being required, but the full detail will not be known until later this summer. Any proposed work in Lewes may benefit from these changes and we will share the further information with you when we have it.

Our capital programme of local transport improvements for 2011/12 was approved in March this year. No provision was made in the programme for any work on the Lewes town centre 20 mph limit as an external funding source had not been identified. We are now fully committed to delivering the schemes that are in our agreed programme for this year and, for that reason, we would only be able to start further work on the Lewes 20mph scheme as part of our 2012/13 programme.

The proposals for a 20mph town centre speed limit would need to be subject to public consultation and, as highlighted in the attached report, we would anticipate some opposition if the scheme still requires the introduction of additional signs. I would need to consider the results of this consultation in my role as Lead Member for Economy, Transport and Environment before making a decision as to whether the scheme should proceed to implementation.

I would like to thank you again for the offer of funding and I hope this letter serves to set out the way forward. I have asked Mark Valleley from our Transport Planning team to get in touch with you in the next few days to discuss how this issue can be taken forward.

Yours sincerely

A handwritten signature in black ink that reads "Carl Maynard". The signature is written in a cursive style with a long horizontal stroke at the end.

Councillor Carl Maynard
Lead Member for Transport & Environment

Copy to Councillor Ruth O'Keeffe - Local Member
 Councillor Rosalyn St Pierre - Local Member
 Rupert Clubb – Director Economy, Transport & Environment
 ETE Admin (03423)

Committee	Lead Cabinet Member for Transport and Environment
Date	26 July 2010
Report By	Director of Transport and Environment
Title of Report	Petition Calling for the introduction of a 20mph speed limit throughout Lewes
Purpose of Report	To consider the response to a petition calling for the introduction of a 20mph speed limit throughout Lewes.

RECOMMENDATION: The Lead Member is recommended to advise the petitioners that:

- (1.) the request for the introduction of a 20mph speed limit covering a large part of the town including the main arterial routes does not meet the national or local criteria governing the introduction of such limits;**
- (2.) although it would be technically feasible to introduce a 20mph limit in a limited area of the town, the limited potential benefits in terms of any speed reduction or accident savings do not justify the use of County Council's increasingly limited financial resources at this time; and**
- (3.) the County Council would be willing to consider the promotion of a 20mph limit in the town centre area or residential areas of the town should external sources of funding be identified.**

1. Financial Appraisal

1.1 No provision has been made in the 2010/11 capital programme for the introduction of a 20mph speed limit. The scheme is on the indicative list of schemes for potential funding as part of future year's capital programme agreed by the Lead Cabinet Member for Transport and Environment on 22 March 2010. The estimated cost of the introduction of a 20mph limit in the town centre area of Lewes is £5,000. Given the recent announcements from the Government about the potential cuts in the amount of funding that will be available in future years for local transport improvements and the limited benefits that a 20mph limit is likely to deliver, any expenditure from the County Council's increasing limited financial resources cannot be justified at this time.

2. Supporting Information

2.1 At the County Council meeting on 30 March 2010 Councillor St. Pierre presented a petition to the Chairman containing more than 1500 signatures, calling on the Council "to introduce a 20mph limit throughout the town of Lewes". A copy of the petition and supporting documentation is available in the Members' room. A copy of the covering statement for the petition is contained in Appendix A. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners be invited to address the Committee. The Chairman has referred this petition to the Lead Cabinet Member for Transport and Environment.

3. Comments / Appraisal

3.1 There are two main ways in which 20mph can be introduced; either as a signed area wide 20mph limit without any speed reducing features, or as a 20mph zone, including self enforcing traffic calming measures. More information about the options for implementing 20mph speed limits, the

criteria that need to be met to enable their introduction, an assessment of their effectiveness and the work that has been undertaken to date on the possible introduction of a 20mph limit in an area of Lewes, is set out in Appendix B.

3.2 The specifics of the 20mph limit scheme proposed by Living Streets in their petition consists of the introduction six gateway features on roads leading into the centre of Lewes, each with a traffic calming measure in place. Thereafter, in the remainder of the area it would consist of signing alone and roundels in the road. However, the specifics of this proposal would not meet the criteria governing the introduction of 20mph schemes set out in Appendix B in the following ways:

- it would result in the introduction of a 20mph limit on main traffic routes into the town where speeds are currently greater than 24mph without the self enforcing speed reduction measures in place at the required intervals. This would mean that the scheme would require additional enforcement resources from the Police who would therefore be unlikely to support its introduction;
- the relatively low level of casualties in the town means that the introduction of the scheme could not be justified as a casualty reduction measure.

