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**LEWES
TOWN
COUNCIL**

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To: Cllrs Baah; Bird; Catlin; Handy; Henman; Herbert; Makepeace; Milner; O'Keeffe; Vernon and Waring.

A Meeting of the **Transport Committee** will be held online* on **Tuesday 13th April 2021**, at **3:00pm** which you are summoned to attend.

***VIRTUAL ATTENDANCE:** This meeting can be joined using computer video & audio using any suitably equipped digital device (*eg* laptop; tablet or smartphone) or, by audio only, using a telephone.

To join this meeting either follow this link: <https://zoom.us/j/91407149182>

Or telephone 0131 460 1196 or +44 (0)330 088 5830. Use **Meeting ID: 914 0714 9182**

***Please also see the note below regarding password-controlled access to this online meeting**

S Brigden, Town Clerk 31st March 2021

AGENDA

1. QUESTION TIME

To consider any questions received regarding items on the agenda for this meeting.

2. APOLOGIES FOR ABSENCE:

To receive apologies from members of the Working-party who are unable to attend.

3. MEMBER'S DECLARATIONS OF INTEREST:

To note declarations of any personal or prejudicial interests in matters on this agenda.

4. MINUTES:

To agree Minutes of the meeting held on 26th November 2020

(attached, page 4)

5. REMIT of the COMMITTEE

To note the remit of the Committee as defined by Council:

- › 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.

6. NATIONAL CYCLE ROUTE 90

To assess the status of this project

(expected attendance by ESCC officers)

7. SAFE SCHOOL STREET – Southover School

To assess the status of this project

(expected attendance by ESCC officers)

8. MALLING HILL TRAFFIC STUDY

To consider the feasibility study prepared by ESCC Highways Dept

(copy attached page 7)

9. COMMUNITY SPEEDWATCH

To receive a report on Community Speedwatch data

(oral report by Kevin Moore, Lewes Living Streets)

Continues...

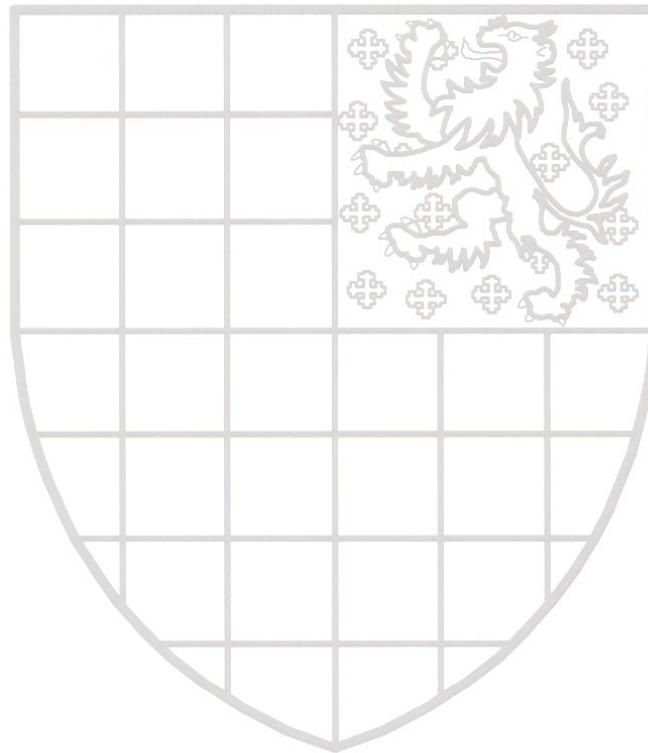
PUBLIC ATTENDANCE – Covid-19 emergency arrangements:

Members of the public have the right, and are welcome, to attend* this meeting of the Council – questions regarding items on the agenda may be heard at the start of the meeting with the Mayor’s consent. Questions or requests to address the meeting must be sent by email to the Town Clerk at least 3 days in advance.

This meeting will be held online via video link. To join the meeting follow the instructions above.

