



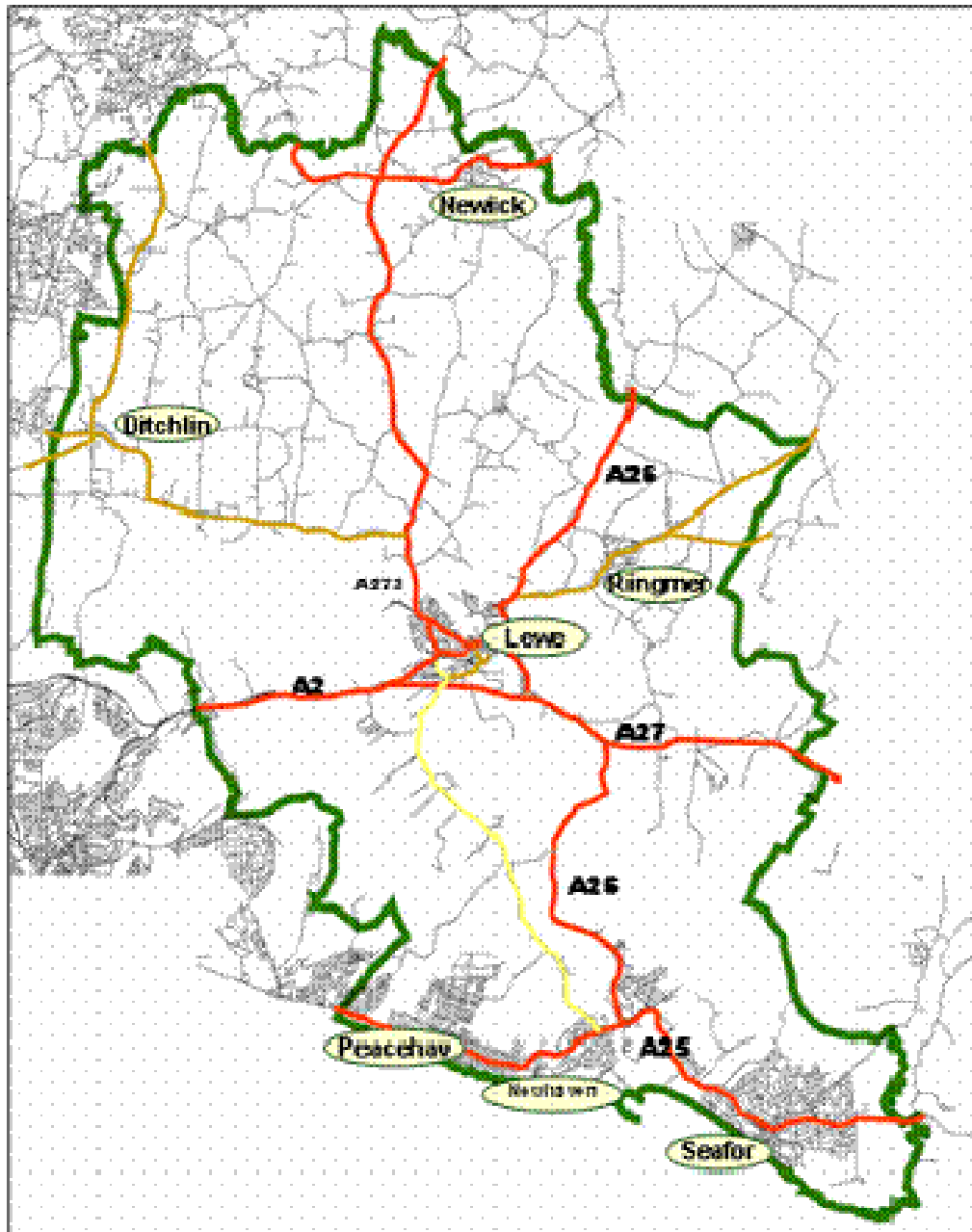
## Lewes District Council

# Draft Air Quality Action Plan (AQAP) Annex

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## ANNEX A

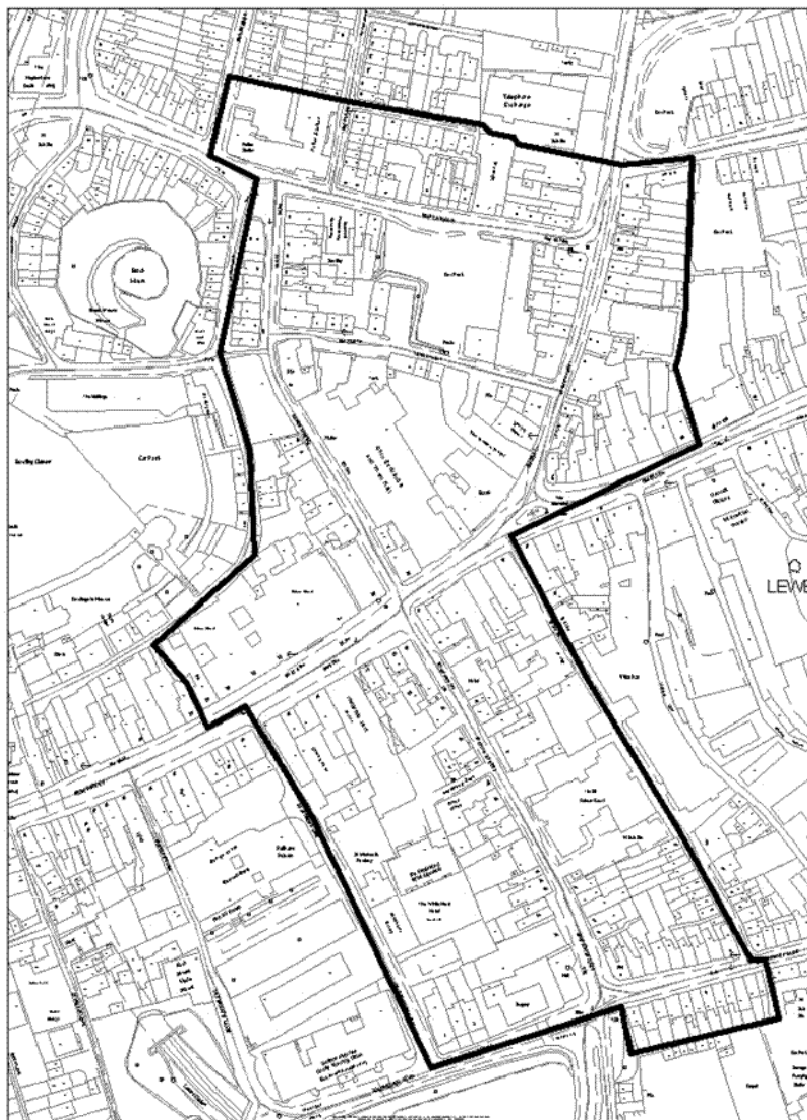
### A1 MAP OF LEWES SHOWING BOUNDARIES, TOWNS AND MAJOR ROAD NETWORK



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## ANNEX B

### B1 MAP OF LEWES AQMA

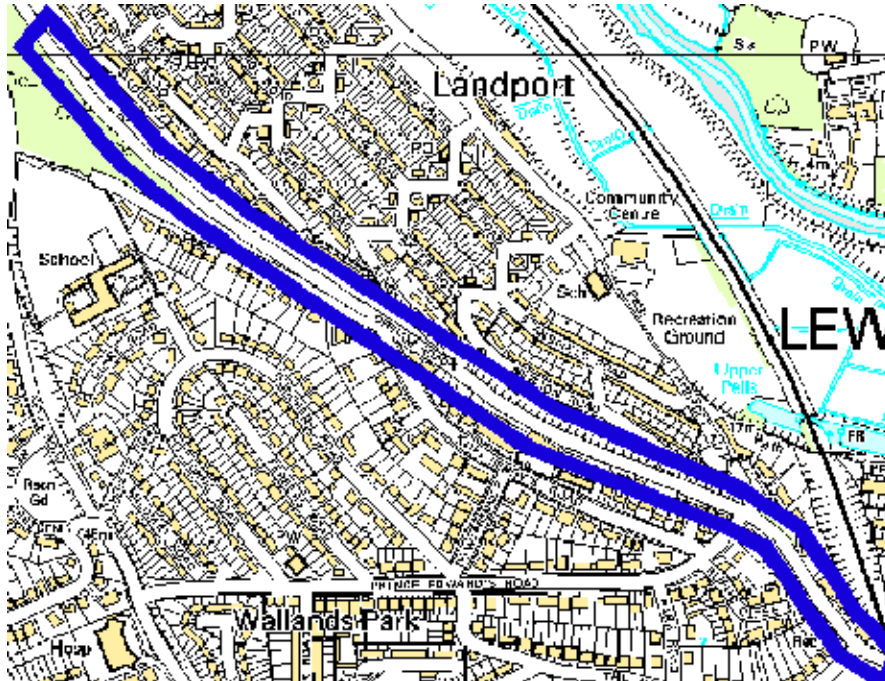


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**Air Quality Management  
Area**  
**Lewes Town Centre (No.1) Order 2005.**