3.3 Following the receipt of the petition from Living Streets, the Friends of Lewes wrote to the County Council supporting the call for a 20mph limit in the residential areas of Lewes but with the speed on the approach roads being retained at 30mph. A copy of their letter is set out in Appendix C.

3.4 Investigative work has been undertaken on the possible introduction of a 20mph signed speed limit, without self enforcing measures, in the core area of the town centre. Further details about this work are set out in Appendix B. There may be other residential areas of the town, off main through routes, where average speeds may be less than 24mph and where it would be technically feasible to introduced signed speed limits. However, given the limited speed and casualty reduction benefits that would be delivered by either a town centre scheme or a scheme covering a residential area of the town, even a relatively modest level of capital expenditure can not be justified at this time from the increasingly limited County Council resources. However, the County Council would consider promoting a 20mph scheme in an area of Lewes in the event that funding from an external source could be identified. Any 20mph speed limit would be likely to generate objections from those opposed to the introduction of additional signage in the town.

4. Conclusion and Reason for Recommendation

4.1 There are clear national and local criteria governing the introduction of 20mph speed limits. The proposal from Living Streets does not meet these criteria in a number of ways. It would be technically feasible to introduce a 20mph limit in the town centre area or the residential areas of the town where average speeds are 24mph or less but given the limited benefits that such schemes are likely to deliver, the County Council would only consider promoting such schemes in the event that external sources of funding could be identified.

RUPERT CLUBB
Director of Transport and Environment

Contact Officer: Alan Cook Tel No. 01273 482263

Local Members: Councillor O'Keeffe and Councillor St Pierre

BACKGROUND DOCUMENTS: None

Appendix B - Background information on the introduction of 20mph speed limits.

1. Introduction

1.1 The purpose of this Appendix is to set out the ways in which 20mph speed limits can be introduced, the current national and local requirements relating to the introduction of 20mph limits, provide an assessment of their effectiveness and the investigative work that has been undertaken to date on the possible introduction of further 20mph limits in Lewes.

2. National and local policy guidance governing the introduction of 20mph speed limits

2.1 Under current national regulations and local policy guidance, there are currently two ways in which 20mph speed limits can be introduced:

- as 20mph limits – on roads where average speeds are 24mph or less, which are then signed with entry and exit signs and regular repeaters at points throughout the area.
- as 20mph zones – introduced on roads where average speeds are greater than 24mph. The zone is signed with entry and exit signs with traffic calming features introduced at 100m intervals to ensure that the zone is effectively self enforcing with average speeds being kept at 24mph or less.

2.2 In accordance with national guidance, signed only speed limits without calming features will only be introduced on roads where average speeds are 24mph or less. This is because if they were introduced on roads where the average speeds were greater than this in the absence of traffic calming features the limit would be unlikely to be self enforcing.

2.3 The other general criteria that need to be met in addition to the requirements about average speed are set out in policy PS4/30 (as amended). The policy states that 20mph zones and limits will only be pursued where:

- there would be casualty reduction benefits, particularly involving vulnerable road users;
- the lower limit would form part of an area wide traffic calming scheme a safe route to school or a town centre traffic management scheme; and
- the lower limit would be effectively self enforcing and would not require an unreasonable level of enforcement by the police.

2.4 Guidance from the Department for Transport is clear that neither 20mph limits nor 20mph zones should be implemented on roads with a strategic function or on main traffic routes where there are likely to be higher volumes of through traffic and larger vehicles¹.

3. Review of impact of 20mph limits and zones.

3.1 A considerable amount of research has been undertaken on the impact of 20mph limit and zones. This has demonstrated that the implementation of signed 20 mph limit without calming features only resulted in a 1 mph reduction in average speed². By contrast, the introduction of 20mph zones across the country has generally resulted in reductions of 9mph³ in average speeds.

4. Work on the possible introduction of a 20mph speed limit in Lewes

¹ Traffic Advisory Leaflet 09/99 (*20 mph Speed Limits and Zones*) (DETR 1999a)

² Update of guidance on setting local speed limits, Department for Transport,(2009).

³ London Road Safety Unit: Safety Research Report No. 2, Transport for London (2003)

4.1 In 1995 the County Council introduced a 20mph zone in the Southover area of Lewes. The scheme included a variety of calming measures and materials appropriate for use in a conservation area and cost £500,000 to implement. The scheme subsequently won an award from the Civic Trust.

4.2 In 2006 the Transport and Environment Scrutiny Committee set up a Project Board which undertook a review of setting local speed limits in urban East Sussex. One of the recommendations coming out of the review was that:

“The County Council should develop a pilot 20mph zone that enables some of the alternative ideas, both resident self help and minimal engineering approaches, to be developed and evaluated. The outcome could be used as a shop window of ideas and good practice for use across the county. Areas for consideration as a pilot should include Lewes, various urban seafronts, Heathfield and Crowborough”.

