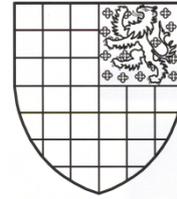


Town Hall
High Street
Lewes
East Sussex
BN7 2QS



**LEWES
TOWN
COUNCIL**

☎ 01273 471469 Fax: 01273 480919

✉ info@lewes-tc.gov.uk
🌐 www.lewes-tc.gov.uk

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 **Thursday 26th November 2020**, at **6:30pm** 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/93512821301>

Or telephone 0131 460 1196 or +44 (0)330 088 5830. Use **Meeting ID: 935 1282 1301**

***Please also see the note below regarding [password-controlled access to this online meeting](#)**

S Brigden, Town Clerk 19th November 2020

AGENDA

1. ELECTION of CHAIRMAN

To elect a Chairman for the Committee for the 2020/21 year.

2. QUESTION TIME

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

3. APOLOGIES FOR ABSENCE:

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

4. MEMBER'S DECLARATIONS OF INTEREST:

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

5. MINUTES:

To agree Minutes of the meeting held on 10th October 2019

(attached, page 4)

6. 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.

7. NATIONAL CYCLE ROUTE 90

To assess the status of this project

(update on progress of this project)

8. SAFE SCHOOL STREET – Southover School

To assess the status of this project

(notification attached page 7)

9. LEWES TRAFFIC STUDY

To assess this joint initiative of Cycle Lewes and Lewes Living Streets

(update on progress of this project)

10. LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

To consider current consultation by East Sussex County Council, available at:

<https://consultation.eastsussex.gov.uk/economy-transport-environment/escclcwip-2020/>

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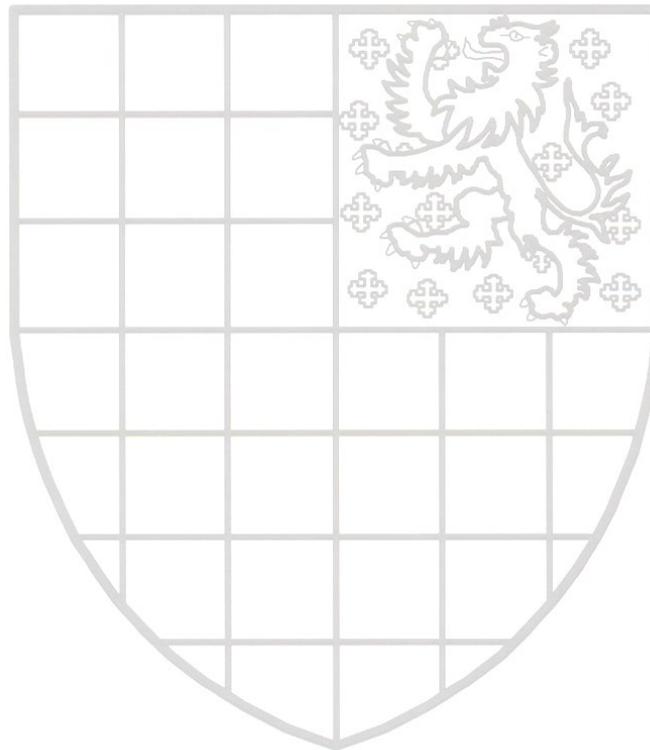
PUBLIC ATTENDANCE – Covid-19 emergency arrangements:

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](#).

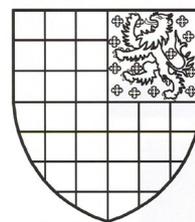
4. If you cannot download the application (or choose not to), or cannot run it, you may join from your internet browser by selecting that option.
5. On first connecting with the meeting you will be admitted to a virtual **Waiting Room**. Please follow any prompts, whether on-screen or audible. Attendees 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



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MINUTES

of the meeting of the **Transport Committee**

held on **Thursday 10th 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:

Dear Councillors

Potential Temporary School Street Closures (SUBJECT TO FUNDING)

You may have seen notices for temporary road closures for the streets around a school within your area, so I am writing to let you know a little more about this project.

About the pilot project

ESCC is working with Sustrans on a potential 6 week pilot project which **will trial restricting motor vehicle access into streets near the entrances** to a few schools during school opening and closing times. It will help to encourage families to walk, scoot or cycle to school, making the area immediately outside the school safer for all, and enable social distancing.

Access for non-essential motor vehicles would be restricted during these times, but residents and other essential vehicles would be allowed access if necessary, with suitable measures in place to ensure the safety of pedestrians and cyclists. The roads would be closed for a short period only during school drop off and collection time, Monday to Friday, term time only.

ESCC has applied for funding from the Department for Transport's Emergency Active Travel Fund Tranche 2 to fund the project. **We are awaiting the outcome of a funding bid to confirm whether this can be taken forward.**

However, it has been necessary to process the application for the road closures so that we are ready to deliver the project as quickly as possible, if the funding is confirmed. We are currently working to a potential delivery start date of 4th January 2021, should the funding be confirmed within the next week.

Consultation

All schools in the county were contacted to find out if they would like to be involved in the pilot project

The following schools have expressed interest in taking part in the pilot project, and have been prioritised for delivery:

- Ark Blacklands Primary Academy, Osbourne Close, Hastings
- All Saints CE Junior School, Githa Road, Hastings
- Harbour Primary and Nursery School, Church Hill, Newhaven
- Langney Primary Academy, Redford Close and Chailey Close, Eastbourne
- Stafford Junior School, Ringwood Road, Eastbourne
- Southover CE Primary School, The Course and Potters Lane, Lewes

We are working closely with the schools involved and, if the funding is secured, parents and residents in the roads affected will be contacted and the plans shared, to enable us to address any concerns well in advance of the project start date.

More information

Further details about the Emergency Active Travel Fund and FAQs about the school streets project can be found here: eastsussex.gov.uk/roadsandtransport/planning/emergency-active-travel-fund/about-the-emergency-active-travel-fund/

Further details about the temporary road closures will be published on the East Sussex Highways website over the coming weeks: eastsussexhighways.com/roadworks

School Street closures are also taking place in London, Brighton and Hove and other counties. Further information on school street closures around the country can be found on the Sustrans website here:

sustrans.org.uk/our-blog/projects/2019/uk-wide/sustrans-school-streets/