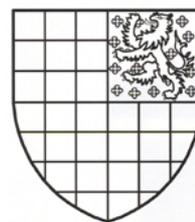


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**LEWES  
TOWN  
COUNCIL**

## **MINUTES**

of the meeting of the **Working Party** formed to address **Traffic/transport-related issues in Lewes** held on **Tuesday 21<sup>st</sup> July 2015**, in the **Yarrow Room, Town Hall, Lewes** at **7:00pm**.

**PRESENT** Cllrs S Catlin (Wischhusen); J Lamb; I Makepeace; M Milner; S Murray; R O’Keeffe, and (*not appointed to the Working Party*) R Murray.

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

**TIWP2015/01** **ELECTION OF CHAIRMAN:** Cllr Milner was elected as Chairman.

**TIWP2015/02** **APOLOGIES FOR ABSENCE:** Apologies had been received from Cllr Addecott, (family commitment), and Cllrs Watts and Elliott (work commitments).

**TIWP2015/03** **DECLARATIONS OF INTEREST:** There were none.

**TIWP2015/04** **MINUTES:** The minutes of the meeting on 24<sup>th</sup> March 2015 were signed as an accurate record.

**TIWP2015/05** **QUESTIONS:** There were none.

**TIWP2015/06** **BUSINESS OF THE MEETING:**

1 *Bus services in Lewes:* The meeting welcomed representatives of local bus operating companies: Barry King, Service Manager from Compass Travel; Derek Barnett, General Manager of Community Transport in the Lewes Area (CTLA); and Patrick Warner, Business Development Manager of Brighton & Hove Buses

Mr Bartlett briefly rehearsed the background to the Council’s current support for particular CTLA services (route 132), and provided passenger information (*copies in the minute book*) that showed increase in demand since this began. The services were clearly popular and these statistics allowed some refinement of timetabling. It was clear that demand was highest from those eligible for concessionary fares (as expected) and lowest from Malling, presumed to be due to easier pedestrian accessibility to the town centre. CTLA were preparing a full report which should be available for presentation to Council in September, and this would support any proposal for continuation of the grant past April 2016 when current funding ended.

Mr King described Compass Travel’s local services and noted that they currently ran with no subsidies except in respect of one little-used route in Winterbourne. Following a meeting between councillors and Compass’s Managing Director, the company had prepared some indicative timetables (*copies in the minute book*) for reinstated services on route 127 (Landport; Malling) and 128/129 (Nevill; Winterbourne; Spences Lane) which they could introduce from September at an annual cost of £10,000. These would restore many ‘pre-cut’ levels of service accessibility and frequency, with Nevill and Landport offered a half-hourly service at peak times, and there would also be improved interconnection with other services. This could be introduced as a pilot scheme, and Compass would provide monthly loading statistics. It was agreed this proposal should be recommended to Council.

Mr Warner elaborated upon the routing of Brighton & Hove Buses, such as the extended service to Tunbridge Wells, and mentioned that demand was apparently unchanged. New buses were due in 2016, and would feature extremely efficient engine technology and be distinctively branded. Their routes ran without subsidies, and they were careful to avoid competition with the community routes in the town operated by Compass and CTLA.

All three operators were asked about routes to Newhaven, in the context of access

*Continues...*

to the new Technical University and the extended job market, and it was noted that the Parishes of the Lower Ouse (POLO) group had recently posed similar questions. Any desire by nearby parishes in other directions to work collaboratively was, as yet, undefined. These matters were to be addressed when the issue was considered by the Lewes District Association of Local Councils, and Cllr Murray would seek to ensure that the operators' representatives were invited to that meeting. Messrs King; Barnett, and Warner left at this point, with Members' thanks for their valuable contribution to the meeting.

**2 Safety issues near South Malling School:** The background to the Council's original intention to provide pedestrian crossings in Church Lane, Malling, was described. The sites had been evaluated by East Sussex County Council (ESCC) and featured on their listing of sites where improvements were indicated. The Town Council had agreed to finance two crossings in Church Lane, and ESCC had conducted all necessary design and consultation work. One had been installed in 2013 near to Sussex Police HQ but the second had been deferred upon the request of South Malling School, who feared the effect on their eligibility for a school crossing patrol officer. This situation had since changed, and the school would welcome reinstatement of the project. The Council held a financial reserve for this and £27,500 was available (shown as P9 in the published accounts). It was not known how the intervening time might affect the cost and feasibility of the project, as there had been some works in the vicinity in recent months, to accommodate the Lewes-Ringmer cycle route. There followed a general discussion regarding the current perceptions of demand for crossings at other locations in town. It was suggested that the council might compile its own list of sites and request ESCC to evaluate them. This could be followed-up by members in their Wards, and brought forward in the future if appropriate. Meanwhile, it was agreed to recommend that the Church Lane, Malling, crossing project be revisited – subject to any revised costs and potential for support through ESCC's 'Community Match' programme.

**3 Cliffe High Street area:** Cllr Milner, who is also Chairman of Cliffe Resident's Association, recounted the history of the 'Living Cliffe – shared space' project, and various issues of concern that had arisen since its completion. In summary these were in the areas of: loading/unloading restrictions being flouted; regulation of moving traffic, access and "rat-running"; confusion caused by allowance of two-way use by cyclists, and signage perceived to be inadequate. Individuals and groups within the local community had raised concerns and conducted independent surveys of traffic issues. Recently, these concerns had escalated and local resentment was becoming more intense. ESCC and Sussex Police had consistently responded to such concerns, citing the technical position regarding signage and responsibilities for oversight and enforcement.

Members accepted that the signage was appropriate to the Conservation Area and compliant with highway legislation, but considered that it was perhaps not well-positioned, and that the general situation could be improved by occasional focus of attention from Police officers/PSCO's and parking officers. It was agreed that approaches should be made along those lines, to ESCC and Sussex Police.

**TIWP2015/07**

**RECOMMENDATIONS TO COUNCIL:**

Members recommend that Council agrees £10,000 support for the Compass Travel proposals for routes 127; 128; 129 as a one-year pilot scheme from September 2015. Members recommend that the Church Lane, Malling, crossing project be revisited – subject to revised costs and potential for ESCC's 'Community Match' support.

**TIWP2015/08**

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

*The meeting closed at 8:25pm*

Signed: .....

Date: .....