4.3 Following the Scrutiny Report, the possible introduction of advisory “20’s plenty” signs in Lewes was investigated. This is a non regulatory sign which at the time was being trialled in Scotland. The proposal was to use the “20’s plenty” sign as a platform to trial the alternative approaches recommended in the Scrutiny Review. However, following consultation with the Department for Transport, the Government Office for the South East (GOSE) rejected the County Council’s request to use this sign, questioning its effectiveness. This decision from GOSE removed the possibility of a pilot project to trial the alternative approaches recommended by the Scrutiny Committee.

4.4 Traffic speeds were measured at a number of locations in the core of the town centre in August 2007 (19 sites in all). The results of these surveys demonstrated that average speeds on the roads in the town centre were below 24mph. Traffic speeds were also measured at three locations in the outer part of Lewes. The average speeds recorded at these three locations were greater than 24mph.

4.5 One of the objectives of the area wide speed limit introduced in Portsmouth was to address an identified accident problem. Records show that there have been few personal injury accidents in Lewes. In the three year period between May 2007 to April 2010 inclusive, 25 recorded injury crashes occurred within the area where the average speeds were recorded as being at or below 24mph. An analysis of the factors that contributed towards these reveals that none of them involved vehicles travelling in excess of the speed limit and in only one case was the fact that the vehicle travelling too fast for conditions (but not necessarily in excess of the speed limit) identified as a contributory factor. Given the small reduction in speeds that is likely to result from the introduction of a 20 mph limit, the introduction of a 20mph in the central area of Lewes could not be justified as an accident reduction measure.

4.6 On the basis of the results of the speed surveys undertaken in Lewes town centre, a 20mph limit could be introduced in the core of the town as the average speed is below 24mph. There may be other residential areas of the town, off main through routes, where average speeds may be less than 24mph and where it would be technically feasible to introduce signed speed limits. It is estimated that a signed only speed limit could be introduced in the town centre at a cost of £5,000. The introduction of a 20mph limit would involve the introduction of additional signage into the town centre conservation area. Even though many of 20mph repeater signs would be on existing street furniture, their introduction would be likely to generate objections especially in view of the limited speed reduction benefits that the scheme would be likely to deliver.



- KEY**
- Existing Southover Area 20mph Zone (introduced 1997)
 - Existing 30mph speed limit
 - Proposed Cliffe Area 20mph Zone (Planned Implementation summer 2008)
 - Proposed 20mph speed limit
 - 20 600mm dia. sign to diagram no. 670 (11 no.)
 - 30 600mm dia. sign to diagram no. 670 (8 no.)
 - 300mm dia. repeater sign to diagram no. 670 (53 no.)

- NOTES**
1. All diagrams nos. refer to The Traffic Signs and General Regulations 2002.
 2. Proposed signing will require six new posts (coloured black) to be installed. All other signs to be mounted on existing street furniture.

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Rev	Revision details	Chkd	Appd	Date
	Desd: P. Smart		✓	For comment
	Chkd: C. Walker			For tender
	Appd: A. Jupp			For construction
	Date: 08/10/07			As constructed
	File ref: Z:\TWESHWA\SHP\PRW07009 LEWES 20mph\WKG01			



Client
**TRANSPORT AND ENVIRONMENT
TRANSPORT STRATEGY**

Project Name
LEWES 20MPH SCHEME

Drawing Title
GENERAL ARRANGEMENT

Original Drawing Size : A1
Scale : 1:1500 Dimensions : -

Drawing No
W07009/01

NOTES regarding LTC discussions on 20mph speed limit issue.

Annual Town meeting 29th April 2004

ATM2004/01 TRAFFIC SPEED MANAGEMENT

Mr Robert Cheesman, representing the Friends of Lewes, thanked the Mayor for the opportunity to present to the meeting. He outlined the Friends' involvement and gave background to the original District Council "*Sustainable Transport*" document. This had recommended 20mph speed limits and improvements for pedestrians and was generally considered to promote a "Better Lewes". Transit times would not be badly affected and several statutory bodies were in agreement. The Friends had formally requested 20mph limits and ESCC officers were preparing advice for their lead Member. The Friends and Lewes Access Group proposed to campaign for wider 20mph limits.

Some general comments were passed: Cllr Borowski noted that as a visually-impaired person she supported such initiatives as "Living Streets". She noted that more pedestrian crossings were needed, especially opposite the Railway station. Cllr Anderson quoted some safety statistics prepared by Transport 2000, on the risk of death at scaled speeds. He was keen on the promotion of "Home Zones".