***Members of the public wishing to join this meeting must request a password by email at least 24 hours before the published start time. Please submit your request to townclerk@lewes-tc.gov.uk**

For guidance on joining online meetings please see the notes below



Guidance on attending ‘virtual meetings’



Joining a meeting:

1. Invitations to COUNCILLORS and officers to join a virtual meeting of the Council; a committee, or Working Party will be included in an email accompanying the agenda, and will look similar to this (*examples only*):

Lewes Town Council is inviting you to a meeting of ??????????????????

To join the meeting, use this **link**: zoom.us/j/nnnnnnnnnnnn

Meeting ID: 123 4567 8910 (*example only*)

Password: 123456 (*example only*)

OR dial by your location

+44 (0)131 460 1196 United Kingdom or +44 (0)330 088 5830 United Kingdom

The link (but not the password) will be also repeated at the head of the Agenda and can be accessed from either. The **password** should not be shared, as **PUBLIC** attendees are asked to request a password by email at least 24hrs before the scheduled start.

2. Using a digital device with camera and microphone (*eg* laptop; tablet, smartphone), access can be gained by following the link. If audio-only is preferred (or problems interfere with video connection), telephone connection can be made using either of the numbers and following the prompts. Meeting ID and Password may be required dependent upon your chosen method.
3. If using computer audio and video a screen will open, similar to this:

Launching...

Please click **Open Zoom Meetings** if you see the system dialog.

If nothing prompts from browser, [click here](#) to launch the meeting, or [download & run Zoom](#).

If you cannot download or run the application, [join from your browser](#).

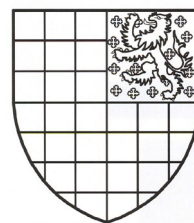
4. If you cannot download the application (or choose not to), or cannot run it, you may join from your internet browser by selecting that option.
5. On first connecting with the meeting you will be admitted to a virtual **Waiting Room**. Please follow any prompts, whether on-screen or audible. Attendees will be admitted once the meeting starts and what you see or hear after entry to the meeting may depend upon the equipment you are using.
6. To begin each meeting, the Chair will introduce some **meeting protocols** and all those attending will have live audio connections but will be asked to ‘mute’ their microphone when not speaking. Those wishing to speak will be asked to indicate by raising their hand or using the ‘hand up’ icon or sending a Chat message and they will be invited to do so by the Chair. The Chair can mute all attendees and selectively unmute individual speakers if there are interruptions or background noise issues.
7. While it is possible to use on-screen options to signify **voting** this will NOT be used. Should a vote be called during any meeting the Chair will ask Members to signify by raising their hand or, if there are any voting members attending by audio only, asking each in turn to voice their vote or abstention.
8. Attendees can send short **‘Chat’ messages** to one another privately and publicly during the meeting.
9. Meetings will be recorded, but records kept only until the Minutes have been subsequently validated.

PLEASE NOTE:

Before connecting, it is good practice to ensure that your equipment is adequately charged; that you will not be interrupted, and that your camera’s field of view or microphone do not capture anything you would prefer is not seen/heard publicly. Functions will be available once you have entered the meeting to alter the background, and your camera and microphone can be muted at will.

Please also ensure that other equipment nearby does not introduce audio ‘feedback’; that background noise is minimal, and that you select appropriate levels of microphone sensitivity and speaker volume on your device.

To learn more, a number of helpful FAQ’s and video tutorials are available at www.zoom.us



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

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:

Draft

[ABSL-0898] Feasibility Appraisal

A26 Malling Hill, Lewes

PREPARED FOR:	Lewes Town Council
PREPARED BY:	Ian Tingley, East Sussex Highways
DATE:	23 November 2020
REVISION NO.:	P01
REVIEWED BY:	James Vaks
APPROVED BY:	James Vaks

1. Introduction

- 1.1. Lewes Town Council (LTC), through the East Sussex Highways (ESH) Community Highways programme, has applied for a feasibility study to be carried out on measures to reduce vehicle speeds along the A26, Malling Hill, Lewes and investigate options to reduce the volume of traffic along this section of the A26. It is envisaged that the reduction of vehicle speeds and volumes would provide a safer environment for residents.
- 1.2. The Town Council has already been in discussion with East Sussex County Council (ESCC) Traffic and Safety team to discuss options available to resolve the issues and ESCC have provided advice on the likelihood of these measures being supported or introduced.
- 1.3. The purpose of this report is to review the available data and assess the site in terms of options to reduce speed limits and traffic volume. This review will then seek to provide an indication of potential costs to implement any scheme option that may arise from the study as well as risks to the delivery of this. This will help LTC decide whether to make a formal application for Community Match funding at a later date.

2. Objective of Scheme

- 2.1. LTC report that residents are increasingly calling on the Town Council to address the safety issues associated with vehicle speeds and volume along this section of the A26 in Lewes.
- 2.2. Resident engagement in the process to date includes extensive email communications, as well as a public meeting held in November 2017. Discussions have also been held with ESCC, East Sussex Highways and Sussex Police Authority to discuss the concerns and possible solutions to the issues.
- 2.3. The objective of the commission is to determine what measures are available to reduce vehicle speeds and review traffic volumes to determine what measures, if any, are available to reduce the volume of traffic along this road.
- 2.4. Aligned with the problems identified with the volume of traffic LTC report numerous near miss crashes and traffic related incidents, the majority of which go unrecorded.

3. Existing Situation

General

- 3.1. The A26 Malling Street / Malling Hill is a single carriageway heading in a northerly direction on the eastern side of Lewes Town centre. The A26 is one of the primary routes through East Sussex and, as such, has traffic flows commensurate with the status of the road.
- 3.2. The study area is taken to cover the section of road between the existing pedestrian crossing and Church Lane at the northern end, a distance of approximately 450m. Over this length the road is named Malling Street between the crossing and Orchard Road where the name changes to Malling Hill.
- 3.3. A 30mph speed limit applies throughout the site and street lighting is provided throughout its length.
- 3.4. The road falls on a steady gradient between Church Lane at the northern end and the pedestrian crossing, continuing on the same gradient to the BP filling station at the southern end where the gradient levels off on the approach to the Cuilfail Roundabout.
- 3.5. The A26 is predominantly urban in nature being bounded on both sides between the roundabout and Orchard Road with a mix of residential development, light industrial and private businesses. North of Orchard Road the development tails off giving the road a more rural feel.
- 3.6. A signalised pedestrian crossing was installed half-way up Malling Street in 2014 which included the construction of small buildouts on either side of the road to provide sufficient footway width at the crossing points.
- 3.7. The site visit has been undertaken and measurements recorded to determine the existing footway and road widths. From this it is established that the road width measures 6.5m between the existing crossing and Orchard Road. North of Orchard Road the width increases to between 8.4m and 9.1m.
- 3.8. A footway is provided along the western side of the road over the length of the site, measuring between approximately 1.3m and 2m in width. Along the eastern side a narrow footway is provided northwards to a point approximately 100m north of the access to Horseman Solicitors. At this location the footway stops, and the edge of the road is delineated by a solid brick / stone wall.
- 3.9. On-street parking is not permitted on either side of this section of the A26.
- 3.10. Figure 1 shows the location of the site.



Figure 1 – Site Location

Crash Data

- 3.11. Information obtained from the Sussex Safer Roads Partnership shows that there have been seven recorded personal injury crashes along this section of the A26 in the 5-year period ending 31 July 2020.
- 3.12. Three of these crashes occurred at the entrance to the fuel station close to the Cuilfail Roundabout. All of the crashes resulted in 'slight' personal injuries. Analysis of the crash data indicates that excessive speed was not recorded as a causation factor in any of the recorded crashes, with the main factors instead being attributed to driving too close / inattention.
- 3.13. Based on the available crash data ESCC would not consider the site to be a safety issue or priority.

Speed Limit / Speed Data / Traffic Data

- 3.14. Traffic speed and volume data has been captured in a count carried out in April 2018. The data was collected by automatic data collectors mounted on existing street lighting column (No.15) north of the pedestrian crossing on Malling Street. The site reference number was 5427.



