

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 22 June 2015

By: Director of Communities, Economy and Transport

Title: Introduction of a 20mph scheme in Malling, Lewes

Purpose: To consider whether a 20mph scheme should be introduced in the Malling Area of Lewes.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree that a further public consultation should take place on the possible introduction of a 20mph scheme covering the eastern side of the Malling area of Lewes, as part of the 2015-16 capital programme for local transport improvements; and**
 - (2) Agree that further design work on traffic calming features on Old Malling Way and Church Lane (part of) should be undertaken to enable public consultation on the possible introduction of a 20mph Limit on Old Malling Way and the adjoining roads as part of a future year's capital programme.**
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1. Background Information

1.1. In February 2015 a report was presented to Planning Committee setting out objections to a draft Traffic Regulation Order (TRO) that had been advertised and would have enabled a 20mph speed limit to be introduced in the Malling area of Lewes. The recommendation was to not uphold the objections and for the Director of Communities, Economy and Transport to make the TRO as proposed. One resident and the Friends of Lewes spoke at Planning Committee opposing specific traffic calming measures. Following this, Members of the Planning Committee resolved to uphold the objections and recommended to the Director of Communities, Economy and Transport that the TRO should not be made as proposed. A decision now needs to be made as to whether the proposals for a 20mph scheme in Malling should be dropped or whether they should be amended to enable a modified scheme to be introduced covering all or part of the Malling area of Lewes.

2. Supporting information

2.1. A copy of the report that was presented to the Planning Committee in February 2015 and an extract from the Minutes of the Meeting are contained in Appendix 1. This sets out the background to the development of the existing 20mph schemes in Lewes including the Southover and Town Centre 20mph schemes. Since the report was presented, 20mph schemes have now been introduced in five residential areas of Lewes, namely Barons Down & Winterbourne, Houndean, Landport, Nevill and Wallands.

2.2. As set out in the Planning Committee Report, a petition with 130 signatures asking for a 20mph speed limit to be considered in the Malling area was presented by Councillor St. Pierre to the Lead Member for Transport & Environment in July 2013. In September 2013, a public consultation exercise on the 'Lewes Steps Forward' proposals took place. The proposals for the introduction of 20mph scheme in Malling and five other areas of Lewes were included in this consultation exercise. A total of 265 responses were received to the consultation. Overall 63% of those who responded to the consultation supported the introduction of the 20mph speed limit scheme in Malling.

2.3. Traffic speed monitoring on the Malling residential estate has determined that average vehicle speeds on the majority of the roads is 24mph or less. This means that under national and local guidelines a 20mph speed limit can be introduced on these roads using 20mph repeater signs without the need for any physical speed reducing features. The exception to this is a section of Church Lane and Old Malling Way, where speed monitoring has determined that average vehicle speeds are in excess of 24mph. As a result, physical traffic calming features are needed to ensure compliance with the lower speed limit. It was proposed to provide mini-roundabouts at either end of this section at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way. In addition, a series of speed cushions and kerb build outs would have been provided at regular intervals on Church Lane and Old Malling Way. Parking restrictions consisting of double yellow lines were proposed around each of these features to ensure that traffic flow could be maintained.

2.4. In November 2014 a draft TRO was advertised that would have enabled a 20mph limit to be introduced on the road within the Malling area of Lewes. In total 16 letters/emails of objection (some containing multiple objections), 17 letters/emails making comments and four letters/emails of support were received in response to the draft TRO during the consultation period. A summary of the objections and other comments is included in Appendices 2 and 3 to the Planning Committee Report (Appendix 1).

- Five objections were received to the proposals on the grounds that the average vehicle speeds are already low in the area where a 20mph speed limit is being proposed;
- Five objections were received on the grounds that the number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive;
- Five objections were received on the grounds that the physical traffic calming features will restrict parking in Church Lane/Old Malling Way;
- Four objections were received on the grounds that the proposed mini roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary;
- Four objections were received on the grounds of the cost of the proposed scheme, and, that this funding could be better spent elsewhere;
- Four objections were received on the grounds that the scope of the 20mph speed limit scheme proposals should have included a review of the current parking restrictions in Malling, in order to tackle the on-street parking associated with staff vehicles from Sussex Police Headquarters;
- Five objections were received on the grounds that the new signing and traffic calming features would be visually intrusive;
- An objection was received on the grounds that the proposals may adversely impact on air quality as vehicles will be travelling with lower, less efficient gearing to comply with the speed limit;
- An objection was received on the grounds that there is insufficient support for the scheme;
- An objection was received on the grounds that the proposed traffic calming measures could be confusing and distracting to drivers, resulting in them missing potential hazards such as children and cyclists;

- An objection to the proposed TRO was received from a statutory consultee, Compass Travel (Sussex) Limited, on the grounds that the 20mph speed limit will slow down the bus service, adversely affecting the company's bus timetable for the Malling area;
- One objection was received on the grounds that the proposed mini roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre.

2.5 Of the objections received, the largest number related to the traffic calming features in Church Lane and Old Malling Way. As shown in Appendix 2, these roads are located in the western side of the Malling Area. A potential way forward would be to divide the Malling Area into two separate parts and re-consult on proposals to introduce a 20mph limit on those roads on the eastern side of the estate using 20mph repeater signs alone, whilst undertaking further design work on the physical traffic calming features on those roads on the western side. Appendix 2 shows the division of the estate into these two areas.

2.6 Given the Planning Committee's decision to uphold the objections to the TRO and given some of the other objections raised that were not about the traffic calming features, it is proposed that as a first stage, a consultation would take place with those people living on the eastern side of the Malling Area (shown in Appendix 2). This consultation would take the form of a letter drop and would contain a self-completion questionnaire asking people whether they supported the principle of introducing a 20mph limit in their roads. The self-completion questionnaire would also be made available on-line. A further report would then be presented to the Lead Member setting out the results of this consultation to help inform a decision about whether consultation should then take place on the TRO required to introduce the scheme. In outline, consultation on the principle of this would commence in early September 2015 with a view to presenting a report on the results of the consultation to the Lead Member in November 2015. If the Lead Member agreed that a draft TRO should be advertised, consultation would commence in December 2015 to enable any objections to be taken to Planning Committee in February 2016. Subject to the outcome of the Planning Committee, the earliest that the scheme covering the eastern area of Malling would then be implemented would be April 2016.

2.7 Further design work would also be undertaken on the proposed traffic calming features on the western side of the Malling Area to try and overcome some of the objections that had been raised about them. The design work would be completed by the end of 2015 to enable a public consultation with those people living in the western side of the Malling Area early in 2016 to see if they still supported the introduction of a 20mph scheme in this area. A report on the results of the consultation would then be presented to the Lead Member, followed by the possible consultation on a TRO. Any objections would then have to be taken to a meeting of the Planning Committee. Subject to the outcome, a scheme would be implemented later in 2016.

2.8 It is estimated that the cost of introducing a 20mph scheme on the eastern side of Malling would be £10,000. A scheme covering the western side of Malling would be more expensive due to the need to introduce traffic calming features. Depending on the outcome of the process the cost of the scheme could be between £50,000 to £80,000. The funding for the other schemes that have recently been introduced in the residential areas of Lewes came from money that was awarded to the County Council in 2012 from the Government's Local Sustainable Transport Fund. This had to be spent by March 2015 so the funding for the introduction of the 20mph schemes in the Malling Area of Lewes would have to come from the County Council's capital allocation for local transport improvements.

3 Conclusion and Reasons for Recommendations

3.1. Following the decision of the members of the Planning Committee to uphold the objections to the Traffic Order that would have introduced a 20mph scheme in the Malling Area of Lewes, a decision now needs to be made as to whether the proposals should be dropped or whether they should be amended to enable a modified scheme to be introduced covering all or part of the Malling area of Lewes.

3.2. The Lead Member is recommended to agree to re-consult on the principle of possible introduction of a 20mph scheme covering the eastern side of the Malling Area whilst further design work is undertaken on the traffic calming features that would enable a scheme to be introduced on the western side of the Malling Area as part of the 2015-16 capital programme for local transport improvements.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor St. Pierre

BACKGROUND DOCUMENTS

None

Appendix 1 – Planning Committee Report and extract from the Minutes, Traffic Regulation Order – 20mph speed limit scheme (Malling, Lewes)

Committee:	Regulatory Planning Committee
Date:	11 February 2015
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order – 20mph speed limit scheme (Malling, Lewes)
Purpose of Report	To consider the objections received in response to the consultation on the draft Traffic Regulation Order (TRO) to introduce a 20mph speed limit in the Malling area of Lewes.
Contact Officer:	Andrew Keer – 01273 336682
Local Member:	Councillor Rosalyn St Pierre

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1. Not uphold the objections to the draft Order as set out in Appendix 2 of this report; and**
 - 2. Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as proposed.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 In November 2014 East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order (TRO) to introduce a 20mph speed limit on roads within the Malling area of Lewes. A copy of the TRO is included in Appendix 1. The roads to be included in the proposed 20mph speed limit area are shown on the enclosed location plan.

1.2 Since 1995, 20mph restrictions have been in place in the Southover area of Lewes. In 2013 the County Council introduced a 20mph speed limit on a number of roads within Lewes town centre area and is currently introducing further 20mph speed limits covering the Barons Down & Winterbourne, Houndean, Landport, Nevill and Wallands residential areas of the town. Traffic speed monitoring on the Malling residential estate has determined that average vehicle speeds on most of the estate roads are already below 24mph. This means that under national and local guidelines the 20mph speed limit can be introduced on these roads using 20mph repeater signs on existing street furniture without the need for any physical speed reducing features. The exception to this approach is a section of Church Lane and Old Malling Way where speed monitoring has determined that average vehicle speeds are in excess of 24mph and physical traffic calming features are therefore needed to achieve compliance with the lower speed limit. It is proposed to provide mini-roundabouts at either end of this section at the junctions of Church Lane/Mayhew

Way and Old Malling Way/Monks Way. In addition a series of speed cushions and kerb build outs will be provided at regular intervals on Church Lane and Old Malling Way. Parking restrictions consisting of double yellow lines are proposed around each of these features to ensure that traffic flow can be maintained. The proposals aim to improve the living environment on the Malling residential estate. In addition it is proposed to improve travelling conditions for pedestrians and cyclists, thereby encouraging more people to make these modes of transport their first choice for more of their local journeys.

1.3 In July 2012, the County Council was awarded capital funding from the Government's Local Sustainable Transport Fund (LSTF), from which £1.236m has been specifically allocated for the development and implementation of walking, cycling and public transport improvements in Lewes and the Coastal Towns. The proposed 20mph speed limits in the residential estates of Lewes, including Malling, were included in the Council Council's successful bid for this LSTF funding. They form part of a package of schemes called 'Lewes Steps Forward', aimed at improving conditions for pedestrians and cyclists in Lewes. The LSTF funding has to be spent by March 2015 and will be supplemented by development contributions, as appropriate.

1.4 A petition with 130 signatures asking for a 20mph speed limit to be considered in the Malling area was presented by Councillor St Pierre to the Lead Member for Transport & Environment in July 2013. The petitioners were advised that a public consultation on the possible introduction of 20mph schemes in various residential areas of Lewes, including Malling, would be undertaken in 2013 as part of the LSTF proposals.

1.5 In September 2013, the public consultation exercise on the Lewes Steps Forward proposals took place. A staffed exhibition was held in Lewes Methodist Church Hall on Thursday 19, Friday 20 and Saturday 21, September 2013. The proposals were made available on the County Council website between 19 September and 21 October 2013. A consultation questionnaire was available at the exhibition and on the County Council website.

1.6 A total of 265 responses were received to the consultation about all the proposals covering Lewes. 63% of those who responded to the consultation supported the introduction of the 20mph speed limit schemes in Malling.

1.7 The results of this consultation exercise were presented to the Lead Member for Transport and Environment at his decision-making meeting on 16 December 2013. Having considered these results, the Lead Member agreed that the proposals for six schemes (including Malling area) should be taken forward to detailed design and implementation.

1.8 On 17 November 2014, a letter setting out the County Council's intention to advertise a draft TRO and a plan showing the extent of the proposed 20mph speed limit were delivered to all residents in the Malling residential area. The formal consultation on the TRO was over the period from 28 November 2014 to 19 December 2014.

2. Comments and Appraisal

2.1 In total 16 letters/emails of objection (some containing multiple objections), 17 letters/emails making comments and four letters/emails of support were received in response to the draft TRO during the consultation period. A summary of the objections and other comments is included in Appendices 2 and 3. Full copies of the objections and comments are available in the Members' Room.

2.2 Five objections were received to the proposals on the grounds that the average vehicle speeds are already low in the area where a 20mph speed limit is being proposed. The scheme, which complements the established 20mph speed limits in the Southover, town centre and other residential areas of Lewes, aims to further reduce average vehicle speeds to improve the living environment particularly for pedestrians and cyclists. In Lewes Town Centre, before and after monitoring has shown that average vehicle speeds have typically fallen by 1mph. According to DfT's Guide to Setting Local Speed Limits (2013), research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). It is not therefore proposed to uphold these objections.

2.3 Five objections were received on the grounds that the number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive. Traffic speed monitoring on this section of road has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75 metres to help achieve compliance with the lower speed limit. It is therefore considered that the physical traffic calming features are required, and, it is not proposed to uphold these objections.

2.4 Five objections were received on the grounds that the physical traffic calming features will restrict parking in Church Lane/Old Malling Way, an area that already experiences significant amounts of on-road parking during weekdays associated with staff from Sussex Police Headquarters. In order to ensure that the speed cushions and kerb build-outs are not obstructed by parked vehicles it is proposed to introduce short sections of double yellow lines around and adjacent to these features. It is acknowledged that this will have some impact on the availability of parking in this area and may lead to some displacement of parked vehicles elsewhere in the estate. However the proposed localised restrictions are necessary for safety and to ensure traffic flow is maintained. It is therefore not proposed to uphold these objections.

2.5 Four objections were received on the grounds that the proposed mini-roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary. The two mini-roundabouts have been included as traffic calming features in their own right, rather than to address any traffic flow/turning issues. The proposed roundabout at the junction of Church Lane/Mayhew Way will act as a gateway to the new 20mph speed limit area for traffic heading north on Mayhew Way which will be leaving the 30mph speed limit area. The proposed mini-roundabout at the junction of Old Malling Way/Monks Way will denote the start of the traffic calmed section of Old Malling Way. It is considered that these features are necessary and it is not proposed to uphold these objections.

2.6 Four objections were received on the grounds of the cost of the proposed scheme, and, that this funding could be better spent elsewhere. This scheme is being funded by the Department for Transport's Local Sustainable Transport Fund

(LSTF) as part of a wider package of improvements for pedestrians and cyclists in Lewes. The LSTF is a capital funding stream that can only be used to fund the development and construction of local transport improvements (such as the 20mph schemes) and cannot be diverted to support other County Council services such as bus services or road repairs. It is therefore considered that costs and source of funding for the proposals is appropriate, and it is not proposed to uphold these objections.

2.7 Four objections were received on the grounds that the scope of the 20mph speed limit scheme proposals should have included a review of the current parking restrictions in Malling, in order to tackle the on-street parking associated with staff vehicles from Sussex Police Headquarters. Regular enforcement of the current parking restrictions on the estate roads, including outside the primary school, is carried out. The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals. The proposals are considered appropriate and it is not therefore proposed to uphold these objections.

2.8 Five objections were received on the grounds that the new signing and traffic calming features would be visually intrusive. There is a need to provide sufficient signing to accord with Department for Transport (DfT) guidelines in order to ensure that the 20mph speed limit is legally enforceable. It is also important that sufficient signage is in place to encourage compliance with the new speed limit. However, every effort has been made to keep the number of signs to a minimum and, in most instances, they will be installed on existing street furniture, thereby minimising the need for additional poles. The extent of estate roads over which the physical traffic calming measures are proposed has also been kept to a minimum. It is not therefore proposed to uphold these objections.

2.9 An objection was received on the grounds that the proposals may adversely impact on air quality as vehicles will be travelling with lower, less efficient gearing to comply with the speed limit. The introduction of the new limit may have an impact on air quality but the extent to which it does so will be determined by the extent to which drivers' behaviour is affected. Traffic travelling at lower speeds will not necessarily result in increased emissions as an overall reduction in speed may improve general traffic flow and reduce emissions from acceleration, deceleration and stop/start. Balancing the various factors, it is considered that there are overall benefits from the proposals, and, it is not therefore proposed to uphold this objection.

2.10 An objection was received on the grounds that there is insufficient support for the scheme. The Lewes Steps Forward public consultation was widely advertised in local media, a response form was provided online and letters were delivered to residents in the scheme area. It is however not possible to ensure that every resident provides a response. There was a further letter to individual properties on 17 November 2014 to make residents aware of the Lead Cabinet Member's decision to proceed with the scheme and to set out their opportunity to make representation on the TRO. It is felt there was more than adequate public consultation, and, it is not proposed to uphold this objection.

2.11 An objection was received on the grounds that the proposed traffic calming measures could be confusing and distracting to drivers, resulting in them missing potential hazards such as children and cyclists. The physical traffic calming features are designed to be located and constructed in accordance with Department for

Transport (DfT) guidelines and the scheme is subject to an independent road safety audit to ensure that the measures do not introduce additional highway hazards. The aim of these features is to slow drivers' speeds which will give them greater opportunity to react to any potential hazards that present themselves. It is not therefore proposed to uphold this objection.

2.12 An objection to the proposed TRO was received from a statutory consultee, Compass Travel (Sussex) Limited, on the grounds that the 20mph speed limit will slow down the bus service, adversely affecting the company's bus timetable for the Malling area. Following an objection to earlier TROs for 20mph speed limits on other residential estates in Lewes, a meeting was held with the Managing Director of Compass Travel at County Hall on 8 October 2014 to discuss the concerns. Following this meeting it was agreed that the County Council would commission consultants (Atkins) to undertake a data collection exercise on the bus routes within the areas of the proposals, in order to establish current bus speeds and model the potential impact of the proposed 20mph speed limit.

2.13 The data gathering surveys were undertaken on weekdays between 4 November and 13 November 2014. Analysis of the bus speed data shows that buses on the Malling estate currently exceed 20mph 19% of the time. In order to model the impacts of the proposed 20mph limits upon the bus service, it was necessary to consider how bus drivers will change their driving behaviour and in particular their speed in response to the introduction of the lower limit. Two scenarios of driver behaviour were modelled. The scenario which would have the greatest potential impact was one which assumes that a bus driver determines that they will not exceed the new speed limit and allows a 10% margin for error by never exceeding 18mph. The results of the modelling of this scenario on running time for each of the five bus services in Malling demonstrated that the increase in current running times through the estate would be between 7 seconds and 31 seconds per journey.

2.14 Atkins also reviewed the route timetables to determine the impact of the proposed scheme on route layover time and therefore the ability to run the route reliably with existing levels of driver and vehicle resource. This showed that the resulting daily increase in driving time was relatively small and would reduce the proportion of layover to running time by no more than 1% for any of the routes. They concluded that the reliability of the routes are unlikely to be adversely affected, although on routes 128 and 129 it may be beneficial to review the allocation of layover across the operating day. It is not therefore proposed therefore to uphold this objection.

2.15 One objection was received on the grounds that the proposed mini-roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre. The physical traffic calming features have been designed in accordance with Department for Transport (DfT) guidelines and are subject to an independent road safety audit to ensure they do not introduce additional highway hazards and to ensure that all traffic is able to safely manoeuvre through them. It is not therefore proposed to uphold this objection.

2.16 Six comments were received that the scope of the 20mph scheme should be extended to the provision of traffic calming features on the A26 Malling Hill, in order to improve road safety for pedestrians and to facilitate traffic exiting from Orchard Road. The A26 is one of the primary routes into and out of Lewes and is currently subject to a 30mph speed limit. Any scheme that would introduce significant speed

or traffic flow restrictions on a main road would be extremely unlikely to be supported by statutory consultees such as Sussex Police, East Sussex Fire & Rescue Service and the local bus companies. As a consequence there are no plans to implement lower speed limits or traffic calming schemes on the main road network in the town.

2.17 Five comments were received that the scope of the 20mph scheme should be extended to include improvements in Church Lane in the vicinity of South Malling CE School. Requested improvements include vehicle activated signs, additional pedestrian islands, crossings and drop-off/pick-up bays for parents at the school to use. The County Council constructed a zebra crossing facility in Church Lane in 2013 in the vicinity of Sussex Police Headquarters. The cost of providing additional crossing facilities in Church Lane is outside the scope of the funding available from the LSTF.

2.18 Four comments were received that additional physical traffic calming measures should be introduced in Church Lane, between the A26 and Mayhew Way, as part of the 20mph scheme proposals. Average vehicle speeds in this section of Church Lane are already below the 24mph threshold required by the Department for Transport (DfT) to enable us to introduce a 20mph speed limit without providing physical speed reducing features. It is therefore proposed to sign the 20mph speed limit on this section of Church Lane with repeater signs located on existing street furniture at regular intervals.

2.19 Other very detailed comments are included in Appendix 3. It is considered that none of these comments require changes to the proposed works.

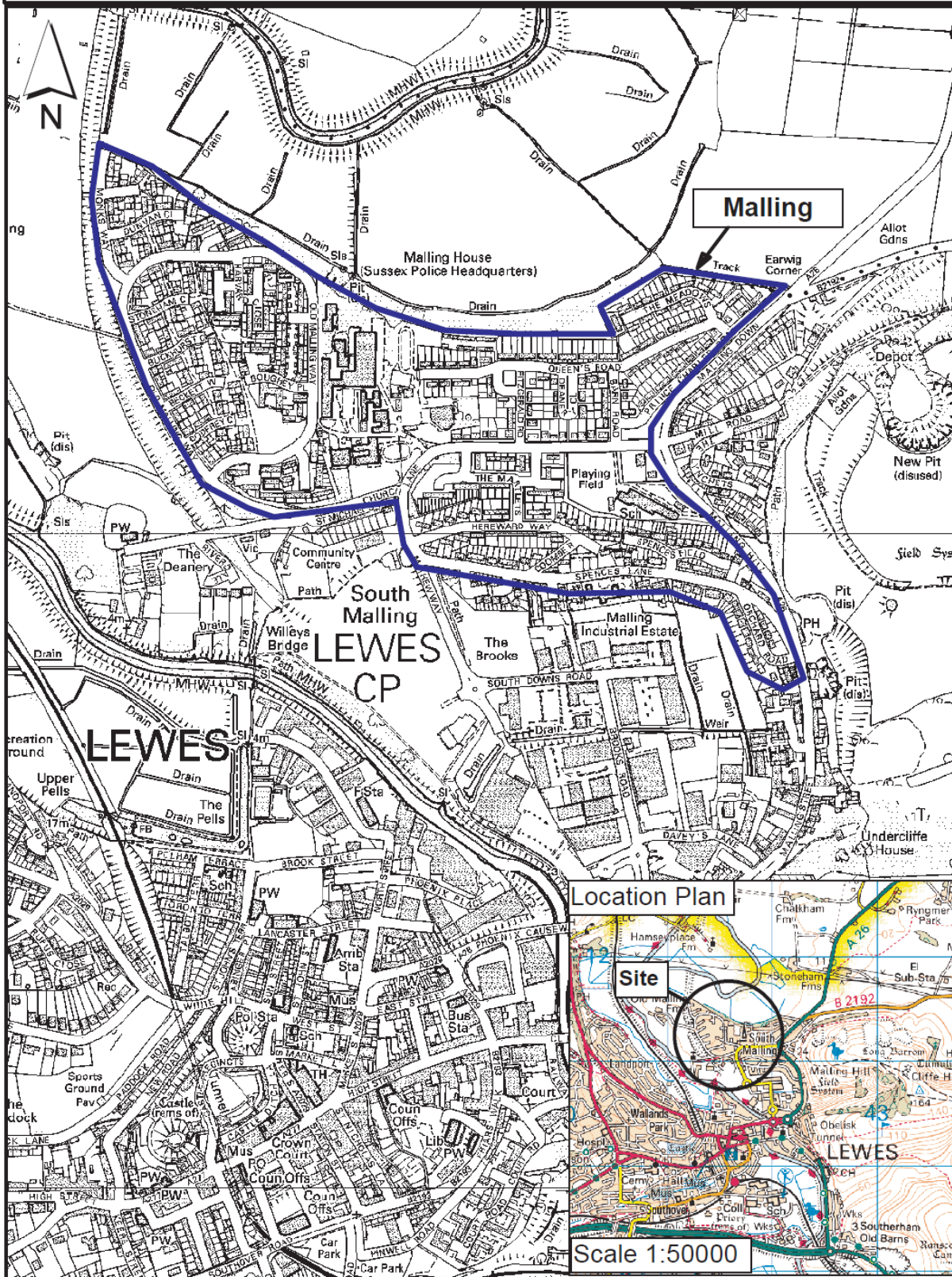
3 Conclusion and reasons for approval

3.1 The 20mph speed limit proposal for the Malling estate, funded by the LSTF, aims to build on the established 20mph speed limits in the town centre and Southover and the other residential areas of Lewes where 20mph speed limits are being introduced. The 20mph speed limit will improve the living environment of the area. In addition there will be particular benefits for pedestrians and cyclists. The proposals have been designed in accordance with DfT guidelines to encourage good compliance with the 20mph speed limit and to be largely self-enforcing. Care has been taken to minimise the visual impact of the proposals by keeping the number of signs to a minimum by locating them on existing street furniture where possible. Physical traffic calming measures have only been included where traffic speed monitoring has determined that they are required. The impact of the proposal on bus journey times has been carefully evaluated and whilst it is acknowledged that there will be an impact on bus running times for each service on Malling (with a potential need to review layover time), it is considered that the bus operator's ability to operate reliably within existing resources will be retained. Balancing all the factors related to the proposals, it is not proposed to uphold any of the objections submitted.

3.2 The Committee is therefore recommended, for the reasons set out in this report, not to uphold the objections (set out in Appendix 2) to the proposed TRO to introduce a 20mph speed limit in the Wallands area of Lewes and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB
Director of Communities, Economy and Transport

Agenda item 8c, Traffic Regulation Order Proposed 20mph speed limit scheme (Malling, Lewes)



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Director of Communities,
Economy and Transport
East Sussex County Council

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**EAST SUSSEX COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**The East Sussex (Various Roads in the Malling Area of Lewes) (20 mph Speed Limit) Order
The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic
Regulation Order 2014 (Amendment No.1) Order 201*
The East Sussex (Malling Area, Lewes) (Traffic Calming Scheme) 201***

NOTICE IS HEREBY GIVEN that East Sussex County Council propose to make the above name under Section 1(1), 2(1) to 3, 4(2), 84 (1) and (2) of the Road Traffic Regulation Act 1984, as amended would introduce a 20 mph speed limit and prohibition of waiting in the following roads:-

20 mph Speed Limit

Barn Road, Beckett Way, Boughey Place, Bridgewick Close, Buckhurst Close, Church Lane, Road, Deanery Close, Dunvan Close, Fitzgerald Road, Godfrey Close, Harvard Close, Herewell Hoopers Close, Lambert Place, Old Malling Way, Malling Close, Mantell Close, Mealla Close, Moor Orchard Road, Peckham Close, Prince Charles Road, Queens Road, Spences Field, Spences Michaels Terrace, Stoneham Close, The Martlets, The Meadows and Waite Close in their entirety.

No Waiting At Any Time

Church Lane	Northern side	From a point 47 metres east of its junction with St Michael's Terrace eastwards for a distance of 15.5 metres.
Old Malling Way	Northern side	Extend existing parking restriction from its point 20 metres west of its junction with Church Lane westwards for a distance of 5 metres.
Old Malling Way	North eastern side	Extend existing parking restriction from its point 17 metres north west of its junction with Old Malling way north-westwards for a distance of 5 metres.
Old Malling Way	Both sides	From a point 7.5 metres north west of its junction with Godfrey Close north-westwards for a distance of 15.5 metres.
Old Malling Way	Both sides	From a point 6.5 metres north-west of its junction with Beckett way north-westwards for a distance of 15.5 metres
Old Malling Way	Both Sides	From a point 8 metres north of its junction with Buckhurst Close northwards for a distance of 15.5 metres
Old Malling Way	Both sides	From a point 29 metres south of its junction with Monks Way to a point 15 metres north of its junction with Monks Way
Monks Way	Both sides	From its junction with Old Malling Way westwards for a distance of 10 metres

Notice is hereby given that East Sussex County Council, propose to construct under the powers conferred in Section 90A-F of the Highways Act 1980, as amended, speed cushions, 2000mm long by 1650mm by 75mm high, along Church Lane and Old Malling Way to help reduce the speed of traffic as set out below: -

Speed Cushions

75mm high x 1650mm wide x 2000mm long over part widths of both lanes

Church Lane	from a point 53 metres east of its junction with St Michael's Terrace eastward for a distance of 2 metres.
Old Malling Way	from a point 16 metres west of its junction with Church Lane westwards for a distance of 2 metres.
Old Malling Way	from a point 38 metres south-east of its junction with Old Malling Way south-eastwards for a distance of 2 metres.
Old Malling Way	from a point 13.5 metres north-west of its junction with Old Malling Way north-westwards for a distance of 2 metres.
Old Malling Way	from a point 13.5 metres north west of its junction with Godfrey Close north-

westwards for a distance of 2 metres.

- Old Malling Way from a point 12.5 metres north-west of its junction with Beckett Way north-westwards for a distance of 2 metres
- Old Malling Way from a point 14 metres north of its junction with Buckhurst Close northwards for a distance of 2 metres
- Old Malling Way from a point 19 metres south of its junction with Monks Way southwards for a distance of 2 metres

A copy of the proposed Orders, a statement of the County Council's reasons for proposing to make the Orders, and plans indicating the location and effect of the Orders can be inspected in Reception, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, Lewes District Council, Southover House, Southover Road, Lewes during office hours and at Lewes Library, Styles Field, Friars Walk, Lewes BN7 2LZ Monday and Wednesday 9.30 - 17.30, Tuesday 10.00 - 17.30, Thursday 9.30 - 19.00, Friday 9.30 - 19.00 and Saturday 9.30 - 16.00.

All objections and other representations relating to the proposed Orders must be made in writing. All objections must specify the grounds on which they are made and should be sent to the Parking Team, Communities, Economy & Transport Department, B Floor, West Block, East Sussex County Council, County Hall, Lewes or by email to legalTROS@eastsussex.gov.uk quoting reference TRO/329 to arrive no later than the 19 December 2014.

For further information please contact Infrastructure Design and Delivery on 0345 60 90 193.

Philip Baker, Assistant Chief Executive
Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE

28 November 2014

Appendix 2: Summary of Objection Letters

OVERALL OBJECTIONS		
OBJECTION	OFFICER COMMENTS	RECOMMENDATION
The 20mph speed limit is unnecessary as vehicle speeds are already low in these areas (5 objections)	The scheme aims to further reduce average vehicle speeds in order to improve the living environment within the residential areas. The scheme will improve conditions for pedestrians and cyclists. Post-implementation speed monitoring on the Lewes Town Centre 20mph scheme showed average vehicle speeds had typically reduced by 1mph. According to DfT's Guide to Setting Local Speed Limits (2013) this scale of reduction in average speed can reduce collision frequency by 6%.	Not to uphold the objections and implement the Order as advertised
The number of physical traffic calming features proposed in Church Lane/Old Malling Way is excessive (5 objections)	Traffic speed monitoring on this section of road has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75 metres to help achieve compliance with the lower speed limit.	Not to uphold the objections and implement the Order as advertised
The physical traffic calming features will restrict parking in Church Lane/Old Malling Way (5 objections)	In order to ensure that the speed cushions and kerb build-outs are not obstructed by parked vehicles it is proposed to introduce short sections of double yellow lines around and adjacent to these features. It is acknowledged that this will have some impact on the availability of parking in this area and may lead to some displacement of parked vehicles elsewhere in the estate. However these localised restrictions are necessary for safety and to ensure traffic flow is maintained.	Not to uphold the objections and implement the Order as advertised
The proposed mini-roundabouts at the junctions of Church Lane/Mayhew Way and Old Malling Way/Monks Way are unnecessary (4 objections)	The two mini-roundabouts have been included as traffic calming features in their own right, rather than to address any traffic flow/turning issues. The proposed roundabout at the junction of Church Lane/Mayhew Way will act as a gateway to the new 20mph speed limit area for traffic heading north on Mayhew Way which will be leaving the 30mph speed limit area. The proposed mini-roundabout at the junction of Old Malling Way/Monks Way will denote the start of the traffic calmed section of Old Malling Way.	Not to uphold the objections and implement the Order as advertised
The funding for the proposals could have been better spent elsewhere (4 objections)	This scheme is being funded by the Department for Transport's Local Sustainable Transport Fund (LSTF) as part of a wider package of improvements for pedestrians and cyclists in Lewes. The LSTF is a capital funding stream that can only be used to fund the development and construction of local transport improvements (such as the 20mph schemes) and cannot be diverted to support other County Council services such as bus services or road repairs.	Not to uphold the objections and implement the Order as advertised
The scope of the proposals should have	Regular enforcement of the current parking restrictions on the estate roads, including outside	Not to uphold the objections and implement the Order as

included a review of the current parking arrangements in Malling (4 objections)	the primary school, is carried out. The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals.	advertised
The new signing and traffic calming features would be visually intrusive (5 objections)	There is a need to provide sufficient signing to accord with Department for Transport (DfT) guidelines in order to ensure that the 20mph speed limit is legally enforceable. It is also important that sufficient signage is in place to encourage compliance with the new speed limit. However, every effort has been made to keep the number of signs to a minimum and, in most instances, they have been installed on existing street furniture, thereby minimising the need for additional poles. The extent of estate roads over which the physical traffic calming measures are proposed has also been kept to a minimum.	Not to uphold the objections and implement the Order as advertised
Objection that the proposals may adversely impact on air quality (1 objection)	The introduction of the new limit may have an impact on air quality but the extent to which it does so will be determined by the extent to which drivers' behaviour is affected. Traffic travelling at lower speeds will not necessarily result in increased emissions as an overall reduction in speed may improve general traffic flow and reduce emissions from acceleration, deceleration and stop/start.	Not to uphold the objection and implement the Order as advertised
Objection that there is insufficient support for the scheme (1 objection)	The Lewes Steps Forward public consultation was widely advertised in local media, a response form was provided online and letters were delivered to residents in the scheme area. It is however not possible to ensure that every resident provides a response. There was a further letter to individual properties on 17 November 2014 to make residents aware of the Lead Cabinet Member's decision to proceed with the scheme and to set out their opportunity to make representation on the TRO.	Not to uphold the objection and implement the Order as advertised
Objection that the proposed traffic calming measures could be confusing and distracting to drivers (1 objection)	The physical traffic calming features are designed to be located and constructed in accordance with Department for Transport (DfT) guidelines and the scheme is subject to an independent road safety audit to ensure that the measures do not introduce additional highway hazards. The aim of these features is to slow drivers' speeds which will give them greater opportunity to react to any potential hazards that present themselves.	Not to uphold the objection and implement the Order as advertised
Objection from bus operator that the 20mph speed limit will slow down their bus service, adversely affecting the company's bus timetable for the Malling area	The County Council commissioned consultants (Atkins) to undertake a data collection exercise on the bus routes within the areas of the proposals, in order to establish current bus speeds and model the potential impact of the proposed 20mph speed limit. Analysis of the bus speed data shows that buses	Not to uphold the objection and implement the Order as advertised

<p>(1 objection)</p>	<p>on the Malling estate currently exceed 20mph 19% of the time. In order to model the impacts of the proposed 20mph limits upon the bus service, it was necessary to consider how bus drivers will change their driving behaviour and in particular their speed in response to the introduction of the lower limit.</p> <p>The results of the modelling of this scenario on running time for each of the five bus services in Malling demonstrated that the increase in current running times through the estate would be between 7 seconds and 31 seconds per journey.</p> <p>Atkins also reviewed the route timetables to determine the impact of the proposed scheme on route layover time and therefore the ability to run the route reliably with existing levels of driver and vehicle resource. This showed that the resulting daily increase in driving time was relatively small and would reduce the proportion of layover to running time by no more than 1% for any of the routes. They concluded that the reliability of the routes are unlikely to be adversely affected, although on routes 128 and 129 it may be beneficial to review the allocation of layover across the operating day.</p>	
<p>Objection that the proposed mini-roundabouts and speed cushions will create difficulties for the bus operator by restricting room for buses to manoeuvre.</p> <p>(1 objection)</p>	<p>The physical traffic calming features have been designed in accordance with Department for Transport (DfT) guidelines and are subject to an independent road safety audit to ensure they do not introduce additional highway hazards and to ensure that all traffic is able to safely manoeuvre through them.</p>	<p>Not to uphold the objection and implement the Order as advertised</p>

Appendix 3: Summary of Representations

COMMENT	OFFICER'S COMMENTS
6 respondents requested the provision of traffic calming features on the A26 Malling Hill.	The A26 is one of the primary routes into and out of Lewes and is currently subject to a 30mph speed limit. Any scheme that would introduce significant speed or traffic flow restrictions on a main road would be extremely unlikely to be supported by statutory consultees such as Sussex Police, East Sussex Fire & Rescue Service and the local bus companies. As a consequence there are no plans to implement lower speed limits or traffic calming schemes on the main road network in the town. The County Council is currently undertaking design work for a controlled crossing facility on Malling Hill, in the vicinity of The Nurseries development. Subject to the outcome of an independent road safety audit, it is anticipated that the crossing facility will be included for construction in the draft 2015/16 Capital Programme for Transport Improvements.
5 respondents requested safety improvements in Church Lane in the vicinity of South Malling CE School.	The County Council constructed a zebra crossing facility in Church Lane in 2013 in the vicinity of Sussex Police Headquarters. The cost of providing additional crossing facilities in Church Lane is outside the scope of the funding available from the LSTF. The County Council acknowledges an offer from Lewes Town Council to fund short term parking bays in the vicinity of the school and has written to the Council setting out details of the County Council's Community Match Fund initiative which may be an appropriate mechanism by which to deliver changes to the current parking arrangements.
4 respondents requested additional physical traffic calming measures in Church Lane, between the A26 and Mayhew Way.	Average vehicle speeds in this section of Church Lane are already below the 24mph threshold required by the Department for Transport (DfT) to enable us to introduce a 20mph speed limit without providing physical speed reducing features. It is therefore proposed to sign the 20mph speed limit on this section of Church Lane with repeater signs located on existing street furniture at regular intervals.
One respondent commented that there are no proposals for traffic calming measures where Old Malling Way meets Church Lane, adjacent to the lane leading to Wiley's Bridge	This section of Old Malling Way/Church Lane is within the traffic calmed section of the road, with speed cushions proposed either side of this informal crossing point.
One respondent requested that a zebra crossing be provided at the point at which Old Malling Way intersects with Church Lane	A controlled crossing facility at this location does not form part of the traffic calming measures proposed for the 20mph speed limit scheme. This request will be considered separately under the County Council's Scheme Prioritisation Process to determine whether it can be taken included in a future Capital Programme for Transport Improvements.
One respondent suggested that the proposed speed cushions in Old Malling Way should be located within the cul-de-sacs off Old Malling Way	Traffic speed monitoring on Old Malling Way has determined that average vehicle speeds are currently in excess of 24mph and therefore we are required by the Department for Transport (DfT) to provide sufficient physical traffic calming features every 75

	metres to help achieve compliance with the lower speed limit.
Friends of Lewes commented that the number of speed cushions proposed in Old Malling Way is excessive and measures should be reduced to focus on the slope approaching the Church Lane/Old Malling Way junction, possibly with chicanes in lieu of speed cushions.	Traffic speed monitoring has determined that average vehicle speeds on the section of Church Lane/Old Malling Way between Mayhew Way and Monks Way are in excess of 24mph and that therefore we are required to provide sufficient speed-reducing features throughout that extent, rather than limited features in isolation. The series of speed cushions with mini roundabout "gateways" at either extent will lower average vehicle speeds through out this section.
One respondent requested a 20mph speed limit sign in Orchard Road, near the entrance from Malling Hill.	Two 20mph "terminal" signs on new posts will be provided at this location to denote the start of the 20mph speed limit.
One respondent requested that Old Malling Way becomes a one-way system	A one-way system does not form part of the 20mph speed limit proposals. A one-way system would potentially increase average vehicle speeds because drivers would not have to give way to opposing traffic flow. This would result in a need to provide more extensive physical traffic calming measures over the full extent of Old Malling Way. Directional signs would also need to be placed at the exit of each close on Old Malling Way and at regular intervals on the circuit, resulting in a significant amount of additional signage on the estate.
One respondent commented on the lack of 20mph speed limit repeaters or roundels through the traffic-calmed section of Old Malling Way/Church Lane.	The traffic calming features proposed for this section of Old Malling Way/Church Lane are designed to physically constrain average vehicle speeds to below 24mph and therefore in accordance with DfT guidelines, 20mph speed limit signing is not required. On the remainder of the Old Malling Way loop where no physical traffic calming measures are proposed, the speed limit will be indicated by 20mph roundels on the road surface.
One respondent commented that parking restrictions should be applied adjacent to Bridgewick Close on safety grounds.	The County Council's Parking Team undertakes reviews of parking schemes approximately every 18 months. It is not proposed to undertake any alterations to the current parking controls in Malling as part of the 20mph speed limit proposals.

REGULATORY COMMITTEE

PLANNING COMMITTEE

MINUTES of a meeting of the Planning Committee held at County Hall, Lewes, on 11 February 2015

PRESENT - Councillors Daniel (Chair), Buchanan, Field Galley, Stogdon (Vice-Chair), Taylor and Wallis

46. MINUTES

46.1 RESOLVED to approve as a correct record the minutes of the previous meeting held on 17 December 2014.

46.2 The Committee recorded their thanks to Michaela Frost, Democratic Services Officer, who is leaving the County Council, for her long-standing support to the Committee.

47. REPORTS

47.1 Copies of the reports and documents referred to below are contained in the Minute book.

53. TRAFFIC REGULATON ORDER – 20MPH SPEED LIMIT SCHEME (MALLING, LEWES)

53.1 The Committee considered a report by the Director of Communities, Economy and Transport which considered the objections received in response to the consultation on the draft Traffic Regulation Order.

53.2 Mary Pengelly, local resident, and Mr Robert Cheeseman, local resident and member of the Friends of Lewes, spoke against the proposed Order.

53.3 Councillor St Pierre, the Local Member, spoke in support of the proposed Order.

53.4 Members have considered the Officer's report, and the comments of the public speakers and Local Member.

53.5 RESOLVED to:

(1) uphold the objections to the draft Order as set out in Appendix 2 of this report; and

(2) recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order should not be made as proposed.

Appendix 2 - 20mph Speed Limit Schemes (Malling, Lewes)

