

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 22 February 2016

By: Director of Communities, Economy and Transport

Title: Results of a public consultation on the principle of introducing a 20mph scheme in Old Mallings, Lewes

Purpose: To consider whether further consultation should take place on a draft Traffic Regulation Order required to introduce a 20mph scheme in the Old Mallings Area of Lewes, and, subject to the results of the consultation, to introduce the scheme.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree that consultation should take place on the Traffic Regulation Order required to introduce a 20mph scheme covering Old Mallings (the eastern side of the Mallings area of Lewes), with any objections being reported to the Planning Committee for consideration; and**
 - (2) Agree that, subject to any recommendations made by the Planning Committee, the scheme should be introduced as part of the 2016-17 Capital Programme for Local Transport Improvements.**
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1. Background Information

1.1. In June 2015 a report was presented to the Lead Member for Transport and Environment setting out the recommendations of the February 2015 Planning Committee regarding objections to a draft Traffic Regulation Order (TRO) for a 20mph speed limit in the Mallings area of Lewes. The Lead Member agreed that further public consultation should take place on the possible introduction of a 20mph scheme covering the Old Mallings (eastern side) area of Lewes. A public consultation exercise has now been carried out in the Old Mallings area and this report sets out the results of that consultation. A decision is now needed on whether further consultation should take place on a draft TRO required to introduce a 20mph speed limit scheme in this area and, subject to the results of that consultation, whether the scheme should be introduced.

2. Supporting information

2.1. On 12 June 2015, a report was presented to the Lead Member for Transport and Environment seeking approval to re-consult on the possible introduction of a 20mph scheme in the Old Mallings area of Lewes. This was because in February 2015 the Planning Committee upheld objections that were received on an advertised draft TRO which would have enabled a 20mph speed limit to be introduced in the whole Mallings area. As the majority of the objections concerned the physical traffic calming proposals in Old Mallings Way, it was felt therefore that the Mallings area should be split so that a 20mph speed limit scheme in Old Mallings (which would only require signing and road markings) could be considered separately from a scheme in New Mallings which would still require physical traffic calming measures.

2.2. A consultation has taken place with residents on the eastern side of the Mallings area (Old Mallings) to gauge support for the principle of introducing a 20mph speed limit scheme in the area. A plan showing the proposed extent of the scheme in the area is included in Appendix 1. In total 499 consultation letters and an accompanying self-completion questionnaire were delivered to properties in the area asking people whether they supported the principle of introducing a 20mph

speed limit in their roads. The self-completion questionnaire was also made available online. A copy of the questionnaire is provided in Appendix 2. The consultation period began on 14 November 2015 and ran for 4 weeks, closing on 13 December 2015.

2.3. In total 153 responses were received, 9 were completed online and 144 were returned by post. This equates to a 31% response rate. Of these, 150 were from individuals with one response from a business. Two respondents did not clarify whether they were replying as a business, community group or as an individual.

2.4 Of the 153 replies, 121 (79%) supported the introduction of a 20mph scheme in the Old Malling area, with 28 (18%) stating they did not support its introduction and 4 (3%) did not know whether they supported it or not. The reasons given by those who did not support the scheme are provided in Appendix 3, with some respondents citing more than one reason. Other comments were made on the proposed 20mph scheme. A copy of a document containing these comments and full copies of all responses received are available in the Members Room.

2.5 If the Lead Member agrees that a TRO should be advertised, consultation would commence in February 2016. We propose that any objections which cannot be resolved will be taken to Planning Committee in May 2016. Subject to the outcome of the Planning Committee, the earliest that the scheme covering the eastern area of Malling could then be implemented would be Autumn 2016.

2.6 It is estimated that the cost of introducing a 20mph scheme in Old Malling would be £10,000 which would come from the County Council's 2016/2017 capital allocation for local transport improvements, which amounts to £2.4m in total. A further report seeking agreement from the Lead Member for Transport and Environment to the allocation of this funding to specific schemes will be presented at the Lead Member meeting in March 2016.

3 Conclusion and Reasons for Recommendations

3.1. In total, 79% of those who responded to the consultation on the introduction of a 20mph scheme in the Old Malling area were in favour of a scheme being introduced. In view of this, it is recommended that the Lead Member agrees that consultation should take place on a Traffic Regulation Order. Subject to the outcome of consideration of any unresolved objections by the Planning Committee, the Lead Member is recommended to agree that the scheme be introduced in Autumn 2016.

