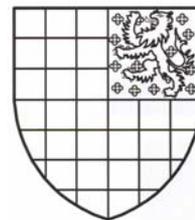


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**LEWES  
TOWN  
COUNCIL**

## **MINUTES**

of the meeting of the **Working Party** formed to address traffic-related issues in Lewes held on **Wednesday 29<sup>th</sup> April 2009**, in the **Council Chamber, Town Hall, Lewes** at **2:00pm**.

**PRESENT** Cllrs M Chartier (Mayor – *ex-officio*); L F Li; M Milner (Chairman); S Murray; R O’Keeffe;

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

### **TIWP2008/09 APOLOGIES FOR ABSENCE**

Apologies were received and accepted from Cllrs Barker (working); Black (family commitment); Borowski (RNIB commitment) and Sinclair (unavoidably detained).

### **TIWP2008/10 DECLARATIONS OF INTEREST**

There were none

### **TIWP2008/11 MINUTES**

The minutes of the meeting 1<sup>st</sup> October 2008 were signed as an accurate record.

### **TIWP2008/12 PUBLIC QUESTIONS**

i] Mrs P Ferguson presented a plea from fellow-residents in the area of Barons Down/Montacute Road regarding the access problems caused by vehicles parking on both sides of the road - believed to be an effect of the town-wide parking regime. She had canvassed ESCC on the matter of access for emergency vehicles, and it had been acknowledged that this was an issue to be addressed; although this was unlikely until the next general review of the relevant parking Order. Members noted resident’s concerns, and thanked Mrs Ferguson for her presentation. They considered that it would be inequitable to focus on only one of many such acknowledged issues across the town. Mr Oates undertook to seek-out a colleague at ESCC who could provide detail of outstanding amendments to the Lewes parking Order, and the costs of publishing a revised version, to enable Council to decide if there was any way in which it could expedite the matter.

ii] The Kingston Road and Cranedown Residents Association (KRCRA) had submitted a written question:

*“Does the Working Group accept that the Kingston Road & Cranedown Association represents the local residents’ concerns and is working to reduce speeds on Kingston Road?”*

The Town Clerk had replied to explain that the Council (as with any parish council) recognized any formal; semi-formal; or even informal group or association in Lewes that made a contribution to life in the town. This was intrinsic to the role of local government, and local councillors were always alert to community activities within their Wards. It was obviously helpful to have a coordinated approach to local issues, and it was always assumed that a resident’s association represents a significant number of local residents. KRCRA’s efforts to reduce speed in their local area were recognized from the outset, and the council had corresponded with several members of the Association during its early attempts to obtain a Speed Indicator Device. Council was aware of those efforts and the continued local concerns; hence the inclusion of the issue in its Working Party remit.

The KRCRA had been advised that Council was always happy to discuss how it might help, or assist in finding an appropriate way forward if an issue is outside its powers. Members endorsed this response.

### **TIWP2008/13 BUSINESS OF THE MEETING**

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

- ⊕ *Damage to grass verges in Malling* – A local resident had provided several photographs of significant damage being caused to a number of grass verges in Malling by both parked vehicles and those manoeuvring to avoid them. This was attributed to the “ripple effect” of parking restrictions closer to the town centre, and believed to be exacerbated by a large number of Sussex Police HQ staff. The response given by police to resident’s enquiries had been described as “unhelpful”. Members were dismayed at the amount of damage being caused, and considered that this matter also might be addressed by revision of the scheme.
- ⊕ *Pedestrian crossings* – Further to Council’s approval of a financial contribution to expedite installation of a pedestrian crossing, members were interested to learn from Mr Oates the practical issues related to each of the sites listed in the ESCC programme considered at the previous meeting. The six locations identified in Lewes were reviewed site-by-site, and it was noted that without third-party funding even the highest-ranked (at 16) would be unlikely to be constructed for many years – only the top TWO could be implemented by ESCC in 2009. For various reasons, three sites were selected for more detailed assessment and Mr Oates would provide provisional estimates for these. These were: Mountfield Rd (ranked 20); and two sites in Church Lane, Malling (ranked 23 & 24).
- ⊕ *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.

TIWP2008/14

**RECOMMENDATIONS:**

It was agreed that Council should be asked to appoint Cllr Chartier to the Working Party once his Mayoral year was ended

*The meeting closed at 3:35pm*

Signed: .....

Date: .....