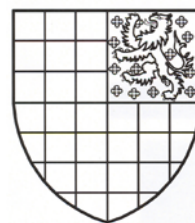


Town Hall  
High Street  
Lewes  
East Sussex  
BN7 2QS

☎ 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 **Working Party** formed to address **Traffic/transport-related issues in Lewes** held on **Wednesday 18<sup>th</sup> July 2018**, in the **Council Chamber, Town Hall, Lewes** at **7:00pm**.

**PRESENT** Cllrs S Catlin (Wischhusen); J Lamb; M Milner; S Murray; and R O’Keeffe. Also (*not appointed to the Working Party*) Cllr R Murray.

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

**TIWP2018/01** **ELECTION OF CHAIRMAN:** Cllr Milner was elected to act as Chairman of the Working Party for the 2018/19 municipal year

**TIWP2018/02** **QUESTIONS:** There were none. One member of the public was present.

**TIWP2018/03** **APOLOGIES FOR ABSENCE:** Apologies had been received from Cllr Makepeace, who cited a “long-standing arrangement”; Cllr Rowell “a prior engagement”; Cllr Jones, attending illness in the family, and Cllr E Watts, who was unwell. No message had been received from Cllr Elliott.

**TIWP2018/04** **DECLARATIONS OF INTEREST:** There were none

**TIWP2018/05** **MINUTES:** The minutes of the meeting on 20<sup>th</sup> February 2018 were signed as an accurate record.

**TIWP2018/06** **BUSINESS OF THE MEETING:**

*Priorities for supporting local transport:* Cllrs Murray (S) and Catlin recounted a meeting they had held with Community Transport in the Lewes Area (CTLA) at the request of the Working Party. CTLA had submitted some proposals as:

i) Funding one whole day per week of the current Lewes Dial-a-Ride (DaR) which would release CTLA funds to invest in more services and vehicles to increase sustainability of the overall project.

The current rate per day for the three days per week funded by ESCC was given as £130.31, therefore to fund this over 52 weeks would cost £6,776.12. This, together with the recent grant by the Town Council, would mean that CTLA would self-finance about 65% of the remaining day out of their own funds. By the end of 2017/2018 CTLA had carried 2,160 passenger-trips on the Lewes DaR service – an average of 190 passenger-trips per month.

ii) LTC to fund free travel to English National Concessionary Bus Pass Holders on the Lewes DaR service. This would be complicated to achieve as it would need the approval of ESCC who are responsible for reimbursing operators of approved services through the MCL managed Concessionary Fares Scheme. Negotiations would have to be undertaken between LTC and ESCC to determine the reimbursement rate from LTC to ESCC. It was thought likely that ESCC would be reluctant to proceed even if the scheme was budget neutral to them as this would set a precedent and encourage users of other DaR services to demand the same. However if LTC wished to pursue that, it could be investigated further but would likely be a complex and contracted process if it was not turned down immediately.

iii) Fund a study into the feasibility of a Voluntary Car Scheme serving Lewes residents to complement the DaR. This could be undertaken in-house by CTLA staff with some support where appropriate from external sources over a 5 month period at a cost of £6,000, with the recommendations forming the basis of a business case and subsequent bids from CTLA to various funding bodies, including Lewes TC, for a possible scheme start in the 2019-20 financial year.

iv) Purchase of an additional electronic ticket machine. This had not been discussed at the meeting but was something CTLA would like to put forward for consideration. The current weekday town service 131 and the Sunday town service 132 both increased the opportunity for Lewes residents to get out, access local goods and services and lead more independent lives with social interaction also reducing loneliness and deteriorating mental and physical health, which often goes hand-in-hand with isolation. CTLA had two electronic ticket machines which capture data about passenger travel and also operate the real time information signs where they exist. These were funded by ESCC with CTLA being responsible for ongoing support and maintenance costs. Existing bus commitments kept the two machines occupied and CTLA were unable to extend the benefits these machines bring to the 131 service or to provide a spare machine to cover for breakdowns on the Sunday 132 service. They aspired to purchase a third ticket machine and have it installed to avoid these issues but currently could not fund the initial purchase and installation costs of £3,850.