There was wide support from the meeting for more crossings, paving improvements generally, and the principle of pedestrian priority in designated areas.

The meeting unanimously supported the call for 20mph speed restrictions to be widened.

Full Council 26th July 2007

FC2007/26 ACTIVITIES OF WORKING PARTIES AND OUTSIDE BODIES:

(a) Nominations were requested, to form a working party to address traffic safety issues within the town, in consultation with other bodies as appropriate

It was resolved that

FC/2007/35.1 A Working Party, consisting of **Cllrs Barker; Black; Borowski; Dean; Li; Milner; Murray (S); O'Keeffe & Sinclair** will be formed, under the Chairmanship of Cllr Milner, as Lead Member for Environment & Tourism, to research traffic-related problems in Lewes and formulate recommendations to Council.

Remit: The group will consider any matters related to traffic (including volume and speed) holistically across the town. Recognized issues include the Kingston Road C7; Malling Hill and the A26, the Offham Road A275; Brighton Road; "secondary" routes such as Mayhew Way, South Street and Bell Lane, and other long-standing issues such as noise-nuisance from the A27 Lewes by-pass; a 20mph limit in the town centre; and pedestrian safety in Station Street. Matters associated with traffic safety, such as parking; are to be considered in context.

Traffic issues Working party 25th September 2007

TIWP2007/01

8 It was stated that the ESCC scrutiny committee wished to be “more adventurous” with 20mph speed limits. The Department for Transport claimed that a Scottish experiment - “Twenty’s Plenty” – had not been effective. ESCC’s design team were investigating mandatory 20mph zone extensions which might include the whole historic core; the Pells; High Street and beyond to be coupled with a “hearts & minds” campaign to make Lewes a 20mph town. There was a distinction between a 20mph *limit* (available to ESCC where current average speeds were less than 24mph), where signs and “repeaters” would be needed, and a 20mph *zone* which was defined at its thresholds and required traffic-calming measures which made it an expensive option.

Traffic issues Working party 1st October 2008

TIWP2007/02

- ⊕ *20mph limit* – no further developments were known, and there were no traffic-calming works imminent. The Scottish “*Twenty’s Plenty!*” initiative was not legal in England at present, although the Department for Transport was researching this.

Traffic issues Working party 29th April 2009

TIWP2008/13

- ⊕ *20mph limit* – These long-standing proposals were in abeyance pending anticipated regulatory changes. The Scottish “*Twenty’s Plenty!*” initiative was not legal in England at present, although the Department for Transport was researching this. Another issue was the current requirement that such schemes be “self-enforcing” – *ie* based on existing mean traffic speeds. Mr Oates outlined the legal distinctions and differing technical requirements for *zones* and *areas* – notably the need for traffic-calming within *zones*. It was noted that Portsmouth had a city-wide scheme and was reportedly very happy with its operation. Mr Oates undertook to ask his colleagues to provide the Council with an official update on the proposals, periodically.

Traffic issues Working party 26th August 2009

TIWP2009/06

- ⊕ *20mph limit* – These long-standing proposals were still in abeyance pending anticipated regulatory changes. ESCC’s Lead Member for Transport & Environment had been scheduled to discuss implementation of a pilot scheme in central Lewes at a meeting of Lead Members during the Summer. This would now be considered towards the end of the year, due to the recent publication of a new National Road Safety Strategy, and the anticipated release, in the early Autumn, of an interim study by the Department for Transport of the recently-introduced scheme in Portsmouth.

FC2010/123

LEWES TOWN 20mph SPEED LIMIT:

On behalf of Cllr Milner, who was on holiday, Cllr Chartier presented a notice of motion (NOM013/2010) (a copy of which is in the Minute Book) calling for Lewes Town Council to support the implementation of a 20mph speed limit in Lewes. East Sussex County Council (ESCC) had decided to not proceed with a scheme, citing limited financial resources and implying that this could be revisited if a contribution were made by third-parties. It was proposed that Lewes Town Council might expedite a scheme by providing the £5,000 funding estimated by ESCC to be required. There was some discussion as to the geographical extent of the “scheme” referred-to in the ESCC decision, which was not clear, and general agreement that any such limit should be town-wide.

Following a detailed debate regarding scope of the scheme, **it was resolved that:-**

FC/2010/123.1 Lewes Town Council will open negotiations with East Sussex County Council, through the Traffic Issues Working Party, to implement a Lewes 20mph speed limit scheme; and commits up to £5,000 to implement the project, with details to be discussed including the extent of the area to be covered.