Figure 2 –Traffic survey site

- 3.15. This survey site is not a permanent counter site and, as such, is not regularly monitored by the ESCC Transport Monitoring team. This means that the data has not been updated to reflect the current situation, but it does provide a useful guide to vehicle speeds and volumes. The results of the survey are shown in the Tables 1 and 2 below.

Site	Site speed limit	Northbound Average Speed	Southbound Average Speed	Northbound 85%ile speed	Southbound 85%ile speed
Site Ref 5427	30mph	30mph	28mph	36mph	33mph

Table 1: Traffic Speed

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that 50 percent of drivers exceed.

Site	Northbound (12 Hr)	Southbound (12 Hr)	Total (12 Hr)	Total (24 Hr)
Site Ref 5427	9,300 veh	10,216 veh	19,516 veh	23,621 veh

Table 2: Traffic Volume

- 3.16. One of the comments made in the application for this study was that a large percentage of drivers were driving in excess of the 30mph speed limit. Analysis of the traffic data indicates that approximately 34% of drivers (8033) were recorded as driving above the 30mph speed limit although 5937 of these were travelling between 31mph and 36mph. It would be usual for vehicles within this speed band to be discounted from the figures as speeds within this range would not fall within the Sussex Police enforcement threshold. By discounting these drivers from the analysis only 9% of drivers (2096) were recorded driving at speeds above 36mph. This would not be considered a speeding issue by either ESCC or Sussex Police.
- 3.17. Traffic volume data is provided for information only as the ESCC Transport Monitoring team do not categorise traffic volumes in terms of low, medium or high. LTC report that the volume of traffic is excessive but given the status of the road, the recorded traffic volumes are at a level to be expected.

4. Analysis of Requested Measures

General

- 4.1. The focus of the improvements requested by LTC is the reduction of vehicle speeds and volumes along Malling Hill. LTC have proposed the following measures for consideration. The following table summarises these measures and provide ESH initial response to these. Further details are discussed within the section.

Suggest measure	East Sussex Highways' response
Reduction in Traffic Volume	Not supported by ESCC / Sussex Police
Safety Cameras	Would not meet criteria
Vehicle Activated Signs	Would not meet criteria
Additional speed reminder signage	Legislation would not permit
Pedestrian Crossings	Not achievable based on demand and available space.
Traffic Calming	Typical horizontal and vertical measures are not achievable but option to install central islands could be viable subject to further design.
Footway widening / road narrowing north of Orchard Road	This option is viable but expensive.

Reduction in Traffic Volume

- 4.2. The A26 forms a part of the strategic road network through East Sussex, with annual average traffic volumes of approximately 23,000 vehicles per day. Due to the nature and importance of this route the reduction of traffic volumes by diverting traffic onto alternative routes would not be supported by either ESCC or the Sussex Police Authority. As such this option cannot be considered further.

Reduction of Traffic Speeds – Safety Cameras

- 4.3. Speed Cameras are the responsibility of the Sussex Safer Roads Partnership and there are set criteria in place for the installation of these. National guidance regulating their introduction is given in DfT Circular 01/2007 – ‘Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing’.
- 4.4. The underlying criteria for a camera is that there is a pressing need to address the number of collisions occurring that are directly attributed to excess speed. It is important that compliance with the national guidance is met to ensure that cameras are only used to address known and identified crash problems directly attributed to excessive speed, and not seen as an easy way to raise additional revenue.
- 4.5. LTC report that 8,000 (34%) of vehicles currently exceed the speed limit but this relates to all vehicles travelling at 31mph and above. A more realistic representation would be the 2,096 (8.8%) of vehicles that were recorded as travelling in excess of 36mph, which exceeds the Sussex Police enforcement threshold.
- 4.6. In terms of the crash data this shows that within the last 5 years there have been 7 ‘slight’ crashes within the site but none of these are recorded as having excessive speed as a causation factor.
- 4.7. Taking the above into consideration the criteria for the installation of safety cameras would not be met at this site and it is not recommended that this option is progressed further.

