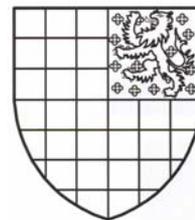


Town Hall
High Street
Lewes
East Sussex
BN7 2QS

☎ 01273 471469 Fax: 01273 480919
✉ info@lewes-tc.gov.uk



**LEWES
TOWN
COUNCIL**

MINUTES

of the meeting of the **Working Party** formed to address traffic-related issues in Lewes held on **Wednesday 1st October 2008**, in the **Council Chamber, Town Hall, Lewes** at **11:00am**.

PRESENT Cllrs Black; M Chartier (Mayor – ex-officio); M Milner (Chairman); S Murray; Li; R O’Keeffe; J Sinclair

Attending: S Brigden (Town Clerk); Mr M Oates ESCC Traffic & Safety Engineering Manager

TIWP2008/01 ELECTION OF CHAIRMAN

Cllr Milner was elected as Chairman of the Working Party

TIWP2008/02 APOLOGIES FOR ABSENCE

Apologies were received and accepted from Cllrs Barker (working); Borowski (family care commitment).

TIWP2008/03 DECLARATIONS OF INTEREST

There were none

TIWP2008/04 MINUTES

The minutes of the meeting 19th February 2008 were signed as an accurate record.

TIWP2008/05 PUBLIC QUESTIONS

There were none (no public present)

TIWP2008/06 REMIT OF THE WORKING-PARTY

The working party’s remit (Council minute ref.FC/2007/35.1) was noted as:

“To research traffic-related problems in Lewes and formulate recommendations to Council.

The group will consider any matters related to traffic (including volume and speed) holistically across the town. Recognized issues include (but are not limited to) 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.”

TIWP2008/07 BUSINESS OF THE MEETING

Following the work of previous meetings, key points discussed were:

- ⊕ *Cliffe pedestrianization scheme* – it was noted that a meeting was imminent, between local residents and ESCC officers. A meeting the previous day had discussed drainage and culverts.
- ⊕ *Pedestrian crossings* – a recent ESCC report describing the assessment method and criteria applied to pedestrian crossing points was discussed. The report highlighted changes to the principles underlying this process, which had hitherto been criticized as too simplistic. Twelve factors were now assessed, in terms of:
 - Improvements for Mobility-impaired (specifically-requested)
 - Safer routes to schools (identified in a School Travel Plan)
 - Access to public transport (value of improvement)
 - Reduction of “severance” (eg where a community may be divided by a heavily-used main road)
 - Pedestrian casualties
 - Child pedestrian casualties
 - Road width (7 – 9metres or >9metres)

- Speed limit (National/50mph/40mph)
- Existing pedestrian facilities (eg bridge; island; subway)
- Footpaths & cycle routes (eg serving existing designated route)
- Street lighting
- PV² value (measure of traffic flow *vs* pedestrian demand – indicator of level of difficulty in crossing)

Mr Oates explained the types of crossing (Refuge; Zebra; Pelican/Puffin); their applications, and respective costs. Costs were estimated as approximately £8,000 (Refuge); £15,000 (Zebra); and £50,000 (Puffin) although these were site-specific. The most significant cost element was ant-skid surfacing. ESCC's published schedule listed 59 sites which were prioritized according to the scheme described. In Lewes, six sites were identified; ranked 16th; 20th; 21st; 23rd; 24th; and 25th. Some of these were scheduled as part of other projects, and their ranking would not impact upon this; while others were likely to be affected by anticipated third-party developments. Of the remainder, two sites in Church Lane, Malling, were declared to be the most beneficial and these could be immediately constructed if outside funding were available. ESCC's own financial position meant that these would not be installed for several years, under the present capital programme constraints.

There was some discussion regarding the Brighton Road, near to Clevedown, following requests for a crossing there. Mr Oates stated that this site had not met the preliminary assessment criteria for the programme. He nonetheless undertook to carry out a further one hour "short traffic survey" and provide the site scores under the 12 factors (above).

Following a query, Councillors were informed that ongoing problems related to ownership of the land outside Lewes Station was hindering consideration by ESCC of a crossing scheme for that site.

- ⊕ *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.
- ⊕ *Lewes parking regime* – Cllr Milner had obtained some management accounts for the scheme, a copy of the NCP contract, and Key Performance Indicator reports. He proposed to write to Cllr Lock, ESCC's Lead Member for Transport, a letter of complaint regarding LTC's continued exclusion from the managing Board; and to raise questions on details within the contract; the legal constitution of the Board; the inclusion of the Chamber of Commerce (CoC); public accessibility to information, and to repeat his demand for a considered response to the LTC/CoC/Sussex Express survey.

It was agreed that there was a need for a further meeting to progress these issues, and an invitation would be extended to Cllr Lock to attend.

TIWP2008/08

RECOMMENDATIONS:

Arising from these discussions, it was decided to **recommend to Council** that, when the draft budget for the forthcoming financial year is prepared, funding be prioritized to enable two crossings to be expedited.

The meeting closed at 12:50pm

Signed:

Date: