

Committee:	Regulatory Planning Committee
Date:	22 June 2016
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order – 20mph speed limits scheme (Old Malling, Lewes)
Purpose of Report	To consider the objection received in response to the consultation on the draft Traffic Regulation Order (TRO) to introduce 20mph speed limits on roads in the Old Malling area of Lewes.
Contact Officer:	Andrew Keer – 01273 336682
Local Member:	Councillor Rosalyn St Pierre

RECOMMENDATION

The Planning Committee is recommended to:

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

1. Introduction

1.1 In July 2013, a petition containing 130 signatures asking for a 20mph speed limit to be considered in the Malling area, presented by Councillor St. Pierre, was considered by the Lead Member for Transport and Environment. At that time the County Council had already introduced a 20mph speed limit on a number of roads within Lewes town centre area and in the Southover area of Lewes. In 2013 further 20mph speed limits covering the Barons Down & Winterbourne, Houndean, Landport, Nevill and Wallands residential areas of the town were proposed and subsequently introduced in 2015. Traffic speed monitoring determined that average vehicle speeds on these estate roads were below 24mph. This meant that under national and local guidelines 20mph speed limits could be introduced using 20mph signs mounted on existing street furniture, without the need for any physical speed reducing features.

1.2 As part of proposals developed in 2013, a 20mph scheme was also proposed in the Malling area of Lewes. However, as average speeds in two roads in the Malling area exceeded 24mph (Old Malling Way and the section of Church Lane west of its junction with Mayhew Way), this proposal also included physical traffic

calming measures in these roads to ensure average speeds were reduced to 24mph or less.

1.3 Objections were received to the proposals in the Malling area, mainly with regard to the physical traffic calming measures that would need to be introduced on Old Malling Way. In view of this, in June 2015 the Lead Member for Transport and Environment agreed that the Malling scheme should be split in two. It was also agreed that further consultation should be carried out in the Old Malling area to see if there was support for a signed 20mph speed limit to be introduced in this area only, whilst further design work was carried out in the New Malling area to try and address the objections raised to the proposed physical traffic calming measures. Traffic speed monitoring showed that average vehicle speeds on roads in Old Malling were already below 24mph, therefore only signs and road markings would be required to enable the 20mph speed limit to be introduced, as opposed to physical traffic calming measures being required.

1.4 In November 2015 an informal consultation was undertaken with residents in Old Malling to gauge support for the principle of introducing of a 20mph speed limit scheme in the area. In total 153 responses were received (a 31% response rate). Of these, 121 (79%) supported the introduction of the 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.

1.5 The results were reported to the Lead Member for Transport and Environment in February 2016 and it was agreed that consultation should take place on a draft Traffic Regulation Order for the 20mph speed limit and, subject to the decision of the Planning Committee on any unresolved objections to the draft Order, that the scheme be introduced in Autumn 2016.

1.6 In April 2016 the 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 Old Malling area of Lewes. A copy of the draft TRO is included in Appendix 1. The roads to be included are shown on the enclosed location plan. The draft Order was advertised in the local press, statutory bodies were notified and notices were placed on lamp columns in all roads affected. A period of three weeks was allowed for any comments to be received. This period ended on 9 May 2016.

1.7 The aim of the proposal is to improve road safety, the living environment on the Old Malling residential estate and 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

2. Comments and Appraisal

2.1 Three responses were received to the proposed TRO, two from statutory consultees and one from a resident of Old Malling. Sussex Police responded with no objection and Compass Travel (Sussex) Limited objected to the introduction of the 20mph speed limit in Church Lane only. Compass Travel indicated that they were willing to accept the 20mph speed limit in other roads in Old Malling. Their ground for the objection to the proposals in Church Lane is that the new speed limit will slow down the operation of their bus service, adversely affecting the company's bus timetable for the Malling area.

2.2 Compass Travel had previously objected to earlier TROs for 20mph speed limits in the other residential estates in Lewes. As a consequence of those objections the County Council commissioned consultants (Atkins) to undertake a data collection exercise on the bus routes within the residential areas of Lewes in order to establish current bus speeds and model the potential impact of the proposed 20mph speed limits on bus journey times.

2.3 Analysis of the bus speed data showed that buses on the whole Malling estate currently exceed 20mph only 19% of the time. Two scenarios of driver behaviour were modelled and the one which would have the greatest potential impact demonstrated that the increase in current running times through the estate would be between 7 seconds and 31 seconds per journey. However the current proposal is for the Old Malling area only and therefore the overall impact is likely to be less than this.

2.4 As the current proposals are only for the Old Malling area of Lewes, just two of the four bus routes would be affected, (routes 127 and 143), and the impact on the operation of these bus services would be minimal. The 20mph speed limit would not have any impact on bus speeds save for very short sections of Church Lane where average speeds would reduce from 20-25mph to 15-20mph. The extent of the reduction in speeds in Church Lane is illustrated in Appendix 2. Post-implementation surveys were proposed to be carried out to identify any adverse effects to bus services after the introduction of the 20mph schemes in other areas, however due to timetable changes that were introduced in April 2016 by Compass Travel it has not been possible to undertake these surveys to date.

2.5 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 over the whole Malling area 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 is unlikely to be adversely affected.

2.6 Following the objection from Compass Travel to the draft TRO, they were contacted to see if they would withdraw their objection given that the Atkins study had shown that they would be able to continue operating within their existing resources. Compass Travel advised that as a matter of policy they normally object to all 20mph limits however minimal the impacts on timekeeping. However, in this particular case, they recognised that the physical layout of the Spences Lane section of the Old Malling estate (through which their 128 service operates) means that buses cannot exceed 20mph and therefore the only road they had any concern about was Church Lane.

2.7 Church Lane is a residential road from which other roads on the Old Malling estate, Sussex Police Headquarters, South Malling CE Primary and Nursery School and shops in Malling Close are all accessed. There are, therefore, high levels of pedestrian movements along and across Church Lane, particularly at the start and end of the school day. For this reason, it is appropriate that Church Lane is included within the scope of the 20mph speed limit. It is not proposed to uphold this objection.

2.8 The other objection received to the proposed 20mph scheme was from a resident of Old Malling who believed that the scheme included physical traffic calming measures which would have a negative impact on parking. The resident

was contacted and it was explained that no physical traffic calming measures are proposed and that only signs and road markings would be introduced. The resident, who is supportive of the introduction of the 20mph speed limit, subsequently withdrew their objection.

2.9 A summary of the objections received and officer comments is included at Appendix 3.

3 Conclusion and reasons for approval

3.1 The 20mph speed limit proposal for Old Malling aims to build on the established 20mph speed limits already in place in the town centre and the Southover, Barons Down & Winterbourne, Houndean, Landport, Nevill and Wallands areas of Lewes. The 20mph speed limit will improve road safety and the living environment with particular benefits for pedestrians and cyclists. The proposals were well supported during the November 2015 consultation exercise. The proposals have been designed in accordance with DfT guidelines to encourage good compliance with the 20mph speed limit and will 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, locating them on existing street furniture where possible. The impact of the proposal on bus journey times has been carefully evaluated and whilst it is acknowledged that there will be a very slight impact on bus running times for routes 127 and 143, it is considered to be minimal and that the bus operator's ability to operate reliably within existing resources will be retained.

3.2 It is recommended, for the reasons set out in this report, that the Committee does not uphold the objection to the draft TRO to introduce a 20mph speed limit in the Old Malling area of Lewes, and recommends to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

Background Documents: None