## B4 THE OFFHAM ROAD PEDESTRIAN IMPROVEMENTS



## ANNEX C

### C1 EUROPEAN & NATIONAL POLICIES

#### The Air Quality Framework directive

The Air Quality Framework Directive<sup>1</sup>, established a framework under which the EU set limit values for 12 specified pollutants, including NO<sub>2</sub>, for which a mandatory objectives have to be achieved by member states.

#### Transport Sources

Under the Auto Oil Program directive motor vehicles must meet specific standards for exhaust emissions of carbon monoxide (CO), Volatile Organic Compounds (VOC), nitrogen oxides (NO<sub>x</sub>) and particles before they can be approved for sale in the European Union. Standards for new petrol fuelled cars were first introduced in the early 1990s (Euro 1 standards) and have gradually tightened them in several steps: Euro 2 in 1996, Euro 3 in 2000 and Euro 4 in 2005.

New limits on emissions from cars were agreed in December 2006. The Euro 5 standard will come into force in 2009, one year later than initially proposed under the directive, and will set new standards for particulate matter, hydrocarbons and nitrogen oxides. The new NO<sub>x</sub> limit has been set at 60 mg/km for petrol cars and 180 mg/km for diesel cars.

The Euro 6 standards will come into force in 2014, and will require a new NO<sub>x</sub> limit of 60 and 80mg/km for petrol and diesel cars, respectively. Member states will be able to offer financial incentives for the purchase of vehicles meeting the Euro 5 and 6 before they come into force. Final adoption is expected early this year.

#### Industrial Sources

The Integrated Pollution Prevention and Control aims to minimise pollution from various industrial sources throughout the European Union. Operators of industrial installations covered by Annex I of the IPPC Directive are required to obtain an authorisation (environmental permit) from the authorities in the EU countries. Other installations are regulated by Local Authorities under the Local Air Pollution Control regime

The Waste Incineration Plants aims to prevent or to reduce the impacts caused by the incineration and co-incineration of waste, including emissions into air.

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<sup>1</sup> <http://www.defra.gov.uk/environment/airquality/eu-int/eu-directives/airqual-directives/framework/index.htm>

The National Emissions Ceiling Directive, which sets emission ceilings for Member State for Sulphur dioxide (SO<sub>2</sub>), Nitrogen oxides (NO<sub>x</sub>), Volatile Organic Compounds (VOC's) and Ammonia (NH<sub>3</sub>), to be met by 2010. The aim is to address acidification and ground-level ozone.

## **Planning**

### ***PPS23: Planning and Pollution Control (Annex1)***

PPS23 recognises that the planning system plays a key role in deciding the location of development that may give rise to pollution. Specific guidance on LAQM, and on development within AQMA's is given in Annex1. With respect to assessing air quality as a material consideration in development control decisions PPS 23 states:

“LPAs, transport authorities and pollution control authorities should work together to ensure development has a beneficial impact on the environment, for example by exploring the possibility of securing mitigation measures that would allow the proposal to proceed.”

### ***Development Control: Planning for Action (NSCA)***

This guidance provides the framework for air quality considerations to be accounted for in local development control processes and includes guidance on air quality impact both outside and within existing AQMA's.

The guidance addresses potential air quality impacts from development in qualitative terms, and recommends and references guidance to reduce the air quality impacts of development proposals.

## ***Section 106 Agreements***

Section 106 of the Town & Country Planning Act 1990 allows the LPA to enter into a legally binding agreement (planning obligation) with a land developer over a related issue. Such agreements can cover almost any relevant planning issue and can include sums of money. A relevant issue can be represented by mitigation measures elsewhere inside the AQMA to offset any increase in local pollutant emissions as a consequence of the proposed development.