Reduction of Traffic Speeds – Vehicle Activated Signs

- 4.8. Vehicle Activated Signs (VAS) are the responsibility of ESCC, and their introduction is governed by ESCC Working Practice which, in turn, is based on national guidance.
- 4.9. The underlying criteria for a VAS relate to the number of crashes occurring where excessive speed is recorded as a major causation factor and where the installation of standard signing has not been effective. ESCC Working Practice states that “except in exceptional circumstances the use of VAS is reserved for sites where there will be a benefit in terms of casualty reduction.”
- 4.10. The average threshold speed after which a VAS sign could be considered within a 30mph speed limit is 35mph. As the average recorded speeds along Malling Hill are 28mph southbound and 30mph northbound this would not be met.
- 4.11. Taking the speed and crash data into consideration, the criteria for the installation of VAS would not be met at this site and it is not recommended that this option is progressed further.

Reduction of Traffic Speeds – Additional Signage

- 4.12. The site lies within a 30mph speed limit where street lighting is provided. As this is a street lit road the introduction of speed limit reminders is not permitted by legislation. Based on this the option to install speed limit repeater signage cannot be progressed.

Reduction of Traffic Speeds – Pedestrian Crossings

- 4.13. There are two types of pedestrian crossing that can be considered, a controlled crossing and an uncontrolled crossing. Controlled crossings are those where vehicles are required to stop to allow a pedestrian to cross the road, whereas uncontrolled crossings are those where a pedestrian must wait for a suitable gap in the traffic to cross. Uncontrolled crossings may

include a central refuge island to help pedestrians cross the road. Based on national guidance and taking into consideration the volume of traffic it is not considered the provision of an uncontrolled, at-grade crossing point be appropriate at this site.

- 4.14. A signal-controlled pedestrian crossing was installed on Malling Hill recently, with the justification for this being based on a number of key factors including pedestrian demand. The physical location of the crossing would have been determined after assessing the desire line of pedestrians and the physical space available on site.
- 4.15. An initial assessment of the site has indicated that this is the most suitable location for a crossing and the installation of an additional pedestrian crossing to provide some form of traffic calming measure would not be recommended. Caution should always be exercised when proposing signal-controlled crossings where pedestrian flows are light, as motorists become accustomed to not stopping and may inadvertently ignore a red signal leading to severe consequences. It is therefore not recommended that this option is considered further.

Reduction of Traffic Speeds – Traffic calming

- 4.16. To reduce vehicle speeds along the A26 ESH have investigated options to install traffic calming measures using typical traffic calming features. The two types of measures that can be considered are vertical traffic calming features and horizontal traffic calming features.

Vertical traffic calming features

- 4.17. Vertical traffic calming features include raised tables and speed humps / cushions and are the most effective form of controlling traffic speed. However, their introduction causes issues for the operation of emergency services and buses, both of which will use the road.
- 4.18. To keep vehicle speeds low a feature would have to be provided every 60 – 80m throughout the traffic calmed area with a speed reducing feature also being introduced at the start of the traffic calmed area.



Figure 4.1: - Example of a vertical calming feature – speed cushion

- 4.19. Vertical features are not suitable on roads where there is a significant presence of HGV traffic given the potential increased noise and vibration which could become a nuisance to those living nearby. Due to the status of the road it is unlikely that vertical traffic calming features would be supported by ESCC or the Sussex Police Authority. Because of this the option to install vertical traffic calming features is not recommended.

Horizontal traffic calming features

- 4.20. Horizontal traffic calming features include pinch-points or footway buildouts and may be more acceptable to emergency services and bus operators. These are not as effective, however, as vertical traffic calming features. As with vertical features a horizontal feature would have to be introduced at regular spacings to keep vehicle speeds down.



Figure 4.2: - Typical horizontal calming feature - road narrowing on both sides



Figure 4.3: - Typical horizontal calming feature - simple priority working.