PUBLIC QUESTION RECEIVED:

Please find below a question for the Town Council. Given it covers both an item on the agenda and a matter of public concern I trust this satisfies the criteria. I cannot be sure yet if I can attend the meeting so would be grateful if I could be emailed the standard written reply on Friday morning:

I am delighted to see a motion put forward to support the implementation of a 20mph speed limit in Lewes. Given widespread cynicism such popular items are on the agenda only when an election comes around it may help counter some of that perception if those Councillors who have professed support for this idea months or even years ago could explain how they have proactively pursued this aim, with particular reference to when formal approaches have been made to ESCC to establish if Lewes Town Council can help, as communication between ESCC and Lewes Town Council appears to have been a barrier.

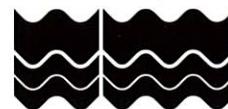
Further, having spoken to many residents and the local police regarding the speed and traffic issue in Lewes I would hope the debate will clarify whether the Town Council will have any say over how any money contributed is spent, and what public consultation to this end might occur.

Steve George

30th March 2011

ANSWER by the Mayor, Cllr Dr Micheal Turner:

The Council has supported this proposal from its outset. Since inception in 2007, this council’s Traffic Issues Working Party has the topic included in its remit and ESCC officers have attended several meetings. Minutes of Working Party meetings are publicly available. Most recently, discussions with ESCC and local groups promoting a scheme have been held by the chairman of the working-party, who is unfortunately on holiday at time of writing, and unavailable to offer an update to the matter. Principles underlying a 20mph scheme and ESCC’s position are clearly understood, and there is no “barrier” to communication. Any contribution made by this Council would have clearly-understood conditions attached as to its purpose, arising from any technical or legal advice. Consultation in such matters is the responsibility of ESCC, as Highway Authority.



Lewes Parking Review – tell us what you think.

At the start of 2011 an independent review of the parking controls in Lewes and the surrounding villages of Barcombe, Falmer and Ringmer was undertaken. As part of this review, residents, businesses and visitors were asked for their views. We also invited comments from people in the Lewes Coastal Towns about their local parking issues. Details of the findings from those consultations are contained in reports produced by Atkins.

The consultation identified a number of key parking issues. As a result of this feedback, we are seeking views about a number of proposals. We are seeking views now about Lewes Town and the villages and will be doing the same for the Coastal Towns in September.

The proposals in Lewes town and the villages include:

- Free parking on Bank Holidays;
- Change in operational times;
- Revision of existing Controlled Parking Zone (CPZ) boundaries (see Figure 1) to include additional roads and make zones smaller and easier to understand;
- The introduction of double yellow lines at junctions to improve pedestrian and road safety; and
- A number of street specific recommendations.

A report with the findings and the proposals can be found on the County Council's website www.eastsussex.gov.uk/haveyoursay, or by contacting Atkins on 01372 756902.

We would like to ask your opinion about a number of these proposals. Even if you provided your views before, we are still interested to hear what you have to say.

In this questionnaire we are asking for your views about the general proposals for Lewes, Ringmer and Barcombe. If you are interested in commenting on the street specific proposals you can complete a number of other questionnaires. You can find out more about these additional questionnaires:

- On the County Council's website www.eastsussex.gov.uk/haveyoursay;
- From the Parking Shop, High Street, Lewes;
- In Lewes library;
- By visiting one of the following surgery sessions:

11 th July, 1-7:30pm	Main Hall, New Village Hall, Barcombe
12 th July, 1-7:30pm	Small Hall, Village Hall, Ringmer
13 th July, 1-9pm	Christ Church, Prince Edwards Road, Lewes
16 th July, 10am-5pm	Lecture Room, Lewes Town Hall, Lewes
20 th July, 1-9pm	St Thomas à Becket Church Hall, Lewes

Please hand in your completed questionnaire(s) at one of the surgeries or return them by 31st July 2011 using the envelope provided, or to the following freepost address:

East Sussex County Council, Economy, Transport and Environment,
Ref: LPR, FREEPOST (LW43), Lewes. BN7 1BR.