The Working Party were most interested to develop the dial-a-ride and/or voluntary car services; considering that these could provide the most direct benefit and value. A member of the public, who was a volunteer driver for the Red Cross service in Lewes, offered some insight into the imminent closure of current Red Cross volunteer car schemes across the country, and it seemed sensible to suggest that CTLA might avoid much of the work and cost of a local feasibility study if they could assimilate any redundant volunteers and perhaps access Red Cross administrative information for the service in this area. CTLA would also be asked for any statistics they were able to provide on the current uptake of their DaR bus service. Cllrs Murray and Catlin were asked to meet again with CTLA and put across these points.

*Compass bus services:* Malling residents had been monitoring the supported services operated by Compass Travel, and reliability of these was observed to be improved.

*Real-time information system:* It was reported that the real-time information (RTI) displays were failing in important areas – sometimes giving completely erroneous information. Brighton & Hove Buses had taken notice of complaints and indicated that at some locations, including Lewes bus station, the cause was power failure.

*Bus shelters:* A licence had recently been issued by East Sussex Highways, with apologies for a delay of almost 2 years, to site a bus shelter on the pavement serving the stop at Fitzroy House. This had originally been requested on behalf of local residents who identified significant demand for a shelter at this location. An appropriate design of shelter would cost approximately £8,000 and Members agreed that this should be recommended to Council.

A shelter had been requested in Crisp Road, Landport, adjacent the electricity sub-station. The footway was narrow in that spot and it was thought that this may be a constraint; but the necessary agreements were being researched, for consideration in due course.

Developers of land off Southdown Road had been granted planning consent subject to 's106' conditions that required the installation of two bus shelters and associated works. They had been advised that the Town Council may be prepared to adopt these once installed, on agreement of a commuted sum which would provide for additional insurance; occasional repairs, and routine cleaning/sanitizing *etc.* This had been established at around £500 per shelter, which allowed for several years' routine costs and a nominal amount towards possible need for replacement glazing. Council would be recommended to agree these arrangements. It was noted that a similar arrangement was expected to arise from developments at Sussex Police HQ, where a nearby bus shelter had been identified as a potential 's106' benefit.

*Bench seats:* A bench that had been donated *in memoriam* by the Rotary Club and sited outside the entrance to Lewes Station had been removed by the station management and relocated to a platform, allegedly with the agreement of Rotary. This had been

discussed before by the Working Party, and the bench had been an occasional point of contention with the Station operators. In this instance, it was agreed that if Rotary had raised no objection then the matter should be left to lie.

The matter of an additional bench immediately adjacent the bus stop on the Southbound side of the road had been stalled following the costs quoted by Network Rail for a license. This was still being pursued, but it was agreed that the prices quoted would make the provision disproportionately expensive and the removal of the bench at the entrance would affect demand. This would be revisited in due course.

*5<sup>th</sup> November road closures etc:* Councillors expressed concern at the approach being exhibited by the Tactical Support Group (TSG), representing emergency services and partners, regarding arrangements for Lewes Bonfire. Proposals for road closures and rail station restrictions were considered too draconian and inappropriate to a Monday evening event. It was noted that the Council had expressed a view recently, and that Brighton and Sussex Universities had protested that they had not been consulted or advised. The working party asked if comparative figures for injuries and other crowd-related incidents over the past ten years might be obtained. The TSG would be asked to provide background to their reasoning.

*Electric car use:* It was agreed to write a letter of support to Lewes District Council for their initiative to research and encourage greater use of electric cars.

*20mph speed limit:* Members near Southover agreed to monitor compliance with the speed limit along Southover High Street.

*Parking Shop closure:* The closure of the Lewes Parking Shop was noted. Leaflets and posters were being distributed by the parking scheme operator and East Sussex County Council explaining new arrangements for obtaining permits *etc.* online or at Lewes Library. Members observed that whilst ‘teething troubles’ were to be expected with any change, arrangements for trade day-permits seemed to have become a problem. It was considered that the system was not fit-for-purpose, and it should be simple to obtain scratch-cards at the library counter. Cllr O’Keeffe undertook to pursue these issues with ESCC’s Lead Member. She would also make enquiries as to the current rules applicable to the erection of scaffolding in the High Street which, it was believed, should be restricted to weekends.

**TIWP2018/07**

### **CONCLUSIONS:**

Council would be asked to note the discussions and conclusions of the Working Party and to agree the proposals for bus shelters as described above.

The Chairman thanked everyone for attending and declared the meeting closed.

*The meeting closed at 8:25pm*

Signed: .....

Date: .....