

**TOWN CLERK BRIEFING NOTE****91 LANDGATE TOWER: DAMAGE BY LARGER VEHICLES**

Written comments on the proposed re-signing scheme have been received from Sussex Police, the Chamber, Conservation Society, RDCT and RDC.

HotCats is interested in the wider issue of coach management and received some initial thoughts from Graham Messenger of the Confederation of Passenger Transport during his visit earlier in the year. He has been asked to contact me but I have heard nothing and I've not had time to follow this up. However, clear signage on the 'triangle' at the junction of Station Approach and Cinque Ports Street is considered essential to ensure any HGVs passing through Rye turn right, rather than left towards Tower Street.

ESCC Highways does not have sufficient funding to finance fully the draft re-signing scheme. Parish/Town Councils have the power to provide traffic signs under the Road Traffic Regulation Act 1984.

**Meeting with John Bragge and Brian Banks, ESCC Traffic & Safety Manager, 17.11.10**

John Bragge (JB) has kindly offered his premises for a suitable additional sign to deter drivers of larger vehicles (HGVs, coaches etc) from turning into Hilders Cliff. Brian Banks (BB) has agreed this in principle, subject to the fabric of the property passing a strength test. Such a sign would be of particular benefit to drivers of LH drive vehicles who, it is suspected, may fail to see the sign opposite – which is partly obscured by the Lemongrass's hanging sign. To comply with national signage legislation, strictly speaking, the new sign would also need to be illuminated.

A source of confusion is the signage advising drivers of the upcoming 6' 6" width restriction in the Landgate. Removal of this restriction would require a Traffic Regulation Order. BB is happy to add this to the list of desired traffic regulation amendments – to incorporate within a composite TRO. At the same time a width restriction could be introduced for the Tower itself (only a height restriction exists currently).

The general conclusion (mindful of budget restrictions and staffing reductions) was that re-signing should be focused on 3 key areas:

- (a)** The 'triangle' at the junction of Station Approach and Cinque Ports Street – to ensure thru HGVs/coaches approaching from the Railway Station turn right;
- (b)** The Rope Walk/Tower Street junction (bottom of Conduit Hill) - to ensure that coaches approaching from the level crossing turn right into Cinque Ports Street
- (c)** The 'junction' of Tower Street and Landgate – making it clearer that any thru HGVs/coaches which have reached this point should 'bend left'. 'Playing down' the Landgate width restriction would be helpful.

30.11.10