## **Smart Choices**

In recent years, there has been growing interest in a range of initiatives, described as 'soft' transport policy measures. These seek to give better information and opportunities, aimed at helping people to choose to reduce their car use while enhancing the attractiveness of alternatives. They are fairly new as part of mainstream transport policy. They include:

- workplace and school travel plans;
- personalised travel planning, travel awareness campaigns, and public transport information and marketing; and
- car clubs and car sharing schemes.

## ***Smarter choices - Changing the way we travel***

This report<sup>2</sup>, published in June 2005, studies the impact of soft measures, using evidence from the UK and abroad, case study interviews and the experiences of stakeholders. The assessment focused on two different policy scenarios for a 10 year period (starting from 2003-04). The '**high intensity**' scenario identifies the potential provided by a significant expansion of activity to a much more widespread implementation of present good practice, albeit to a realistic level which still recognises the constraints of money and other resources, and variation in the suitability and effectiveness of soft factors according to local circumstances. The '**low intensity**' scenario is broadly defined as a projection of the 2003-4 levels of local and national activity on soft measures.

The main features of the high intensity scenario would be:

- a reduction in peak period urban traffic of about 21% (off-peak 13%);
- a reduction of peak period non-urban traffic of about 14% (off-peak 7%); and
- a nationwide reduction in all traffic of about 11%.

## ***Putting Passengers First***

This national policy document, published December 2006, sets out the Government's proposals to promote better buses that more people will use.

From April 2008 residents of England aged 60 and over and disabled people will be entitled to free off-peak local bus travel anywhere in England. Around 11 million older and certain disabled people benefit from half price coach fares since May 2003 thanks to £15 million DfT funding. Over 6 million discounted tickets have been bought under this scheme.

The ***Rural Bus Subsidy Grants*** helps local authorities to support rural services, while the Rural & Urban Bus Challenge held between 1998 and 2003 provided funds for the development of new innovative projects.

41% of the English national fleet is now equipped to provide ***real time information*** and funds for schemes to provide real time bus information.

The Government's ***Powering Future Vehicles Strategy*** has set out a target that by 2012, 600 or more buses coming into operation per year will be low carbon.

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<sup>2</sup> <http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/>

The UK bus fleet is predominantly powered with diesel using compression ignition engines. Alternative clean transport fuels include<sup>3</sup>:

- Hydrogen fuel cell vehicles.
- Liquefied petroleum gases and compressed natural gas used in internal combustion engines.
- Hybrid electric vehicles which combine electric motor drives with internal combustion engines fuelled by diesel or petrol.
- 'Biodiesel' fuel used in internal combustion engines in blends with diesel fuel.
- Liquid biofuels
- Enhanced conventional fuels.
- Selective catalytic reduction.
- Bioethanol (currently under research).

Government grants are available towards the additional cost of purchase or conversion to a cleaner fuelled vehicle, funded by Transport Energy through the PowerShift programme. Transport for London, in partnership with other European cities, is working to introduce 70 hydrogen vehicles to London. The aim is to develop and procure hydrogen fuel cell buses and make the technology commercially viable. Hydrogen cells emit only pure water vapour and no noxious emissions.

## **C2 REGIONAL POLICIES & STRATEGIES**

### **The South East (SE) Plan**

The SE Plan is a full revision of Regional Planning Guidance 9 - the current Regional Spatial Strategy for the South East – and sets out a vision for the future of the region to 2026, and how to respond to challenges facing the region such as housing, economy, transport and environmental protection. The aim is to ensure that the South East remains economically successful and an attractive place to live for future generations. The Plan was submitted to Government on 31 March 2006. The East Sussex LTP and the Lewes LDF will be implementing part of the SE Plan locally.

The plan acknowledges that action can be taken locally to address the problems, i.e. by influencing movement, mode and management of transport through spatial planning. The transport policies of the plan propose measures that address poor air quality and contribute to delivery of Air Quality Management Area plans.

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<sup>3</sup> for more information go to The Energy Saving Trust website at <http://www.est.org.uk>

**Policy NRM7: Air Quality**

Local authorities and other relevant bodies should seek an improvement in air quality in their areas so that there is a significant reduction in the number of days of medium and high air pollution by 2026. Local Development Documents and development control can help to achieve improvements in local air quality through:

- Ensuring consistency with Air Quality Management Plans
- Reducing the environmental impacts of transport and congestion management, and support the use of cleaner transport fuels
- Mitigating the impact of development and reduce exposure to poor air quality through design, particularly for residential development in areas which already, or are likely to, exceed national air quality objectives
- Encouraging the use of best practice during construction activities to reduce the levels of dust and other pollutants.

