

MAYFIELD AND FIVE ASHES PARISH COUNCIL

7T:01
FINAL

**MINUTES OF MEETING OF MAYFIELD AND
FIVE ASHES TRAFFIC COMMITTEE HELD AT
LONDON HOUSE, HIGH STREET, MAYFIELD
THURSDAY 26 APRIL 2007 AT 10.00 HOURS**

SUMMARY OF MEETING

- ESCC capital budget set at £1 million for major road safety schemes
- Community Speed Watch schemes embargo lifted
- Report on SID operation in Newick Lane
- Parish Council now fifth on Parking Review Priority List
- Safe Lanes project ‘has run its course’

ATTENDANCE

Peter Deller (Chairman)	(PD)	Present and Voting
Catherine Swingland	(CS)	Present and Voting
Chris Lilly	(CL)	Present and Voting
Jayne Bramwell	(JB)	Present and Voting

Present and voting 4	Present and not voting 0	
Apologies for Absence 0	Not present 0	Other Council Business 0

REPRESENTATIVE AND ADVISORS

Helen Pain	(HP)	Present	ESCC
Annette Nabavi	(AN)	Apologies for Absence	NCN21/Right Route
Colin Clarke	(CC)	Present	ESCC
Brian Banks	(BB)	Apologies for Absence	ESCC
Mark Dunn	(MD)	Present	Sussex Police/Traffic Management
Tamara Bennett	(TB)	Present	Sussex Police/PCSO

Also Present

Tony Lay (TL) Newick Lane resident
Caroline Peck Assistant Parish Clerk

MINUTES

1. APOLOGIES FOR ABSENCE

- 1.1. Apologies received from Annette Nabavi and Brian Banks

2. MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON THURSDAY 26 OCTOBER 2006

- 2.1. PD drew attention to the key issues arising from the minutes of the last meeting
- Speed Limits debated and action proposed
 - Wellbrook –alternative scheme now in progress
 - Community Speed Watch and SID – activities suspended
 - NCN21 – report and first draft will be issued
 - Safe Lanes Project discussed
 - Current local issues debated
 - Actions progress as below

6T2/8.4	Information on fatal accident at Five Ashes	OPEN
6T2/8.3	Water flooding from convent grounds	OPEN
6T2/4.4	A267 Wellbrook – Sign Misspelt	OPEN
6T2/4.3	A267 Wellbrook - Check on better buff colour	CLOSED
6T1/6.2	Pink Jackets to be ordered for Mayfield Parish Council workers In Hand	OPEN
6T1/6.3	Safe Lanes – Existing signs need replacing – On going	OPEN

3. COUNTY OVERVIEW OF ACTIVITIES CONCERNING THE PARISH

- 3.1. CC reported that the Capital Budget for 2007/8 is £1 million which will be used to fund major traffic calming and local safety schemes in the county. In addition, a sum of £400,000 has been allocated to speed management in villages, which is made up of £320,000 from the Local Transport Plan bid plus £80,000 from the Sussex Safer Roads Partnership. Also, a one-off allocation of £350,000 is being provided from the revenue budget to support speed management. Specific details of how the money will be spent are contained in the Project Initiation Document (PID). This contains information specifically on locations where known problems of speeding occur, such as the A26 at Herons Ghyll and the A272 at Chailey. Following the Road Safety Conference on the 4th April, CC confirmed that Parish Councils were invited to comment and provide feedback on the speed management consultation document within the following four weeks.

3.2. Arising from the revised national guidance for setting speed limits, it was likely that many more villages in the county which currently had a 40 mph limit would be entitled to have that limit reviewed and possibly lowered to 30 mph. CC explained that the general approach would be to identify those settlements which met the new definition for a village, take speed measurements in those villages and then assess the most appropriate action for a 30 limit. As many of the villages will require supporting traffic calming to force speeds down, the priority assessment procedure for traffic calming is being revised to take account of rural accessibility issues such as the provision of footways, severance, access to bridleways or cycle paths. However, the main priority would still be casualty reduction and those sites with the worst safety record will be given priority. The following inputs were made to the discussion:

- CS stated that villages were about quality of life and safety and that there were few transport alternatives to motoring.
- CL suggested that the Committee should actively propose amendments to the policy.
- JB stated that villages and towns should not be treated under the same criteria. CC explained that the original policy targeted urban areas and ‘rat runs’.
- CS suggested locally funding schemes.
- PD observed that there seemed to be significant differences when driving in East or West Sussex concerning speed restrictions on similar roads. CC stated that the same criterion was being used in both counties.
- TL explained that people were too frightened to venture out as they were worried about their own safety. CC sympathised and said that all roads would eventually be reviewed but central government had stated that priority must be given to ‘A’ and ‘B’ roads with a completion date of 2011.
- PD stated that a letter had been sent to ESCC detailing Mayfield and Five Ashes current speed limits and proposed changes and trialling them over a 5 year period. CC stated that he had not seen this letter, which PD immediately provided for him.
- In expressing disappointment that three months deliberations had thereby been lost, PD explained that the letter had included a proposal to reduce the speed limit from 30mph to 20mph through the High Street. CC confirmed that he would have no problem with such a change. HP asked what it would achieve to which PD explained that it would help the public’s perception of feeling safer. HP commented that with the additional signage the village would become more urbanised.
- CC made available a Traffic Calming Request document which the Parish Council could use to forward its suggestions concerning particular local traffic issues. PD stated that this will reviewed and possibly actioned after the Elections on 3 May

3.3 **A267 Wellbrook Hill.** PD stated that the colouring system gave the impression of looking partially finished, but understood that the texture of the anti-skid surface did not permit alternative colour schemes. CC confirmed that the scheme was now completed and the ongoing situation would be monitored.