- 4.21. When considering horizontal traffic calming features it is important to ensure that they are safe for all road users and effective. Looking firstly at a layout similar to that shown in Figure 4.2, as the road lies on a bus route and is regularly used by HGV traffic, an absolute minimum road width of 6m would be required at each road narrowing feature to ensure that two-way traffic flow is maintained. By providing 6m clear width, however, this would mean that between the existing crossing and Orchard Road there is insufficient road width to provide buildouts.
- 4.22. North of Orchard Road there is scope to provide narrow buildouts that would extend approximately 1.0m into the carriageway but in order to be effective traffic calming features must be provided at regular intervals over the whole of the traffic calmed area and not just a short section of it. Because of this the provision of this type of traffic calming feature is not recommended.
- 4.23. The other type of horizontal calming feature to consider is priority working as shown in Figure 4.3, but due to the strategic nature of the A26 the introduction of traffic calming priority would not be appropriate. It is very unlikely that priority working features would be supported by either ESCC or Sussex Police Authority and based on this, it is not recommended that this traffic calming option is progressed.

Central Traffic Islands

- 4.24. The installation of central traffic islands is an option that could be considered. Their introduction would provide a visual reminder to drivers of the requirement to keep speeds low and, from a drivers' perspective, would introduce localised road narrowing, potentially resulting in reduced speeds. Drivers would be guided past each island either by localised tapered road markings or by the laying of a continuous centralised hatched area. Traffic islands would not provide crossing provision for pedestrians.
- 4.25. A minimum road width of 7.65m would be required before the installation of islands could be considered comprising 3.25m northbound running lane, 1.35m wide island and 3.05m southbound running lane. As shown in Figure 4.4 below.

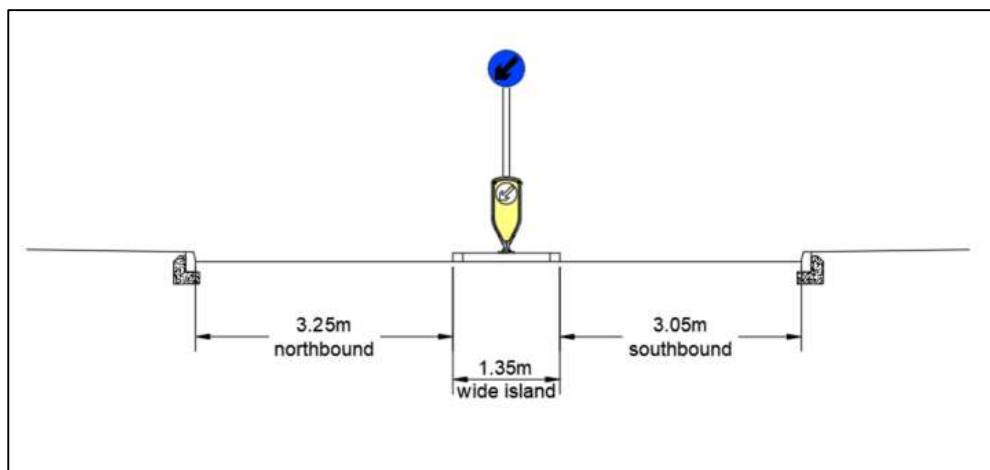


Figure 4.4: - Typical cross-sectional detail of central island.

- 4.26. Site measurements have been taken at 50m intervals from which it is determined that up to four central islands could be installed north of Orchard Road up to the splitter islands at the Church Lane junction. South of Orchard Road down to the pedestrian crossing there is insufficient road width to install any central islands and there is no scope to locally widen the carriageway.

- 4.27. A risk associated with the provision of central islands is the concentration of traffic on the adjacent traffic lane which can result in early failure of the road. Additional investigation would be needed to determine the condition of the existing carriageway as a part of any future design. Carriageway strengthening may then be considered necessary.
- 4.28. The exact locations for any traffic islands would have to be determined as a part of the preliminary design if the scheme is progressed.