**C3 EAST SUSSEX LOCAL TRANSPORT PLAN (LTP2)**

The LTP seeks to meet individual travel needs supporting continued economic growth and sets out a five-year programme of schemes and initiatives. Traffic management can make a significant contribution to help reduce emissions of pollutants from road vehicles, for example, schemes which restrict or exclude less clean vehicles from certain roads or areas, such as low emission zones, or reduce road congestion. The LTP is the main mechanisms for implementing transport policies at the local level. One of the key criteria against which the plan is judged for central funding is the extent this takes account of air quality considerations.

**Public Transport**

ESCC plays a key role in planning, developing and promoting bus and other public transport services throughout the county:

The following LTP schemes aim to promote the use of public transport as an alternative to the car, attract tourists and shoppers to destinations in East Sussex and work with bus operators to improve bus services, make bus transport more accessible, and increase bus patronage.

***Improving information about buses***

This scheme aims to co-ordinate the publishing of information and timetables, which must be accurate and current, accessible to all members of the community and easy to understand by all users of public transport. The main stops along the main coastal link in Sussex (the A259), part of which is within LDC, have recently been provided with real-time bus information facilities.

The County compiles and update information for a regional travel service called Traveline, which provides timetable information and a complete door-to-door journey planner for bus journeys and for combined bus and rail journeys. The scheme also aims to put timetables at an additional 150 stops every year for the five years of the current Local Transport Plan (there are 2,500 bus stops in East Sussex, 36% displaying timetables).

### ***East Sussex Rural Transport Partnership***

Connection between urban and rural area give rise to a range of travel demands, such as commuting or shopping, visitors to countryside, through traffic, daily travel between facilities and towns.

Projects include:

- partnership with Action in Rural Sussex;
- developing a Transport Management Centre and
- centralised booking system to serve community transport operators.

### ***Increase bus network***

There are proposal for a network of urban, small town, rural and inter-urban network bus services, with minimum frequencies. Availability of funding is critical to ensure progress on this scheme.

Actions: user developer contribution through agreement 106 in area of housing growth

### ***Fares & Ticketing***

Multi-operator integrated tickets like the successful 'Freedom Ticket' for school children have been recently introduced in East Sussex. LDC provides concessionary travel to eligible persons by participating in the CountyCard Scheme. The Councils will work with bus operators to widen the availability of such schemes.

### ***Other schemes to improve the county bus network include:***

- Bus priority measures at junctions
- Improved information and marketing of bus services
- Improve punctuality
- Increase frequency
- Establish new routes
- Community voluntary transport

### ***Promotion of local rail services to Eastbourne, Newhaven and Seaford:***

This initiative is aimed to reduce longer distance journeys that can be undertaken by rail rather than car.

### ***Real-time satellite tracking system***

A satellite tracking system which brings real-time information to bus passengers is being tested in Eastbourne. The system will provide minute-by-minute updates to waiting travellers at a number of selected stops.

The system works installing computer chips on the buses, which are located by satellites tracking the vehicles' journeys. The information, which includes destinations and sudden delays or detours, is relayed back to electronic information screens at the bus stops, similar to those seen on train platforms. The system could enable Eastbourne Buses to improve the management of its fleet with prior knowledge giving them time to respond to potential traffic problems.

### **Freight Management**

The **East Sussex Freight Strategy** (2004) aims to develop partnership with freight industry and other operators and provide knowledge/awareness of freight logistic issues. Specific policies include:

- identification of a freight routing network or roads replacing previous policy of allowing lorry traffic to disperse across all roads within the county;
- investigate opportunities for freight quality partnership at County and local level;
- freight conference held in September 2006 to identify and agree an ad-hoc action plan;
- explore opportunities for transfer of freight from road to rail; and
- improvement to rail freight facilities

### **Traffic Management**

#### ***Network management***

ESCC was one of the first authorities to appoint a dedicated Traffic Manager in 2004, with the function of delivering the network management duty for East Sussex as stated in the Traffic Management Act 2004. The duty tasks all highway authorities with ensuring that the road network runs efficiently, with all works and events co-ordinated and well as working with stakeholders to maximise alternative travel choices.

