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**LEWES
TOWN
COUNCIL**

To: Cllrs Catlin (Wischhusen); Dean; Kingham; Li; Milner; Murray (S); O'Keeffe

A Meeting of the Working party formed to address traffic-related issues in Lewes will be held on **Thursday 16th February 2012**, in the **Yarrow Room, Town Hall, Lewes at 6:30pm** which you are requested to attend.

S Brigden, Town Clerk
9th February 2012

AGENDA

1. APOLOGIES FOR ABSENCE:

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

2. MEMBER'S DECLARATIONS OF INTEREST:

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

3. MINUTES

To agree minutes of the meeting held on 26th July 2011

(attached page 3)

4. QUESTION TIME

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

5. BUSINESS OF THE MEETING

To continue the work of previous meetings, in assessing practical issues involved in addressing the remit of the working-party, and evaluating information gathered so far.

In particular; this meeting will address the issues of (matters in progress):

- a) 20mph speed limit for Lewes*
- b) Review of Lewes parking scheme
- c) Pedestrian crossings* and traffic-calming
- d) Cities fit for Cycling, and Lewes Good Driver scheme – discussion paper attached
- e) Ringmer-Lewes Cycleway*

** ESCC officers will attend to advise on these issues.*

For further information about items on this agenda please contact the Town Clerk at the above address.



PUBLIC ATTENDANCE: Members of the public have the right, and are welcome, to attend meetings of the Council – questions regarding items on this agenda may be heard at the start of each meeting with the Chairman's consent, and subject to time available. Questions or requests to address the Council should, whenever possible, be submitted in writing to the Town Clerk at least 24 hours in advance. **PLEASE NOTE:** As space is limited we would appreciate advanced warning if you plan to attend in a group; perhaps with neighbours, or to bring a party of student observers. We may be able to arrange for the meeting to be held in an alternative room. General questions can be raised at our offices between 9am-5pm Mons- Thurs; 9am-4pm on Fridays – our staff will be pleased to assist.

Distribution: Cllrs Catlin (Wischhusen); Dean; Kingham; Li; Milner; Murray (S); O'Keeffe
and ESCC Cllr C Maynard, ESCC Cllr R St Pierre, Mr Rupert Clubb ESCC Director of Transport & Environment

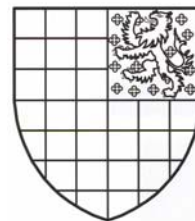
Copies for information:

All councillors; T/hall; LTC website; Lewes Library, Sx. Express, E.Argus, Mayor's Chaplain, Sx. Police, N Baker MP, LDC, ESCC, Fr'ds of Lewes

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MINUTES

of the meeting of the **Working Party** formed to address traffic-related issues in Lewes held on **Tuesday 26th July 2011**, in the **Yarrow Room, Town Hall**, Lewes at **11:30am**.

PRESENT Cllrs S Catlin (Wischhusen); I Eiloart; L F Li; M Milner (*Chairman*); S Murray; R O’Keeffe (*from 12:45pm*); also present (*not nominated to serve on Working party*): Cllr J Stockdale (*Mayor – ex officio*); Cllr R Murray.

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

TIWP2011/01 **ELECTION OF CHAIRMAN:** Cllr Milner was elected as Chairman.

TIWP2011/02 **APOLOGIES FOR ABSENCE:** Apologies were received and accepted from Cllr Dean, due to a work commitment, and O’Keeffe, who had a family commitment. (*Cllr O’Keeffe attended from 12:45pm*)

TIWP2011/03 **DECLARATIONS OF INTEREST:** There were none

TIWP2011/04 **MINUTES:** The minutes of the meeting on 16th December 2010 were signed as an accurate record.

TIWP2011/05 **PUBLIC QUESTIONS:** There were none. (No public or press were present)

TIWP2011/06 **BUSINESS OF THE MEETING:**

i] *Miscellaneous matters in progress* – Members considered East Sussex County Council’s (ESCC) responses to the range of issues and projects currently under discussion. In particular it was noted that two pedestrian crossings in Church Lane Malling, for which the Town Council had offered to pay, would not be designed in the current year due to ESCC’s limited resources. It was acknowledged that there was no practical way to expedite this, as any design commissioned from a third-party would still require validation by ESCC. TC would write to request that priority be given to this project in the 2012/13 year.

ii] *20mph speed limit for Lewes* – It was acknowledged that ESCC intended to progress a scheme, although members voiced frustration at the length of time that the matter had been in abeyance. The most recent delay was due to the government’s announcement of changes to legislation affecting such schemes, and ESCC’s Lead Member for Economy, Transport, & Environment had written expressing their commitment to delivering a scheme and anticipating that the requisite public consultation would start in 2012. Councillors felt that; before this stage was reached, a “technical discussion” could be helpful, involving the Town Council; Friends of Lewes; Lewes Living Streets and ESCC, and that the Town Council might take the initiative on this.

iii] *Lewes parking regime and current review* – The questionnaire was considered, and responses were:

Q3 A - Revision and extension to sub-zone boundaries:

No coherent answer is possible as the question is too broadly framed. Detail is required, not a blanket proposal.

Q3 B - Proposed Mon-Sat application to zones HS, B, C, D:

Saturday traffic movements are very different. We do not believe that operation of the scheme is necessary on Saturdays – it is a deterrent to trade. We believe that this should be integrated with off-street sites and charges abolished for both on- and off-street parking on Saturdays.