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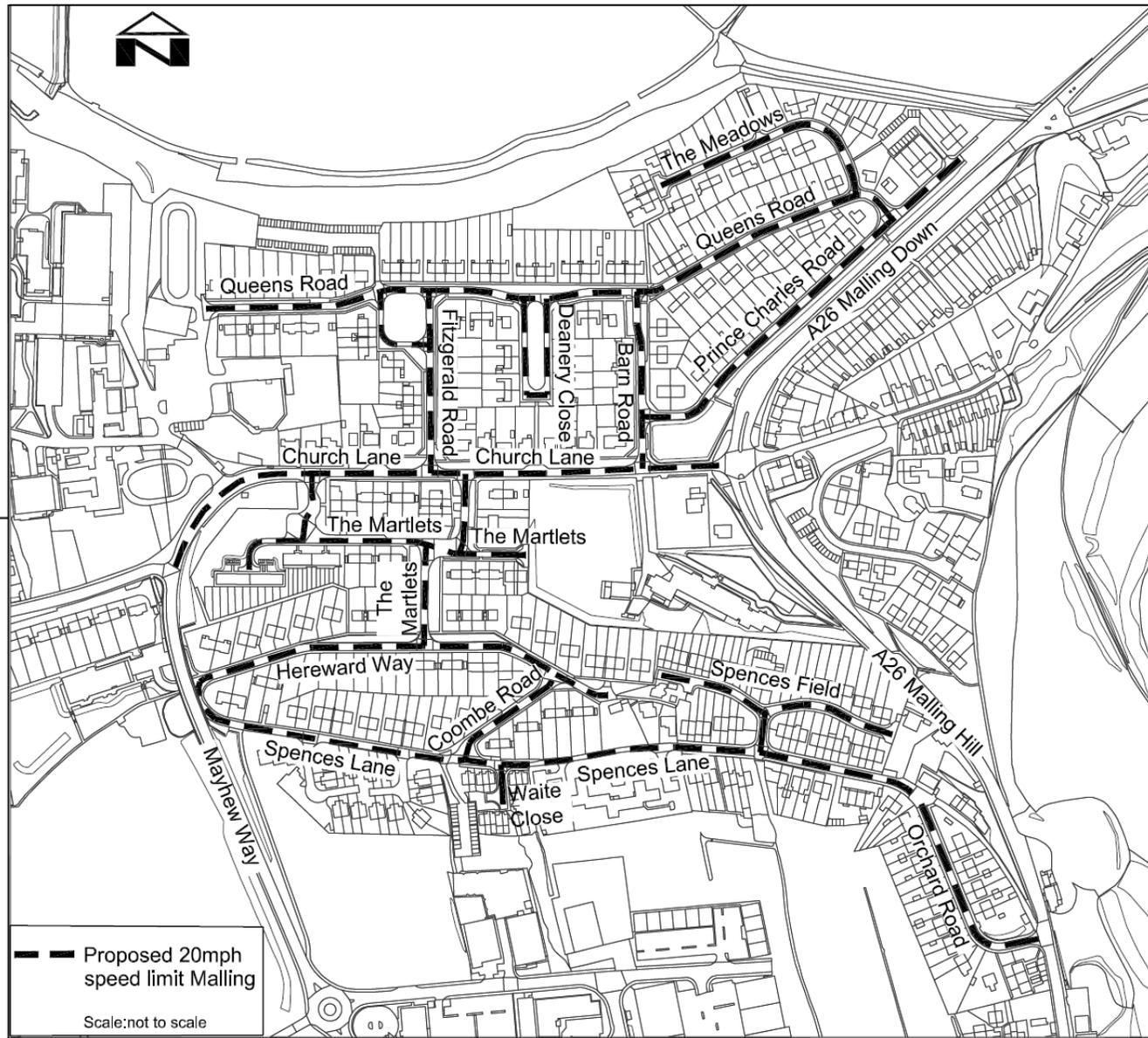
LOCAL MEMBERS

Councillor St. Pierre

BACKGROUND DOCUMENTS

None

Appendix 1 – Proposed extent of the Old Malling Area 20mph Speed Limit



Appendix 2 – Consultation Questionnaire

Old Malling 20 mph Proposals - Your views about our proposals

Please tell us whether or not you support the introduction of a 20mph speed limit on roads in the Old Malling area.