Any information that you provide will be treated in the strictest confidence and will be used to inform the County Council's decision making process

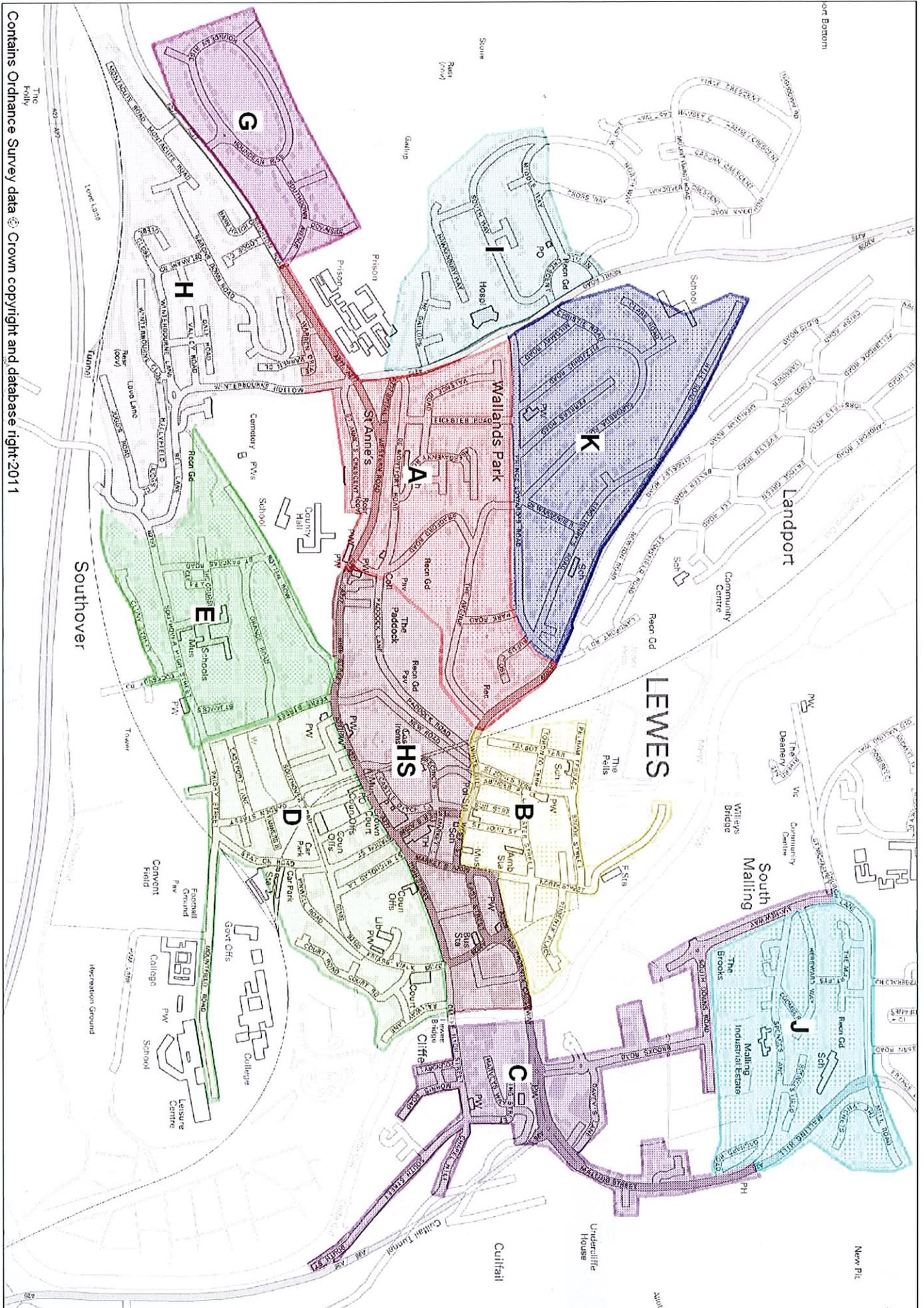
If you have any queries about this survey or you need a copy of it in a different format such as large print, Braille, or in a different language, please contact Atkins:

Phone: 01372 756902

Email: lewesparking@atkinsglobal.com

What happens next?

Atkins will consider the responses to this consultation and provide the County Council with further recommendations on how to proceed with these proposals as a result of what you have said. If the County Council decides to take forward any proposals, draft traffic regulation orders (TROs) will be advertised and you will have the chance to object before changes are implemented.



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Figure 1 - Proposed CPZ sub-zones

Q1. Where do you live? Road or street name _____ Town _____

Q2. Is your interest in parking in Lewes and the villages as (tick all that apply):
₁ A resident ₂ A business ₃ A non-commercial organisation
₄ A visitor ₅ Other _____

Q3. Please tell us how much you support or oppose the following proposals?

	strongly support	support	neither	oppose	strongly oppose	don't know	N/A
A). A revision and extension to the Lewes Town CPZ sub-zone boundaries (as shown in Figure 1)	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
B). The proposed CPZs HS, B, C and D, in Lewes Town, applying Monday – Saturday	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
C). The proposed CPZs A, E, G, H, I, J and K, in Lewes Town, applying Monday – Friday	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
D). All CPZs in Lewes Town to operate 9am – 5pm on operating days (Currently 8am to 6pm)	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
E). Free parking in on-street parking bays on Bank Holidays in Lewes Town	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
F). The introduction of a permit that would allow some residents to park in an adjacent zone, in Lewes Town, as well as the one in which they live.	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
G). Introduction of single yellow lines at the entrance of the Community College on Lewes Road (B2192), in Ringmer, operating Monday to Friday 7am – 9am & 2pm – 4pm	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇

Q4. To improve pedestrian and road safety we are proposing extending or providing double yellow lines at junctions in 7 locations:. Please tell us if you have an issue with any of these proposals.

