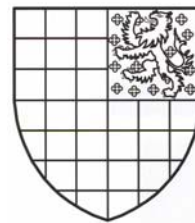


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**LEWES
TOWN
COUNCIL**

MINUTES

of the meeting of the **Working Party** formed to address traffic-related issues in Lewes held on **Tuesday 24th August 2010**, in the **Yarrow Room, Town Hall, Lewes** at **7:00pm**.

PRESENT Cllrs A Dean; L F Li; M Milner (*Chairman*); S Murray; R O’Keeffe; ;

also present (*not nominated to serve on Working party*): Cllr J Stockdale

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

TIWP2010/01 **APOLOGIES FOR ABSENCE:** Apologies were received and accepted from Cllr Barker, due to a work commitment, and J Sinclair, who had a problem with his mobility scooter.

TIWP2010/02 **DECLARATIONS OF INTEREST:** There were none

TIWP2010/03 **MINUTES:** The minutes of the meeting 3rd March 2010 were signed as an accurate record.

TIWP2010/04 **PUBLIC QUESTIONS:** There were none. (No public or representatives of the press were present)

TIWP2010/05 **BUSINESS OF THE MEETING:**

Pedestrian crossings – The Council had earlier agreed to fund basic crossings in Lewes, based upon East Sussex County Council’s (ESCC) list of those locations assessed as most-urgent, using comprehensively revised criteria (2008). Funding was included in the 2009/10 budget and repeated in 2010/11 for continuation of the programme. Council intended to provide a crossing in Church Lane, Malling, but this decision was later 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, utilizing funds obtained by means of a s106 planning agreement. Subsequently, ESCC suggested a revised estimate which entailed an increase in cost of £30,000; to over £80,000, although no detail was provided. Members considered that; in view of the time elapsed whilst this project was considered and the currently-prevailing economic conditions, a review of the latest position might evince different priorities. It was decided to establish the up-to-date ranking of assessed sites, and any ancillary factors, to better-inform this decision. It was considered that the Malling Street position was unlikely to be clarified in the current financial year and; on the presumption that Council would maintain in 2011/12 the present level of annual financing of reserves for this purpose, a basic crossing could be installed in Church Lane without further delay, in line with the original decision.

Parking regime – Members were very interested to read an article from the Eastbourne Herald published on 6th August (*copy in minute book*), which related to a significant recent meeting in Eastbourne between ESCC Lead Member Cllr Matthew Lock; traders; hoteliers; residents and business figures, at which a comprehensive review of Eastbourne’s scheme had been debated. This prompted remembrance of Cllr Lock’s promise to meet LTC members at County Hall prior to a Lewes review, and it was agreed that this should now be arranged. This was also an appropriate opportunity to request current statistics and financial performance data for the Lewes scheme.

Snow & Ice clearance from footways – Members had undertaken to “map” locations of

Continues...

grit bins across the town, although an agreement was subsequently reached with the local Scouts organization for this to be carried-out as a summer exercise by some of their young members. Results were awaited.

Parking on grass verges in Malling - Members considered correspondence (*copy in minute book*) between a local resident and ESCC officers regarding the continued damage to grassed areas in Malling due to parked vehicles. The Working Party had discussed this issue before, and had believed the situation to be improving. It was a matter of some concern that ESCC officers appeared to refer the enquirer to the Town Council for a solution; inappropriately quoting an obscure piece of legislation. Members noted that this echoed the situation, earlier in the year, when ESCC had routinely advised the public that parishes alone were responsible for grit-bin provision. TC intended to take-up this issue with ESCC's Director of Transport & Environment. Meanwhile, further enquiries would be made in an attempt to identify the relevant landowner(s) and to seek a practical solution to the problem.