The roads that would be affected are: Barn Road, Church Lane (from A26 Malling Hill/Malling Down to Mayhew Way), Coombe Road, Deanery Close, Fitzgerald Road, Hereward Way, Orchard Road, Prince Charles Road, Queens Road, Spences Field, Spences Lane, The Martlets, The Meadows and Waite Close.

A copy of this survey is available online on our website along with plans of the proposals and background information. Please visit: www.eastsussex.gov.uk/haveyoursay

Please return your completed survey by **Sunday 13 December 2015** using the envelope provided.

If you need this survey in a different format such as large print, Braille or in a different language, please contact us on infrastructure.delivery@eastsussex.gov.uk or telephone 01273 482500.

All responses received will be treated in the strictest confidence. East Sussex County Council will use the collective responses from this survey for research purposes.

Thank you for taking part, your views are important to us.

Q1 To ensure we have a representative view, please tell us if you are answering this questionnaire as an individual or on behalf of a business or other community group...?

- An individual (please go to Q3)
- On behalf of a business (please go to Q2)
- On behalf of a voluntary, community or stakeholder group (please go to Q2)

□

Q2 Which business or voluntary, community or stakeholder group are you responding on behalf of?

Q3 Please provide your full postcode as this is required for analysis purposes. It will not be used to identify you.

Q4 Do you support the proposed introduction of 20mph speed limits on roads in the Old Malling area?

- Yes No Don't know

Appendix 3 – Summary of reasons given for not supporting the introduction of a 20mph scheme in Old Malling.

Reason for not supporting the scheme	Number of respondents	Officer comments
Traffic moves slowly/it is not possible to reach more than 20mph	21	The scheme aims to further reduce average vehicle speeds in order to improve the living environment in this residential area. The scheme will improve conditions for pedestrians and cyclists. Post-implementation speed monitoring on the Lewes Town Centre 20mph scheme showed average vehicles 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%.
Waste of money/funds would be better spent elsewhere/no need for scheme	14	The scheme was considered as a result of a petition that was presented at the meeting of the County Council in February 2013 calling for a 20mph speed limit in Malling. A public consultation was undertaken on the introduction of a number of schemes in Lewes including a 20mph scheme in Malling in September 2013 where the majority of respondents supported the introduction of the Malling scheme. The Lead Member for Transport and Environment agreed at the December 2013 meeting that the proposals should be taken forward to detailed design and implementation.
20mph limit would not be enforced	6	There is an expectation that 20mph speed limits, implemented in accordance with Department for Transport (DfT) guidelines and suitably signed to encourage compliance, will be largely self-enforcing. The Police do not expect to routinely enforce 20mph speed limits and will only undertake targeted enforcement where necessary and where other measures have failed to achieve the appropriate compliance levels.

Parking is the problem in this area/parking amendments needed	5	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 Old Malling as part of the 20mph speed limit proposals.
Proposal should not cover whole estate/Only Church Road should be 20mph	4	The scheme aims to reduce vehicle speeds within Old Malling and is in response to a petition for a 20mph limit across the whole Malling area.
20mph limit would be dangerous	2	The aim of the scheme is to lower drivers' speeds which will therefore provide greater opportunity to react to any potential hazards that are presented.
Scheme would increase pollution, travel time and costs	1	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 the 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. It is anticipated that increases in travel time and costs (if travelling by taxi) would be minimal and may be offset by improved traffic flow.
20mph limit would be inappropriate at night and is therefore an unduly blunt instrument	1	The 20mph limit would be appropriate at night when traffic speeds tend to be higher due to reduced traffic volume.
Proposal does not fit with Key Priorities in ESCC's LTP3	1	The proposal fits with both High Level LTP3 objectives and specific transport objectives in terms of improving safety and quality of life and improving the environment for walking and cycling.
Orchard Road should have left turn only into Malling Hill	1	This suggestion can be considered separately to the proposal for 20mph speed limits.