#### ***Public Realm Strategy***

This scheme aims to develop an accessible, lively and sustainable urban area, where traffic congestion, pollution, noise, stress and other negative impacts of mobility are eliminated or limited by applying and innovating techniques and technologies (Clear Zones).

## **Walking and Cycling**

### ***Improve the pedestrian cycle networks within the town***

These improvements will contribute towards reducing the number of short, car-borne journey, including:

- new routes;
- priority at crossing; and
- well signposted and marketed routes.

### ***Tourism without Traffic***

The Tourism without Traffic project was carried out between 2001–2006, in partnership with the South Downs Joint Committee aimed to create an alternative transport network to the car, reduce the impact of traffic and create a more attractive environment for walking and cycling, promote green tourism. Achievements include:

- improved bus services to popular countryside sites;
- new cycle racks and cycle rings;
- new marketing materials and improvements to online information with the Visit South Downs website; and
- seminars for local accommodation businesses to learn about the needs of visitors arriving by public transport, bike and foot.

## **TravelChoice**

[www.travelchoice.org](http://www.travelchoice.org), sponsored by East Sussex CC, is a website designed to help anyone in East Sussex with their journey requirements. It gives information on local and National public transport as well as information about walking and cycling in the county.

Travelchoice.org also acts as car-share database. Over 750 people have joined the car share database, with just over 60 of those being in Lewes. The county council's staff car share club at County Hall has about 350 members. There is a continuous promotional campaign to attract new members. This is supported by a variety of marketing tools leaflets on sustainable transport, exhibitions and other high profile events.

## **Travel Planning**

### ***Workplace travel plans***

A travel plan is a package of measures produced by employers to encourage staff to use alternatives to single-occupancy car-use. The County Council are currently reviewing their Travel Plan and working in partnership with local authorities to involve other large organizations.

### ***School travel plans***

ESCC school travel plan advisers have been working with local schools to promote safe and healthy journeys and reduce the use of the car and impact of the 'school run'. Schemes introduced include:

- walking buses;
- 'Footsteps' child pedestrian training – providing safe pedestrian skills from a young age;
- school crossing patrols – helping children to cross the road in safety;
- cycle awareness training schemes;
- safer routes to school;
- physical measures to improve safety on the journey to school; and
- physical infrastructure to support the above schemes.

### **Information & Education**

#### ***Community Help Points (CHPs) & Internet Kiosks***

As part of the LTP Customer Access Strategy CHPs are being introduced in the main towns of the county. 'Internet' kiosks with web access and printing facilities are being located in the CHPs, libraries and rural areas. The kiosks will help to reduce the need to travel to access information and services, particularly in rural areas.

#### ***Broadband East Sussex***

This programme started in 2003 and achieved 100% coverage in the county telephone exchanges in 2005. The current goal is to promote the benefits of broadband and other high-tech communication systems and increase their take-up. The availability of high speed internet will increase accessibility to information and could influence attitudes to transport and reduce dependency on private car use.

## **C4 CLIMATE CHANGE & SUSTAINABILITY**

The Lewes Local Sustainability Team is involved in around 40 projects across the District which support and advance sustainable communities and knowledge of climate change.

One of the most important ways of promoting sustainable lifestyles is through face to face contact and this is done in a number of ways through the Green Apple Award winning Sustainability and Linking Information Programme (SLIP)

## ***Lewes EMAS Accreditation***

Lewes District Council ranks among the few local authorities to have obtained the EMAS (Eco Management and Audit Scheme) throughout the whole authority. The principles of EMAS involve reducing levels of pollution and waste, conserving resources, increasing energy efficiency, reducing, re-using and recycling materials wherever practical, protecting and enhancing the local built and natural environment and encouraging sustainable transport.

## ***Managing Urban Europe-25 (MUE-25)***

Lewes is one of the project partners of the largest European project so far on cities' environmental management systems (EMS).

The main outcome of the project will be a framework EMS system which enables the implementation of environmental management systems for the whole urban area. By using the system, the cities should better be able to improve municipal compliance with existing legislation and voluntary agreements, as well as environmental assessment and reporting and communication with local stakeholders.

## ***The Sustainable Linking and Information Programme (SLIP)***

Environment in a sustainability context is a very difficult subject to convey to all but the 'greenest' audience. The SLIP is an attempt to present what is essentially the same information in a variety of ways in order to engage with the widest possible audience, using different communication methods (excluding traditional methods such as newspapers, radio and television).

