

Local Sustainable Transport Fund – Comments from Friends of Lewes in response to ESCC Highways’ Autumn 2013 Consultation.

Proposals to extend the 20 mph zones:

Generally these all seem to make sense, though there are one or two small and relatively insignificant anomalies.

If it is deemed that physical measures are really necessary to restrict speed on Old Malling Way, then in our view a number of chicanes would be very much preferable to “speed bumps”.

Station Street / Fisher Street – Pedestrian improvements:

- The removal of the bollards is welcomed, as is the kerb extension at the top on the right to further discourage illegal right turns.
- Minimal widening of the pavement is welcome, but there is concern that this may still not be sufficient for wheelchairs and double-buggies.
- Levelling the pavement is also badly needed, though this may then require a raising of the road surface too.
- The narrow “pinch-point” by the disabled & deliveries bay at the top right is a concern: lorries and buses will probably need to mount the kerb if a large vehicle is parked there.
- The tight ‘blind’ exit from two-way Pinwell Road / Station Car Park is dangerous for both motorists and pedestrians and a solution is urgent. Surely now is the time to at least cost an alternative exit from the Car Park up a ramp onto Southover Road, opposite Watergate Lane. Pinwell Road could then be made one-way, east-bound.
- The proposed move of the bus stop on the western side of Fisher Street to a wider bit of pavement will help those waiting, but will risk increasing the occasions in which a stationary bus there causes tail-back problems on the High Street junction.
- The proposed loading bay by the Town Hall side door – a slope rather than a kerb makes most sense.
- The widening of the pavement on the corner of Market Lane by the Lamb Inn is welcome.
- The changed priority at the Fisher Street/Mount Pleasant junction is working well. Friends of Lewes argued for this for years and we look forward to seeing improved air-quality figures for Fisher Street.

Station Road & Forecourt:

- The strengthening / renovation of the bridge over the railway is crucial. Repainting on both sides is necessary.
- The introduction of a 20 mph speed limit here is overdue good news.

- The Crossing is welcome and is in the best location. The refuge at the southern end makes a lot of sense.
- The striped “box” road marking will be a big improvement.

Pedestrian / Cycle Town Signing Strategy:

- The use of the pedestrian and cycle logos is consistent and helpful.
- Sign 21 refers to LDC Offices – when these are no longer at Lewes House, perhaps the Fisher Street and Southover Road offices should be indicated?
- Friends of Lewes are most concerned that such a clear improvement should not cause a proliferation of street furniture – it is to be hoped that the vast majority of these new signs can be located on walls or on existing posts.
- The five proposed information “monoliths” seem appropriately sited, but their exact positioning on the pavement will be crucial if a balance is to be struck successfully between avoiding pavement obstruction and being able to look past it to see the orientated map of the immediate area.
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Cycle Route 90:

- Route 1B is clearly preferable: not only is it more direct, but it avoids the steep gradient of Delaware Road.
- Route 2A takes an unnecessary detour and would be ignored; route 2B is more direct and formalises existing use.
- Route 3A is probably safer, though not shorter. Route 3B along narrow Pinwell Road frequently has parked cars and pedestrians on it. Reservations about the junction with Station Street and the two-way nature of the first section have already been made above and really do merit urgent attention.