Q3 C - Proposed Mon-Fri application to zones A, E, G, H, I, J, K:

As for 3B, above

Q3 D – All zones to operate 9:00am-5:00pm

Reduction in operating hours is welcomed. This must be integrated with off-street sites. LTC Councillors have previously suggested that a period of 09:30 to 16:30 hrs would be more appropriate.

Q3 E – Free Bank Holidays

Public holidays should be free of charge on- and off-street, and the scheme should not operate on any day when subsidized bus services are not available.

Q3 F – Some residents’ permits to allow adjacent zone

All residents should be offered permits which cover two adjacent zones.

Q3 G – Introduction of single yellow lines at Ringmer Community College entrance

No comment

Q4 – double yellow lining:

Double yellow lines should be applied at corners, at Barn Hatch Close, Lewes; Montacute Road, Lewes; and Bell Lane, Lewes.

As to the consultation itself, views were expressed that it had been flawed:

- in *distribution*; in that the first set of questionnaires failed to reach all parts of the town, partly by intention and partly due to posting difficulties. Leaflets advertising the first meeting had been distributed only one day in advance, and one area had received leaflets three days *after* the last of the series. The mini-surgery programme did not allow ready access for large numbers of residents, eg Malling (2,000 households) was effectively marginalized until an additional meeting was belatedly arranged after intervention by local Town councillors and residents.

- in *content*; in that suggestions that are made in the second set of questionnaires did not appear to have been backed up by practical information gained on site by consultants but rather to be theoretical propositions based on scant evidence;

- and in *design*; in that questions were posed in the most recent questionnaire on general release which it was impossible to answer sensibly; eg question 3A which required people to support or oppose all of the proposals when in fact most opposed some and supported others. The supplementary questionnaire which did give the opportunity to make specific answers regarding support/opposition to individual proposals was too difficult to obtain and then customer-unfriendly in that it appeared to ask people to answer all the questions - many being deterred as they only had an opinion about some of the proposals and were uncomfortable with returning partially-completed forms. “Multiple questionnaires” were clumsy and deterred responses, and the appearance of the form and envelope were thought to be too similar to common “junk-mail” and likely to be overlooked or discarded.

Councillors in Nevill and Malling areas reported that informal local surveys of their own returned an overwhelming sense of opposition to proposed inclusion within the controlled zone. From the central area it was reported by local traders that they sought greater priority for the issue of practical loading/unloading restrictions

An extended deadline for closure of the consultation had been agreed with ESCC’s project manager, and Members were asked to consider any further comments they may wish to make regarding the scheme or the present consultation, and pass these to TC by the end of the following week (Friday 5th August).

TIWP2011/07

After a brief discussion and exchange of information on miscellaneous issues being addressed locally by individual members, the Chairman declared the meeting closed.

The meeting closed at 1:10pm

Signed:

Date:

DISCUSSION PAPER

Information from Councillor M Kent

Proposed motion, for recommendation to Council:

Lewes Town Council resolves that in the absence of a 20mph central speed limit within Lewes, it supports the following road safety initiatives in partnership with Lewes District Council, East Sussex County Council, Living Streets, The Cycling Embassy of Great Britain, Sussex Safer Roads Partnership and Sussex Police:

1. The Times Newspaper - *Cities fit for Cycling* Campaign
2. The creation of *Lewes Good Drivers* - Similar to that of Hardwicke Parish Council's *Hardwicke Good Drivers*

Further Notes:

***Cities fit for Cycling* Campaign**

'More than 27,000 cyclists have been killed or seriously injured on British streets in the past 10 years. Since 2001, 576 British soldiers have been killed in Afghanistan and Iraq; 1,275 cyclists died on British streets. The latest data shows there were 1,850 deaths or serious injuries in the first half of 2011, a 12 per cent rise on the year before.' (The Times Newspaper, 2nd February 2012, P.1)

Cycling should be both safe, pleasurable and a way of life. Ministers, mayors and local authorities should build cities that are fit for cycling. *Cities fit for Cycling* is a campaign initiated by The Times Newspaper on Thursday 2nd February (<http://www.thetimes.co.uk/tto/public/cyclesafety/article3306502.ece>). The campaign is intended to both highlight the ongoing safety issues on Britain's roads and to encourage local authorities to pledge to the following 8-point manifesto:

- Trucks entering a town or city centre should be required by law to fit sensors, audible truck-turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.
- The 500 most dangerous road junctions in the UK must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near-side.
- A national audit of cycling to find out how many people cycle in Britain and how cyclists are killed or injured should be held to underpin effective cycle safety.
- Two per cent of the Highways Agency budget should be earmarked for next generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Each year towns and cities should be graded on the quality of cycling provision.
- The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.
- 20mph should become the default speed limit in residential areas where there are no cycle lanes.
- Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.
- Every town and city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms. To show your support on Twitter: #CycleSafe

Lewes Good Drivers Initiative

Similar to the innovative and proactive work of Hardwicke Parish Council and Gloucester Police on promoting a Good Drivers Scheme (LCR Magazine, Winter 2011, p14-15) that promotes drivers to make a pledge to drive safely and not break the speed limit (<http://www.hardwickepc.co.uk/general.asp?pid=46&pgid=2729>). Those drivers that do make the pledge receive a car sticker and their names are placed on a local public database. Those people that are found speeding and break their pledge, are removed from the database and their *Good Drivers* car sticker is removed.