These are:

- sustainability Resource Centre (SRC), with a library and a free meeting space for community groups;
- sustainability Road Shows – targeting community events and using interactive techniques such as an individual foot print game and working renewable demonstration kits;
- making Things Happen (MTH) is a quarterly newsletter, with volunteers making up the editorial team whilst community members contribute the major part of the content;
- [www.localsustainability.org.uk](http://www.localsustainability.org.uk) – is a community website edited by the Council's LA21 team and maintained by volunteers who provide about 50% of the information it contains;
- sustainable Information Points. There are seven sealed vandal proof Notice Boards that will be located at active community sites around the district that contain useful information (e.g. energy grant details, contacts etc) for the public. In addition the boards provide a space for the host organisations to include some of their own information; and

- sustainability Seminars - All new LDC staff attend an interactive Sustainability Seminar for an introduction into the topics of Sustainable Development through Climate Change, EMAS, energy efficiency, renewable energy etc. The session includes participatory methods by those attending the course (empowerment). The appeal reaches beyond the Council's own staff with people from other organisation and business being invited to join the seminars. Public sessions are also promoted and can range from a one hour session to a programme stretching over several weeks.

### ***Climate Change***

UK has legally binding targets to reduce greenhouse gas emissions by 12.5 % below 1990 levels over the period 2008-2012. In addition, the Government set a domestic goal of cutting the UK's emissions of carbon dioxide by 20 %. Road transport is the third largest source of greenhouse gas emissions, and is currently responsible for 22 % of all UK emissions. It consists of two parts, the first is a guide to the problem and how a changing climate will effect all of us and the second part is an action plan detailing how the District Council, businesses and the community can all work to reduce the impact of human-induced climate change.

### ***Lewes Climate Concern Campaign***

This campaign has been launched in March 2007. A number of householders, supplied with energy monitoring equipment by the Council, have volunteered to be followed over the year as they strive to reduce their carbon emissions and go green. Actions will include reducing car journeys.

### ***Lewes Renewables***

LDC has just launched 'Lewes Renewables' which offers grants for a range of renewable energies.

## **C5 LEWES LOCAL DEVELOPMENT FRAMEWORK (LDF)**

The purpose of the LDF is to set out the planning policies for the Lewes District. As from the end of September 2004, the Planning and Compulsory Purchase Act (PCPA) 2004 came into operation. This means that the review of the existing District Local Plan will take the form of the Local Development Framework (LDF). The Local Plan will remain in force as the statutory planning document until September 2007. After this date the Secretary of State will agree with the Council on which policies can be 'saved' pending the adoption of the LDF. The Local Development Framework will consist of a portfolio of local development documents that set out the spatial planning strategy for the District Council area. The first of these documents to be produced will be the Core Strategy.

## ***Sustainability Appraisal (SA)***

Sustainable development can be defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs," and it is a widely agreed preferred method of development. The PCPA 2004 requires LPAs to carry out SA to inform policy making and monitor planning so that more sustainable development can be achieved.

The objectives of the SA are particularly important, as they will influence the policy formulation of all policies within the LDF, and will monitor the effectiveness of policies within the plan. The following objectives are included:

- Reduce air pollution and ensure air quality continues to improve (O7).
- Improve travel choice, reduce the need for travel by car/lorry and reduce pollution levels (O10).
- Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts (O13).
- Increase energy efficiency, and energy generated from renewable (O14).

## ANNEX D

### D1 ATTENDANTS OF LEWES AQAP WORKSHOP

<b>Organisations attending</b>	<b>Internal stakeholders</b>
External Facilitator	LDC Environment Dept
Living Streets in Lewes	LDC Planning Dept
Lewes Matters	ESCC Transport Strategy
Phoenix Action	Lewes Lead Councillor on Environment
Friends of the Earth (Lewes)	Lewes Town Councillors
Friends of Lewes Society	
Transition Town Lewes	<b>Organisations providing feedback</b>
Lewes Chamber of Commerce	Cycle Lewes
Federation of Small Businesses	University of Sussex
Seymour Shop - Fisher Street	Brighton University
White Hart Hotel – High Street	Sussex Downs & Weald PCT
Sussex Police	Highway Agency
Brighton & Hove Buses	Environment Agency
Countryliner Buses & Coaches	ESCC Environment Officer
Sussex Downs College Students Representatives	ESCC School travel plan adviser
Sussex Downs College Staff Representative	ESCC Workplace travel plan adviser
Lewes Volunteer Bureau	
Charles Style (Phoenix Quarter Developer)	
Phlorum – Air Quality Consultant	