	I have an issue	I do not have an issue	N/A
1. Barn Hatch Close, Lewes	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
2. Montacute Road, Lewes	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
3. Bell Lane, Lewes	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
4. Shepherds Way, Ringmer	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
5. Elphick Road, Ringmer	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
6. Mongers Lane, Barcombe	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
7. High Street Barcombe	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁

Q5. If there are any further comments you would like to make about the proposals in Q3 or Q4 please include them below together with the reference number of the proposal(s) they relate to?

About you ... We want to make sure that everyone is treated fairly and equally and that no one gets left out. That's why we ask you these questions. We won't share the information you give us with anyone else. We will only use it to help us make decisions and make our services better. If you would rather not answer any of these questions, you don't have to.

Q6. Are you.....? Male Female Prefer not to say

Q7. Do you identify as a transgender or trans person?
 Yes No Prefer not to say

Q8. How old are you? **Q9. What is your postcode?**

Q10. To which of these ethnic groups do you feel you belong ? (Source 2011 census)

White	Mixed	Asian or Asian British	Black or Black British
<input type="checkbox"/> British	<input type="checkbox"/> White & Black Caribbean	<input type="checkbox"/> Indian	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Irish	<input type="checkbox"/> White & Black African	<input type="checkbox"/> Pakistani	<input type="checkbox"/> African
<input type="checkbox"/> Gypsy/Roma	<input type="checkbox"/> White & Asian	<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Other*
<input type="checkbox"/> Irish Traveller	<input type="checkbox"/> Other*	<input type="checkbox"/> Other*	
<input type="checkbox"/> Other*	<input type="checkbox"/> Arab	<input type="checkbox"/> Chinese	<input type="checkbox"/> Prefer not to say

***Other Ethnic Group** If your ethnic group was not specified in the list please describe your ethnic group:

The Equality Act 2010 describes a person disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q11. Do you consider yourself to be disabled as set out in the Equality Act 2010?
 Yes No Prefer not to say

Q11a. If you answered yes to Q11, please tell us the type of impairment that applies to you.
 You may have more than one type of impairment, so please select all that apply. If none of these apply to you please select other and write in the type of impairment you have.

<input type="checkbox"/> Physical impairment	<input type="checkbox"/> Mental health condition
<input type="checkbox"/> Sensory impairment (hearing and sight)	<input type="checkbox"/> Learning disability
<input type="checkbox"/> Long standing illness or health condition, such as cancer, HIV, heart disease, diabetes or epilepsy	
<input type="checkbox"/> Other, please specify	<input type="checkbox"/> Prefer not to say

Q12. Do you regard yourself as belonging to any particular religion or belief?
 Yes No Prefer not to say

Q12a. If you answered yes to Q12 which one?

<input type="checkbox"/> Christian	<input type="checkbox"/> Hindu	<input type="checkbox"/> Muslim	<input type="checkbox"/> Any other religion, please specify
<input type="checkbox"/> Buddhist	<input type="checkbox"/> Jewish	<input type="checkbox"/> Sikh	<input type="text"/>

Q13. Are you...?

<input type="checkbox"/> Bi/Bisexual	<input type="checkbox"/> Gay woman/Lesbian	<input type="checkbox"/> Other
<input type="checkbox"/> Heterosexual/Straight	<input type="checkbox"/> Gay Man	<input type="checkbox"/> Prefer not to say

Thank you for taking the time to help us, your views are valuable to shape the future of parking in East Sussex. Please return this questionnaire in the freepost envelope provided or to the address shown on page 1.