3.4 **Mayfield Roundabout** PD queried progress on the roundabout planting scheme. CC suggested contacting James Newmarch (JN) directly.

ACTION PD (This was undertaken shortly after the meeting. JN explained the current situation. ESCC was at a fairly advanced stage of attracting appropriate expressions of interest from advertisers and that it was hoped to initiate a planting programme in the coming autumn period. It was explained that the whole operation, county-wide, would be self financing including the maintenance of the flora etc.

4. SUSSEX POLICE REPORT

4.1 **Community Speed Watch.** MD stated that the embargo on new schemes had now been lifted and explained that Sussex Police(Wealden Division) was running a trial Speed Watch programme in Nutley and Buxted. Currently, volunteers were being trained and the equipment was on order, the cost of a gun being £1995.00. The revised policy states that a Home Office approved Laser Speed Detection Meter must be used. MD confirmed that Sussex Police will not sanction another Speed Watch operation until the trial is completed as the back office function is very involved and labour intensive. MD suggested that, as an alternative, Constable Steve Etherington could be employed as a “speed enforcer” because the job only needs 1 qualified person. In this context, MD warned that the PCSO is not legally empowered and therefore could not be involved in enforcement. Further points were:

- CC explained that a risk assessment would be needed for any proposed site.
- PD asked TB to inform him when the equipment was available.

ACTION TB

4.2 **SID** TL reported on the most recent operation of SID in Mayfield. The operation was set up on two sites within a very narrow part of Newick Lane, Mayfield to monitor both northbound and southbound traffic. The report findings were that the average speed was 27mph. 1 in 4 cars was exceeding the speed limit which equated to 5% potential prosecutions. MD stated that this was not surprising. In further discussion it was observed that the type of person who exceeded the speed limit most often was professional women, a fact which is common to much of the country. Further discussion was recorded as follows:

- MD noted that the results, compared with other areas, were quite good as the average was below 30mph.
- CS stated that it was not all about speed but also about the volume of traffic using Newick Lane.
- MD advised the meeting that in considering employing average-speed and other fixed safety camera equipment in Newick Lane, many other locations in the county had a higher priority.
- On behalf of the committee PD thanked TL for his time in conducting the activity and compiling the report.

5. SAFE LANES PROJECT

5.1 JB explained that although local new activity was reduced, communications were still being received from other villages who were interested in the project. 41 villages have now either copied or adopted their own Safe Lanes Project.

5.2 JB reported that pink was the best colour to wear whilst either cycling or horse riding. CL queried the findings as it was his understanding that in a recent vehicle studies’ report it had stated that yellow was the better colour. JB commented that there was no scientific basis to the vehicle studies’ report.

5.3 PD explained that projects such as this have a natural life span. Priorities change, there is a limit to what can be achieved and the perception is that this project had now run its course.

6. OTHER LOCAL ISSUES

- 6.1 CC reported that the Atkins' Feasibility Study Report had now been received by ESCC. Apart from some minor outer cover titling issues, its content was now final and was being reviewed by officers. A meeting had been arranged with Cllr R Tidy for the coming week where he would be advised that the final report had been received from W S Atkins and that it would now be placed before the Lead Member for Transport and Environment and therefore made public. (Post Meeting- Cllr R Tidy and Cllr R Simmons met with officers on 2 May to discuss the Atkins report and agree the way forward.)
- 6.2 CC explained that a Principal Transport Planner had recently been appointed to the department and part of his responsibilities would be to oversee our Cycling Strategy and initiatives that support cycling and walking. In addition, a Scrutiny Panel, made up of local members, has been set up to review cycling in the county and recommend where our priorities should be focused over the next few years i.e. points for consideration would be completion of the National Cycle Network, utility/recreational cycling, health promotion, priority in Local Area Transport Studies (LATS), opportunities for partnership working etc. PD stated that if there was an opportunity for Parish Councils to be consulted, then Mayfield and Five Ashes PC would like to be given that opportunity
- 6.3 HP confirmed that the Mayfield Bypass signs were in hand. A map showing all of the proposed replacement village signs was provided for the meeting for Parish comment. Concerning the overall village parking/traffic review, HP explained that the Parish Council was fifth out of fifteen on the review list. PD stated that last year the Parish Council was third on the list. HP explained that the list is reassessed at the start of each financial year and on average two are reviewed each year.
- 6.4 TL reported that he had recently spoken to ESCC to obtain some 'Speed Kills' yellow signs and was told that there was no budget available. CC explained that there were 5 different types and that a new batch had been ordered which could be sent to the Parish Council to distribute. HP stated that these could not be fixed to BT poles. JB suggested that she would be able to help to site them appropriately. HP suggested putting them up for three months at a time and then moving them to a different site in order to minimise the potential for drivers, who used the route regularly, becoming familiar with their presence and thus ignoring them. JB offered the approximate balance of £200 in the Safe Lanes Project fund to put towards purchase of the signs.
- 6.5 CS noted that keeping in touch with other parishes and understanding what they are doing would be beneficial to our own interests.
- 6.6 CS explained that there seemed to be more lay-bys than was necessary in a relatively short stretch in Newick Lane and that they were being improperly used for dumping rubbish. Local residents were clearing them to minimise any potential health and safety issues. HP suggested that CS pass her contact details and she will get the relevant parties to get in touch.

ACTION CS/HP

THE MEETING CLOSED AT 12.15

THE NEXT MEETING OF THE TRAFFIC COMMITTEE WILL BE HELD AT:

VENUE: LONDON HOUSE

DATE: FRIDAY 26 OCTOBER 2007

TIME: TO BE ANNOUNCED