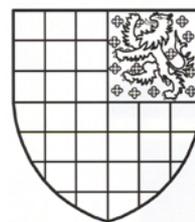


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**LEWES  
TOWN  
COUNCIL**

## **MINUTES**

of the meeting of the **Working Party** formed to address **Traffic/transport-related issues in Lewes** held on **Tuesday 11<sup>th</sup> July 2017**, in the **Council Chamber, Town Hall**, Lewes at **7:00pm**.

**PRESENT** Cllrs S Catlin (Wischhusen); H Jones; I Makepeace; M Milner; S Murray; R O’Keeffe; A Rowell, and E Watts. Also (*not appointed to the Working Party*) Cllr R Murray.

**In attendance:** S Brigden (*Town Clerk [TC]*) Ms Lara Swan (*work experience visiting from University of Burgundy, Dijon, France*)

Ms Jane Cobb (*GoVia Thameslink Railway [GTR] Consultation manager – 2018 timetable*) and James Harris (*GTR Service Development Manager for Southern & Gatwick Express*)

**TIWP2017/01** **ELECTION OF CHAIRMAN:** Cllr Milner was elected as Chairman of the Working Party for the 2017/18 municipal year.

**TIWP2017/02** **QUESTIONS:** There were none.

**TIWP2017/03** **APOLOGIES FOR ABSENCE:** Apologies had been received from Cllr Elliott, who was working, and Cllr J Lamb, who had a local charity commitment.

**TIWP2017/04** **DECLARATIONS OF INTEREST:** There were none

**TIWP2017/05** **MINUTES:** The minutes of the meeting on 7<sup>th</sup> June 2016 were signed as an accurate record.

**TIWP2017/06** **BUSINESS OF THE MEETING:**

*Rail services:* The meeting welcomed Ms Jane Cobb and James Harris of GoVia Thameslink Railway (GTR); attending to present timetabling plans and discuss matters of concern regarding local rail services. Their presentation was introduced with an apology, on behalf of GTR, for the present service disruption. It was stated that over 500 timetable ‘rules’ had changed following public consultation, although acknowledged that this consultation had taken place during times of industrial unrest. There had been an attempt to establish passengers’ priorities, *eg* main route services ‘end-to-end’ *vs* interim stops. The backbone of current planning was a comprehensive Thameslink network programme, although individual elements were being scrutinized. This included Bedford and Cambridge, with some Kent services impacting on Sussex Coastway. Passenger numbers continued to increase, which had a domino-effect as the Brighton-London main line (BML) suffered from a poor standard of infrastructure and the Southern timetable was overcomplicated and lacked resilience. Detailed constraints were such things as unavailability of Diesel rolling-stock; platform configurations, and demand. Anticipated increases in passenger demand for London Bridge services resulted in “transferring favour” from Victoria. In answer to a question *re* substitution of locomotives, it was noted that the rail industry had consciously moved away from manufacture of new Diesel locomotives several years ago following a series of assumptions that had since proved erroneous, or misplaced. Procurement was not within the franchisee’s remit, and the Government Department for Transport (DfT) was the factor for purchase of new stock. Members were interested to discuss services to Seaford, and noted that the single-track line was a major limitation. A one-minute delay in a service can cause problems across the network. It was noted that double-tracking was feasible as the track bed was in place, but that provision (by DfT and Network Rail) would depend upon a positive business case being made. It was not known if this had been investigated in the years the franchise had existed.

There followed a discussion on operating factors; constraints; technical matters;

*Continues...*

political processes and proposed changes. The GTR representatives described the level of engagement with user groups in their attempts to identify weaknesses in operating models, and referred anyone interested to learn more to the website [www.transformingrail.com](http://www.transformingrail.com). They advised of major improvements to the Brighton Main Line which would involve over £200Million engineering works scheduled to commence in October 2018. Proposals on matters such as the staffing of trains and station ticket offices; ticket machines; the Southern website ticket sales module, and the high cost of tickets had all caused serious dissatisfaction, and Members passed on their views and anecdotal evidence from constituents. Ms Cobb and Mr Harris undertook to report fully to GTR on the issues discussed and views expressed.

Members noted their thanks to the rail service operator representatives for their attendance and their helpful and informative contributions.

*Bus services in Lewes:* Some Members had attended a recent tour arranged by Compass Travel, and offered their experiences to the meeting. Notes and photographs had been compiled by Compass' Operations Manager, and Councillors had made notes. It was agreed that these would be collated and problems identified passed to ESCC Highways for consideration. There was a brief discussion on the grant being paid to Compass to support local services, and it was agreed that a further meeting should be arranged with the company.

*Pedestrian crossing, Church Lane, Malling:* The meeting noted that the second of two crossings funded by the Council had now been installed adjacent South Malling CEP School.

*Pedestrian crossings proposed:* Council was aware of plans for crossings in Offham Road (A2029) (two sites). East Sussex County Council ESCC had provided details of a proposed 'signalized' crossing in Offham Road, just North of the junction with Prince Edward's Road, and asked for comments on the scheme. Members scrutinized plans of the proposed layout and noted that the location of dropped kerbs at the end of Prince Edward's Road would place pedestrians in a 'blind spot' for vehicles turning left into the road and a safer crossing point would be several metres further back from the junction. Questions were raised as to any similar kerb modifications in Landport Road, and the likelihood of a 20mph speed restriction.

There was a project in progress, following a petition by residents, for a crossing in Brighton Road (A277) near to its junction with Montacute Road. This would cost over £120,000 to construct, plus design costs. An ESCC contribution was agreed for 50% of this and a private individual was prepared to contribute £35,000. Following reports from a previous meeting of the Working Party, the Town Council had earmarked £25,000 as a contribution to this project in its financial reserve (reference P9).

Other sites believed to be under consideration were:

Junction of Market Street and High Street; West Street; Pinwell Road/Station Road; Mountfield Road.

These would be discussed as more detail became available.

*Matters for future discussion:* A later meeting would discuss any role the council might have in improving town-centre air quality (with reference to the District Council's Air Quality Management Plan), and local concerns regarding traffic and parking in the area of Pinwell Road, Friar's Walk/Lansdown Place and Court Road.

**TIWP2017/07**

The Chairman thanked everyone for attending and declared the meeting closed.

*The meeting closed at 9:25pm*

Signed: .....

Date: .....