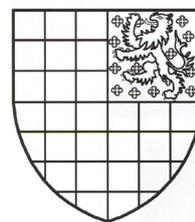


Town Hall  
High Street  
Lewes  
East Sussex  
BN7 2QS

☎ 01273 471469 **Fax:** 01273 480919

✉ [info@lewes-tc.gov.uk](mailto:info@lewes-tc.gov.uk)  
🌐 [www.lewes-tc.gov.uk](http://www.lewes-tc.gov.uk)



**LEWES  
TOWN  
COUNCIL**

## **MINUTES**

of the meeting of the **Transport Committee**

held on **Thursday 10<sup>th</sup> October 2019**, in the **Council Chamber, Town Hall, Lewes** at **3:00pm**.

**PRESENT** Cllrs. J Baah; S Catlin; O Henman; J Herbert; I Makepeace; M Milner; and R O’Keeffe.

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

**Invited contributors:** Cllr P Daniels (East Sussex County Council [ESCC]) Cllr A Ross (Lewes District Council [LDC]); Cllr J Denis (Lewes District Council); J Lawrence (Lewes Area Access Group); S O’Sullivan (Cycle Lewes); K Moore (Lewes Living Streets); and

Malling Street area residents representatives: J Gregory; M Kemp; S Watson; J Mackerras

**TraCom2019/01** **ELECTION OF CHAIRMAN:** Cllr Makepeace was elected to act as Chairman of the Committee for the 2019/20 municipal year

**TraCom2019/02** **QUESTIONS:** There were none.

**TraCom2019/03** **APOLOGIES FOR ABSENCE:** Apologies had been received from Cllrs Bird and Handy, who were working, Cllr Vernon who was unwell, and Cllr Waring who was attending a family medical matter.

**TraCom2019/04** **DECLARATIONS OF INTEREST:** Cllr Makepeace noted that she is a local Taxi driver, and Cllr O’Keeffe is an elected Member of East Sussex County Council

**TraCom2019/05** **REMIT of the COMMITTEE:** Members noted the remit of the Committee as defined by Council, which is to:

- › Work with statutory bodies (including LDC and ESCC), agencies, community groups and stakeholders on transport related issues.
- › Facilitate a Lewes transport policy that is both sustainable and integrated. This would use the work prepared during the drafting of the Lewes Neighbourhood Plan and earlier work by the Town Council’s Traffic Working Party on a ‘Lewes transport forum’, as a starting point:
- › Work with residents and businesses to consider and possibly fund traffic measures such as crossings, signage and speed limits.
- › Continue to monitor the LTC-funded Compass bus service, reporting back to Council.
- › Work with the Council’s Planning Committee, ensuring that any recommendations are reviewed before consideration by Council.

**TraCom2019/06** **BUSINESS of the MEETING:**

Council had asked that the committee address, at its first meeting, speeding issues.

It was explained that the Committee, and the Town Council, had limited legal powers in highway matters but it could influence policy; strategies and could sometimes affect matters directly. In answer to a question, it was stated that the invited contributors were not members of the Committee, but their invaluable contributions were likely to be fundamental to the achievement of any real progress towards better integration and coherence in transport matters. A number of informative documents were distributed to assist in the following discussions.

*1 Traffic speed:* A major issue that had been the subject of much discussion and research was that of traffic on the A26 Malling Hill. Several representatives of the local residents’ group ‘Slow Down Malling’ were present, and local Councillors who had engaged with detail of the issue. It was noted that the problems were seen as

*Continues...*

both speed and volume of traffic, and the failure of many drivers to observe the prevailing legal restrictions.

ESCC's reported assessment of current average speeds on Malling Hill was disputed. Highways officers had advised that it was "without recognized crash problems" and that mean speeds were "at acceptable levels", which led transport planners to the conclusion that it was "...not especially meritorious of a calming scheme". ESCC's position was that if Community Match partnership funding could be established, they would be prepared to conduct a traffic study. They had indicated that increased signage would be contrary to Highways Act provisions. Temporary signs were a common answer to this in other areas, although not an ideal solution, and it was stated that on the Brighton Road these had been in place across ten years with short periods when they were removed and then re-erected.

It was acknowledged that context played a large part in driver behaviour, and Malling Hill was said to "feel" like a ring-road – where higher speeds would be considered normal. Altering environmental aspects to change this misperception would be the most effective solution to excess speed. There was general agreement that physical measures were the most desirable, and if a feasibility study were conducted to look at possible improvements, it should be preceded by a scoping exercise where contributions were sought from all stakeholders. ESCC should be challenged as to what is done elsewhere. Enforcement should be emphasized, and for true integration all key 'feeder routes' in the town should be assessed to the same level.

