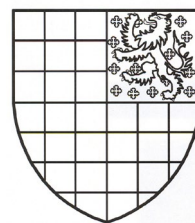


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**LEWES
TOWN
COUNCIL**

MINUTES

of the meeting of the **Transport Committee**

held on **Thursday 26th November 2020**, online via Zoom Meetings at **6:30pm**.

PRESENT Cllrs. J Baah; M Bird; S Catlin; R Handy; O Henman; I Makepeace; M Milner; R O’Keeffe and R Waring. Also (*not appointed to the Committee*) Cllr J Lamb

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

Invited contributors: J Lawrence (*Lewes Area Access Group*); S O’Sullivan (*Cycle Lewes*); K Moore (*Lewes Living Streets*); and Noel Fadden (*Headteacher Southover School*)

TraCom2020/001 ELECTION OF CHAIRMAN: Cllr Makepeace was elected to act as Chairman of the Committee for the 2020/21 municipal year

TraCom2020/002 QUESTIONS: There were none.

TraCom2020/003 APOLOGIES FOR ABSENCE: Apologies had been received from Cllr Vernon who was working, no message had been received from Cllr Herbert.

TraCom2020/004 DECLARATIONS OF INTEREST: The following Members declared themselves members of Cycle Lewes: Bird; Handy; Henman; Lamb; Makepeace and Waring. The following Members declared themselves members of Lewes Living Streets: Makepeace; Handy and Waring.

TraCom2020/005 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.

TraCom2020/006 BUSINESS of the MEETING:

It was noted that officers from East Sussex County Council (ESCC) and the cycling organization Sustrans had been invited and agreed to attend to facilitate discussion, but all had belatedly declared themselves unavailable. This would unfortunately limit the discussion that would be possible on matters of detail/status of projects.

1 Cycle Route 90: Improvement of local sections of regional cycle Route 90 was a project identified as a high priority by Cycle Lewes (CL) 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). There is a vital “missing link” between Brighton Road and Cliffe High Street/South Street. To complete the mostly on-road route required several elements of signage and physical features to be added within the town.

The South Downs National Park was understood to have committed funds and

Continues...

ESCC had advised that stakeholder and public consultation was to begin in the New Year on the eastern section from Southerham Roundabout to Cliffe High Street and that they were in the process of applying for Highways England designated funds for a Toucan crossing over the A26 at Cliffe Industrial Estate. This was currently on their reserve list for schemes.

Red/Amber/Green (RAG) ratings were to be drawn up for the western section of the route via Brighton Road, Western Road, High Street, School Hill. The RAG methodology was a tool in the Government's Department for Transport most recent (Local Transport Note LTN1/20) guidance on the design of cycling infrastructure; used when considering/implementing a cycle route.

TC recounted recent Town Council decisions regarding the use of accrued CIL levies and noted that the fund was identified as the Council's Participatory Budget pilot scheme, to be launched in the New Year. The public would be asked to help prioritise the list of projects in s11 of the Lewes Neighbourhood Plan, and the application of the CIL fund. CR90 had previously been identified for CIL funding, and was already believed to be underway, albeit at a preliminary stage, and would therefore probably fall outside the scope of any opinion survey. The committee agreed to await the result of the ESCC consultation before further consideration of the project.

2 Safe School Streets: The meeting welcomed Noel Fadden, Head of Southover School, who recounted the background to his school's inclusion in an ESCC pilot scheme to introduce Safe School Streets.

ESCC had earlier advised that they had secured funding through the Emergency Active Travel Fund Tranche 2 to run a six week 'School Streets' project. This would involve the closure of roads to vehicles directly outside of a small number of schools across the county, and a provider was currently being procured to deliver this project. ESCC received their official notification from the Department for Transport of the Emergency Active Travel Fund allocation on 20th November 2020, which included associated grant conditions, timescales for delivery and guidance in relation to scheme consultation. They were currently reviewing these to ensure that the project met requirements and could be delivered in a timely manner. They expected to issue further information to the schools participating in the trial project either that week or very early the following week.

Members discussed a number of matters ancillary to the proposals, including the possibility of using County Hall carpark as a drop-off area for parents; "park & stride", and expressed the hope that any trained individuals acting as Marshals during the pilot would not be lost when/if the scheme continued without government funding.

3 Lewes Traffic Study: Lewes Living Streets (LLS) and Cycle Lewes had prepared a submission asking for Town Council financial support in respect of two elements of their "Low Traffic Lewes – the way ahead" initiative, described as "Re-imagining our town by prioritizing the needs of pedestrians and cyclists, reversing the damage inflicted by traffic over recent decades". The groups were securing funding and partners for a project to come up with low traffic solutions for Lewes High Street.

There followed a discussion in which Councillors raised a number of questions and offered suggestions regarding the need for full engagement with ESCC, as the Highway Authority, and the availability of the ESCC 'Community Match Fund' scheme. It was agreed that the LLS/CL request should be submitted to Council for consideration using the major funding assessment protocol.

4 ESCC Local Cycling & Walking Infrastructure Plan: Consultation by ESCC on this Plan would close on 11th December. Councillors had been made aware weeks earlier, and may have made individual responses, although a corporate response had not yet been drafted. This was considered important, and Members agreed to send comments to the Chair in time for consideration by the Planning Committee, who were to respond on behalf of Council.

5 *Miscellaneous items:* Cycle Lewes had earlier that day submitted a list of items for which they sought funding. It was suggested that the Council might pay for these, although on analysis it appeared that most were the province of other Councils, who had not yet been approached. It was explained that the committee had no authority to agree expenditure and for even a preliminary assessment items must be published in advance, with the agenda, to allow adequate time for Members to engage with the issue(s). TC agreed to write to ESCC regarding one item listed: faded and misleading road markings in Railway Lane, requesting that these be removed or obliterated.

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 8:30pm

Signed:

Date:

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