## **D2 OUTCOME OF LEWES AQAP WORKSHOP (6 February 2007)**

The workshop took place at Southover House on 6 February and was an opportunity to engage residents, businesses and other local stakeholders in discussions on how to tackle air pollution in Lewes. After an initial introduction and a short presentation on Lewes air quality action planning, the 27 participants were split into discussion groups. The groups of options/measures to improve air quality within Lewes were discussed:

- A) Changing travel behaviour (Smart Choices)
- B) Traffic management / transport strategy
- C) Tackling peak hour congestion

The groups were asked to consider additional options, to choose those which were considered the most/least effective/feasible at to look at the barriers for implementing the most favoured options. Participants exchanged ideas around wide ranging issues - suggestions and proposals that were generated at the workshop are reported below.

### **Most supported options:**

#### Information campaign (targeted to school runs and car clubs)

This measure was the most strongly supported from group A. Feedback from the overall group showed support for providing information also on bus services, air pollution levels, and through other means such as route and parking signing. It was highlighted that this was likely to have only a minimal effect if not complemented by other schemes - from costly ones, such as improving bus terminal infrastructure, to less complex but potentially effective ones such as the introduction of secure cycling racks at the Sussex Downs College.

#### Travel Plans

This measure was also strongly supported by group A, particularly with regard to school & college travel plans. It was appreciated that school runs can have a significant contribution to traffic congestion at rush hour.

#### Change/consider review of traffic flow/direction in the town centre

A suggestion from group B was to review the one-way system within the town centre. Although this idea was strongly supported within the group, it was highlighted that this scheme would be a complex and costly exercise and difficult to implement in the short-medium term due to a number of factors to take into consideration.

### Delivery restrictions

This measure was strongly supported from group B. This idea was seen as one of the biggest single improvements to ensure smooth flow of traffic and thereby reduction in pollution. It was appreciated that a scheme including a delivery point out of town had been already investigated and ruled out as too costly and not practical.

It was highlighted that banning the deliveries at peak hours would have the downside of increase costs for retailers and potentially on consumers and could have negative impact on the town economic development. The predominantly small businesses in the town centre have to be flexible to requirements from delivery companies; therefore careful considerations to all the available options should be given.

### Change of phase of traffic lights at congestion junctions

This was strongly supported from group B and felt as a feasible solution to reduce stationary traffic at the junction between Station Street and High Street.

### School runs

Group C strongly supported the importance of tackling the traffic from school runs.

Taking children to school in fuel-guzzling, 4x4 people carriers was singled out as being tremendous contributor to both congestion and pollution. It was suggested to use pedometers and have a competition at schools (for example 'who does more steps in a week') and link the scheme to 'healthy living'. It was also suggested investigating links between air pollution and traffic monitoring during term time.

### Increase and improve public transport

Most of group C attendants felt that the way to reduce traffic in Lewes is to improve the bus services in town through joint work with bus operators. People were very conscious of buses creating pollution through being sat in ordinary traffic, and that support is needed to reduce pollutants emissions from buses, and to improve traffic flows (more cleaner buses and less cars could be a solution).

### **Other measures supported were:**

- Better signage for HGVs, tourists, commuters, pedestrians and cyclists.
- Better integration of bus and train
- Rural transport provision
- Review of car parks location
- Multi-storey car park near the station

**The least supported measures were:**

- Emission testing
- Freight hub outside town
- Road charging
- Low emission zone

The above measures were considered either difficult to enforce (and likely not to be well-perceived), or too costly to implement, or not practical in an historical market town such as Lewes.

**Other points of discussion:**

- Work need to be done to reduce barriers to using public transport.
- Reinstating the Lewes-Uckfield railway link.
- Promotion of cycling and improvements to the cycling network are necessary, however it is appreciated that there are physical constraints such as the hilly and narrow streets in the town centre. A cyclist highlighted that he was conscious of slowing down the traffic.
- Work should be done to raise awareness on costs of running cars. This may help towards changing travel behaviour.
- Raising awareness is only one part of the solution – there has to be definite change.
- Working together is beneficial as long as it is not a one off, public and external stakeholders need to be involved during the all process.