NOTES OF MEETING

<i>Between</i>	LEWES TOWN COUNCIL Traffic Issues Working Party and ESCC parking review project manager, with Atkins Consultants		
<i>Reason for meeting</i>	To discuss LTC concerns over the parking regime and current review process		
<i>Venue</i>	County Hall		
<i>Date</i>	12:00pm Thursday 17 th February 2011		
<i>Attending</i>	Cllr Merlin Milner	LTC (Lead Member, Environment & Tourism)	
	Cllr A Dean	LTC	
	Cllr L F Li	LTC	
	Cllr S Murray	LTC (Chair Planning Committee)	
	Cllr R O'Keeffe	LTC	
	Cllr J Sinclair	LTC (Deputy Mayor)	
	Steve Brigden	LTC (Town Clerk)	
	John Robbins	ESCC parking review project manager	
	Samantha Mohamed	Senior Consultant, Atkins	
	Liz Davidson	Local project advisor, Atkins	
<i>Apologies</i>			

NOTES:

1.	This meeting was convened to follow-up discussions originally held with Cllr M Lock and Roger Williams in November 2009. Cllr Milner noted that the timing of the review (later than originally suggested), and the engagement of consultants, had altered original plans for further discussions with Cllr Lock and Mr Williams, and this was acknowledged.
2.	The representatives of Atkins were made aware of the public survey, conducted (in May 2007) jointly by the Town Council, Chamber of Commerce and Sussex Express.
3.	Members criticized the timing and practicalities of publicity for recent public meetings. Leaflets advertising the first meeting (at the Town Hall) had been distributed only one day in advance, and one area had received leaflets three days <i>after</i> the last of the series. This was ascribed to an unfortunate series of events within the ESCC office; a personal bereavement for Mr Robbins had taken him away from his supervisory role. LTC members offered their sympathy for his loss, but were concerned that the absence of one person could cause a fundamental "system failure" of this nature in such an organization as ESCC. Of greater concern was that ESCC did not intend to extend the series to address this issue; relying instead upon the second phase of consultation to make-good any inconsistencies.
4.	There was further criticism of the inconsistency in areas where the questionnaires had been distributed. An example was that Cranedown had been included, yet Kingston Road properties excluded. Residents in Winterbourne were known to have concerns, and it was claimed that areas had been missed-out by the Royal Mail - enquiries were being pursued on this point.
5.	The questionnaire itself was considered by LTC members to give disproportionate weight to questions unrelated to parking; such as gender <i>etc.</i> Mr Robbins explained that this format followed ESCC policy, and was a feature of all its public consultations. Members also expressed concern that there appeared to be no mechanism, such as a unique identification tag, to prevent an individual submitting multiple responses on the online version and that this could allow distortion.
6.	LTC members raised the matter of charging for public holidays, and rehearsed the background to this element of the charging structure; believed to be a mistaken assumption when drafting the original parking Order. Atkins agreed to pursue this issue.
7.	It was noted that the contract for administration of the scheme was due for renewal in late 2011, and that the initial stages of the requisite procurement process was underway. The next contract would be for five years, possibly with a two-year extension. There was some criticism of the timing of the review, insofar as any "unknown factors" (such as may be expected to arise from it) would inevitably be allowed-for by prospective contractors in the form of higher tender costs. More

	clarity at the time of tendering would not offer this opportunity to inflate prices.
8.	A variety of concerns were expressed related to the enforcement of regulations. Mr Robbins insisted that this followed ESCC policy. LTC Members challenged the consistency of its application; citing several instances of ambiguity in a series of local anecdotes and observations, such as parking on grass verges and obstruction of access for public service vehicles. It was noted that disputes were resolved by ESCC officers, not the management contractor. The continued practice of Wardens patrolling in pairs was questioned, and the response was that this was necessary to address the vulnerability of such officers to abuse. The parking regimes operating in Marlborough, Wiltshire, and Cambridge, Cambridgeshire (operated by the local branch of the British Legion), were cited by LTC Members as far more appropriate to the needs of a small market town, and it was suggested that these were investigated as models.
9.	LTC councillors proposed a reduction in the hours of charging; suggesting that a period of 09:30 to 16:30 hrs would allow staffing cost savings that should more than offset any reduction in income.
10.	The matter of uniformity was discussed at some length. It was stated that Lewes deserved a tailored scheme, and that it should not be part of any schemes affecting larger towns, such as Eastbourne. At a local level, it was believed that there was too much complexity in the zoning of the town, and there were some unacceptable anomalies such as the situation in South Street, where users faced confusion as ticket machines in the nearby off-street carpark appeared to be the closest available to several on-street bays, yet did not issue tickets which were valid for on-street parking.
11.	Atkins representatives stated that they would happy to extend their final report to include the views of the Town Council, if these could be given in a concise, written, format. They asked for access to the details and results of the May 2007 survey and it was agreed that these would be forwarded to them.
12.	It was intended that a second-stage questionnaire would ask more specific questions, and accepted that the distribution and publicity would need to be more carefully handled.

Meeting ended 2:00pm