Kerb realignment / road narrowing

- 4.29. An alternative to the installation of central traffic islands would be the physical narrowing of the A26 between Orchard Road and Church Lane to reduce this to the minimum width required. This could involve the laying of new kerbing along the eastern side to provide a 750mm hardened strip immediately adjacent to the stone wall and the widening of the footway along the western side to reduce the road width.

5. Scheme Costs and Delivery Risks

- 5.1. ESH have prepared budget costs estimates for the design and implementation of the following two measures described in the previous section:
 - Option 1: A series of central islands between Orchard Road and Church Lane
 - Option 2: Carriageway narrowing between Orchard Road and Church Lane
- 5.2. For option 1 the estimated cost would be in the region of £80,000 This estimate includes for the installation of four central islands complete with reflective bollards, illuminated 'keep left' signs and alterations to the road markings. The illuminated signs would require a new power supply. For the purposes of this estimate it has been assumed that a suitable source is available from the adjacent footway. At this stage it is not possible to determine if any further carriageway strengthening is required to facilitate the central islands. As the previous section discussed there is a risk that by introducing new islands traffic is directed to the edges of the carriageway and experience has shown in some instances the road can fail if strengthening is not undertaken. This will only be determined as part of the design process if the project progresses.
- 5.3. For option 2 the estimated cost would be in the region of £150,000. This estimate includes for the narrowing of the carriageway by realigning the kerb line along both sides of the A26 over a distance of approximately 700m.
- 5.4. Both estimates also cover design support in the preparation of the scheme. The level of design support will vary depending on the scale and complexity of the measures. It is assumed the local community will be in support of the measures. Previous experience has shown that schemes where the communities have not been supportive of the proposals result in longer design processes as further consultation and re-iteration of the designs are required.

5.5. The following table summarises the risks identified in delivering this package of measures.

Risks	Mitigation Measures
Capital Cost to implement scheme considered too high for County Council to part fund	Early engagement with County Council Offices through Community Match Application process
Scheme not supported by the community leading to increased design time and cost to address objections to the project.	Town Council to conduct earlier stakeholder engagement before application stage to ensure there is support to the project.
Scheme not supported by Statutory bodies and stakeholder groups, including ESCC Road Safety leading to abortive design costs or protracted design phase to re-develop options or address objections to the project.	Early engagement with stakeholder groups is required to establish if the principals of the scheme are acceptable, preferably before application stage.
Insufficient details of the site, such as underground apparatus and base mapping data to sufficiently develop a design to give confidence in scheme costs	Appropriate risk/contingency made. This will be reviewed at each stage of the scheme.
Early failure of the carriageway following installation of central islands, resulting in an increase in the cost of the scheme to reconstruct localised sections of road.	Early consultation with ESH maintenance to determine existing road make-up and arrange cores if deemed necessary.

6. Conclusions and Recommendations

- 6.1. Lewes Town Council would like to reduce traffic speeds and volume along the A26, Malling Hill to the east of Lewes Town Centre.
- 6.2. Crash data has been analysed for the site from which it has been determined that there is insufficient evidence to justify a scheme from being promoted.
- 6.3. 34% of recorded vehicle speeds exceeded the 30mph speed limit but the majority of these were recorded as travelling between 31 and 36mph. Only 8.8% of drivers are recorded as exceeding the Police enforcement threshold, which would not be considered a speeding issue by either ESCC or Sussex Police.
- 6.4. Of the options suggested and considered, only two present themselves as a possible way of encouraging driver compliance with the speed limit, the installation of a series of central traffic islands or the physical narrowing of the road between Orchard Road and Church Lane. Traffic islands would be the least expensive option to progress.
- 6.5. All of the other potential ways of reducing vehicle speed and volume have been discounted on the grounds of either being unsupported by ESCC / Sussex Police or not being permitted due to legislation.
- 6.6. Although it cannot be guaranteed that narrowing of the road or the introduction of central islands would have the desired effect on vehicle speeds, the measures should encourage slower speeds.
- 6.7. Further consultation with the community is recommended on the proposals, including key stakeholder groups, to ensure all parties are in full support of these before a formal Community Match application is made.