*2 ESCC consultation on 20mph limit proposals for New Malling:* East Sussex Highways had developed proposals for introducing a 20mph speed limit for the New Malling area. These proposals were said to consider the feedback to a previous proposal consulted on by the County Council in 2015. A plan was distributed, highlighting the details of the proposals. The main objectives of the scheme were to reduce vehicle speeds and improve safety in the area. The revised design also aimed to address a number of concerns raised during the previous consultation. In developing these proposals, ESCC had sought to minimize the number of physical traffic calming features that were to be introduced in order to minimize the loss of on-street parking. However, to ensure traffic speeds were maintained at or below the proposed 20mph speed limit, it had been necessary to provide these features at regular intervals along the whole extent of Old Malling Way. Comments and feedback on these proposals had been sought by the 30th September, but Highways officers were aware of the Committee meeting and awaited a considered response.

The opinion of the Managing Director of Compass Travel, who operate local bus services in Malling (subsidized in part by the Town Council), was distributed. He considered that a 20mph limit would have such a serious detrimental effect on the route 127 service that it would need to be reduced in frequency or withdrawn completely. Further: the proposed introduction of speed humps would create an unacceptable hazard to buses, and it was stated that Compass were likely to seek a legal indemnity against damage. Members could not support this position and found the claims to be pessimistic. They calculated that the real effect of a 20mph limit on journey times should be negligible, although they understood the points against speed humps. Residents present asked if it was likely that enforcement would be effective and wondered if the cost might not be disproportionate and better spent on problem areas such as Malling Hill.

The consensus was to support the ESCC proposals for a 20mph limit roll-out to Malling, except for very serious reservations as to the practical effect of the proposed speed-humps. These were not generally considered to be effective and were expensive. Members would rather see chicanes formed by either large planters or kerb 'build-outs', or (as a last resort) strategic marking of alternate-side parking areas to achieve the required 'slalom' slow-down effect. This would be passed back

the next day to the officers awaiting a response.

3 *National Cycle Route 90:* Improvement of local sections of national cycle Route 90 was a project identified as a high priority by Cycle Lewes and had been noted in the Lewes Neighbourhood Plan (s11.7) as a project listed to benefit from future receipts of Community Infrastructure Levy (CIL). This is a vital “missing link” from the Brighton Road (if travelling Eastbound) as it enters Lewes and out again at Cliffe High Street and South Street. The mostly on-road signed route would run from Brighton Road to South Road via Barons Down, Montacute and Delaware Roads, Bell Lane Recreation Ground, Grange Road, Southover Road, Pinwell Road, Court Road, Cliffe High Street and then out along the cycle path running alongside the A26 to Southerham when it picks-up the off-road route alongside the A27.

South Downs National Park Authority officers had indicated that an unspent s106 fund of £16,101 arising from the development of the Lewes house site (Planning reference SDNP/14/01199/FUL) could be earmarked for this purpose. ESCC were also bidding for CIL funds to be used on Route 90 and had described the project as “essential”. The Town Council currently held £4,300 in CIL received in 2018 which had been applied to another project (*designated Footpath 51*) but was ultimately not needed and could also be available. The Committee agreed to recommend that the National Park be asked to commit the unspent s106 cash to the Route 90 project (which would be implemented by ESCC) and that the Town Council ‘Parish share’ of 2018 CIL receipts is similarly dedicated. It was also considered essential that Cycle Lewes is included in all planning for the works.

4 *Future prospects:* Setting of programme items for future attention by the committee would be informed by the Lewes Living Streets June 2019 publication “*Tackling traffic dominance in Lewes – a Report*”, which had been prepared by John Dales, Director of the Urban Movement transport and urban design consultancy and a former Chair of the Transport Planning Society and a Trustee of the Living Streets UK charity.

TraCom2019/07

## CONCLUSIONS:

1 Members agreed to recommend that Council should provide the £500 required for Community Match funding of an ESCC traffic speed study on the A26 Malling Hill.

2 ESCC proposals for a 20mph limit roll-out to Malling were supported, except for very serious reservations as to the practical effect of the proposed speed-humps. These were not generally considered to be effective and were expensive. Members would rather see chicanes formed by either large planters or kerb ‘build-outs’, or (as a last resort) strategic marking of alternate-side parking areas to achieve the required ‘slalom’ slow-down effect.

3 Regarding national cycle Route 90; the Committee will recommend that the Town Council asks the National Park to commit the Circa £16k unspent s106 cash they hold (arising from the Lewes House development) to the Route 90 project, which will be implemented by ESCC. It will also propose to ESCC that Cycle Lewes is included in all planning for the works, and that a further £4,300 which the Town Council holds from its ‘Parish share’ of 2018 CIL receipts is similarly dedicated to Route 90.

The Chair thanked everyone for attending and declared the meeting closed; inviting any who wished to remain to join her in a ‘brainstorming’ session on transport-related priorities.

*The meeting closed at 4:25pm*

Signed: .....

Date: .....