Ringmer cycle track - The works, currently in progress, to install a cycle track along the B2192 road between Ringmer and Lewes were welcomed. Unfortunately, this would run Westward from Paygate Corner, Ringmer, only so far as the electricity sub-station on the North side; roughly one-third of the distance to Earwig Corner (A26/B2192 junction). Beyond this point, the designation changed to footpath, and improvements continue only up to the Malling Hill lay-by. A Ringmer parish councillor had written with details of a (personal) proposal to complete the remaining distance, although he acknowledged that the final section presented many problems for traffic engineers, and that his was only one possible solution (*copy in minute book*). His intention was to highlight the matter and to ask that it be borne in mind when local funding opportunities, such as developer-contributions ("s106 agreements"), arose in future.

C7 Kingston Road, adj Cranedown - The condition of the only available pedestrian footway in the vicinity of Cranedown/Stanley Turner was discussed. It was agreed that: when presenting to ESCC the various questions arising from the meeting, enquiries should include an estimate cost of improvement to this path.

Traffic flow at junction of A275 Nevill Road/Spital Road/DeMontfort Road - It was reported that this junction suffered badly from issues of traffic-flow and visibility which made it difficult for drivers to negotiate safely. Drivers exiting DeMontfort Road were unable to determine the intention of Southbound traffic on the A275 that indicated a turn East - which could be into *either* DeMontfort Road or Spital Road. Drivers exiting Spital Road or DeMontfort Road, Westward, and wishing to turn Northbound onto the A275 had no clear view of traffic flowing North from the Prison Crossroads (approaching from their left) until their vehicle was dangerously committed to the manoeuvre. It was suggested that this should be reviewed by traffic engineers, to identify any improvement measures such as signage; a viewing mirror, or road-marking/flow-control. Members recognized that this three-way junction was inherently difficult, but felt that some improvements should be possible with careful thought.

Members briefly discussed the possibility of a viewing mirror to assist drivers exiting Market Lane Westbound into Fisher Street, and proposed a request to ESCC and the owners of the Star Brewery building, to which the mirror would necessarily be affixed. Further; it was reported that several Malling residents were concerned about the effect of cars parked (legitimately) near the junction of Old Malling Way with Church Lane, which obscured sight-lines. It was suggested that parking on the opposite side (currently prohibited) would be less obstructive and safer. In discussion, it was noted that ESCC may propose to extend the controlled parking zone to this area during the imminent review, when such adjustments might

be included, and local residents were exhorted to ensure that the wishes of the majority were clearly established in this regard.

TIWP2010/06

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 endorse the principle that completion of the B2192 cycle path should be given priority when funding opportunities present themselves.
3. TC would write to ESCC's Director of Transport & Environment to arrange a meeting with appropriate Members and officers prior to any review of the parking regime in Lewes.
4. In writing; ESCC should be asked:
 - ⊕ For information on current financial performance of the parking scheme.
 - ⊕ For historic usage statistics on the parking scheme.
 - ⊕ For details of the estimated cost of upgrading the pedestrian crossing on the A26 Malling Street to a controlled type.
 - ⊕ For confirmation that (subject to LTC funding) a basic crossing can be installed in Church Lane, Malling as soon as practicable.
 - ⊕ For the latest prioritized list of assessed sites for pedestrian crossings
 - ⊕ For advice on the present status and issues affecting crossing-sites assessed for Mountfield Road, and Brighton Road (near Clevedown).
 - ⊕ For advice on the options for route; likely cost, and other issues affecting completion of the cycle path along the B2192 Paygate Corner, Ringmer, to Earwig Corner, Lewes.
 - ⊕ For advice on the likely cost and issues affecting suggested improvements to the footpath along the C7 road near Cranedown.
 - ⊕ For advice on the issues affecting traffic at the junction of A275 Nevill Road/Spital Road/DeMontfort Road.
 - ⊕ For advice on the issues affecting traffic at the junction of Market Lane and Fisher Street.
 - ⊕ To clarify its officers' understanding of the Town Council's position with regard both to the provision of grit-bins and control of parking on grass verges, and to ensure clear and unambiguous information is given in response to public enquiries.

The meeting closed at 8:25pm

Signed:

Date: