

Report To: **Lead Cabinet Member for Transport and Environment**

Date: **14 September 2015**

By: **Director of Communities, Economy and Transport**

Title: **Station Road, Lewes – Experimental Traffic Regulation Order (TRO)**

Purpose: **To seek approval to advertise an Experimental Traffic Regulation Order to introduce parking restrictions in Station Road, Lewes in support of the Lewes Station forecourt improvement scheme.**

RECOMMENDATION: The Lead Member is recommended to authorise the making of an Experimental Traffic Regulation Order (TRO) to allow waiting restrictions and loading, disabled and taxi bays to be introduced in the Lewes Station forecourt area.

1 Background Information

1.1. An improvement scheme for the Lewes Station forecourt area in Station Road, Lewes, has been designed as part of the Lewes Steps Forward programme, aimed at improving conditions for pedestrians and cyclists in the town. It forms one of a number of schemes funded from capital funding awarded to East Sussex County Council in July 2012 from the Government's Local Sustainable Transport Fund (LSTF). The programme has already delivered footway improvements in Station Street, new areas of cycle parking in the town centre and new 20mph speed limits in five residential areas.

1.2. The Lewes Station Forecourt Improvement Scheme aims to improve facilities for pedestrians and bus users and introduce more effective parking and traffic management arrangements in the area. The current arrangements are unsatisfactory particularly for pedestrians accessing the station and the forecourt area can become congested during busy periods of the day.

1.3. The scheme includes a new pedestrian (zebra) crossing outside the station immediately south of the railway bridge and a pedestrian island at the southern extent of Station Road. A plan of the proposed arrangement is shown at (Appendix 1). An area of widened footway has been introduced outside the station building and raised kerbs have been introduced at the bus stops on either side of the road. The existing short stay parking bays will be reconfigured and dedicated disabled and loading bays provided. The taxi bay layouts will also be altered. A 20mph speed limit will be introduced on Station Road to link the existing 20mph speed limits on Priory Street and Station Street.

1.4. The new zebra crossing requires zig-zag road markings to be provided on both approaches to ensure that vehicles do not park near to the crossing. These markings have reduced the amount of on-street parking on the western side of the carriageway adjacent to local shops and businesses. It has therefore been necessary to provide a dedicated loading bay as close as possible to ensure that delivery vehicles can service these businesses. In order to ensure that the loading bay is used appropriately, it is proposed that appropriate restrictions be introduced that will enable Civil Enforcement Officers (CEOs) to undertake enforcement when necessary. The introduction of the TRO will also enable the disabled, taxi and short stay parking bays to be enforced. Enforcement of the current parking bays is carried out by Southern Railway on an ad hoc basis.

1.5. It is proposed that the restrictions are introduced under an Experimental Traffic Regulation Order (TRO). The use of an Experimental Order will enable the County Council to undertake monitoring of the new layout of the station forecourt area to see if it is working effectively and to make appropriate revisions to road markings and time restrictions if required. Experimental Orders can operate for a period of up to 18 months, during which a decision would need to be made as to whether the Order should be made permanent, revised or revoked. Objections to the Order can be made within the first six months from the date that it is made. Any objections to the experimental order must be considered before a

decision is made as to whether the order giving permanent effect to its provisions should be made. The 20mph speed limit will be introduced through a separate permanent TRO.

1.6. The cost of advertising the TROs and introducing the associated signage will be £5K and will be met from the 2015/16 capital programme for local transport improvements.

2 Supporting Information

2.1. A public consultation exercise was undertaken on the Lewes Station Forecourt Improvement scheme in September 2013 as part of the wider Lewes Steps Forward programme. The results of the consultation showed that 84% of respondents supported or strongly supported the proposals. Details of the proposed layout were also discussed directly with stakeholders and their representatives, and there has been ongoing liaison with these stakeholders including representatives of the taxi trade, local businesses, Southern Railway and Network Rail.

2.2. The extent of Station Road that includes the Station Forecourt area is owned by Network Rail and is not adopted highway. In order to advertise the experimental TRO, the County Council needs Network Rail's approval. This consent has not yet been obtained and discussions with Network Rail are currently taking place. A verbal update will be provided at the Lead Member meeting.

3 Conclusion and Reason for Recommendation

3.1. The Lewes Station Forecourt Improvement scheme will provide significant improvements for pedestrians and better traffic management in Station Road. Introducing the scheme under an experimental TRO will enable the necessary parking restrictions to be monitored and reviewed before a decision is made as to whether they should be made permanent with or without modifications or revoked. I therefore recommend that approval be given for the Experimental Traffic Regulation Order required to introduce the parking restrictions.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Andrew Keer

Tel. No. 01273 336682

Email: Andrew.Keer@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Ruth O'Keeffe

BACKGROUND DOCUMENTS

None