

**MINUTES OF THE MEETING OF
MAYFIELD AND FIVE ASHES TRAFFIC COMMITTEE
HELD AT MAYFIELD PRIMARY SCHOOL
ON WEDNESDAY 23 APRIL 2008 AT 10.00 HOURS**

Chairman Peter Deller

SUMMARY OF MEETING

- 20mph speed limit proposal for Mayfield discussed
- Newick Lane and “Gateways” proposals discussed
- Police speed check policy discussed
- Avenue one-way traffic proposal to be included in ESCC village review
- Present position for Mayfield roundabout planting requested

ATTENDANCE

Councillors

Peter Deller	(PD)	Present and Voting
Graham Playfoot	(GP)	Present and Voting
Catherine Swingland	(CS)	Apologies for Absence (B)
Chris Lilly	(CL)	Apologies for Absence (B)
Tony Lay	(TL)	Present and Voting

Present and voting 3 Present and not voting 0
Apologies for Absence 2 Not present 0 Other Council Business 0

REPRESENTATIVES AND ADVISORS

Helen Pain	(HP)	Present ESCC
Annette Nabavi	(AN)	Present NCN21/Right Route
Michael Oates	(MO)	Present ESCC
Mark Dunn	(MD)	Present Sussex Police/Traffic Management
Tamara Bennett	(TB)	Apologies for Absence Sussex Police/PCSO
Steve Etherington	(SE)	Present Sussex Police
M Higgs	(MH)	Present East Sussex County Council

Also Present

David Thompson Parish Clerk (DT) and Jayne Bramwell (JB)

MINUTES

1. COUNCILLORS DECLARATION OF INTEREST ON AGENDA ITEMS

1.1. There were no declarations of interest.

2. MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON 25 JULY 2007 (7T02)

2.1. The minutes had been approved by the Full Council.

3. ACTIONS

3.1. Actions progress was as followed:

7T1/3.4	Mayfield Roundabout – Action on planting to be taken by ESCC. No further advice received.	OPEN
7T1/	CS request that lay-bys in Newick Lane be rationalised to prevent rubbish dumping.	OPEN
7T2/5.4	Speed measurements to be carried out for the proposed 20mph in Mayfield – Done by HP	CLOSED
7T2/5.5	Firm dates to be set for 20mph speed limit review in Mayfield. Done by MO	CLOSED
7T2/7.3	Arrange evening meetings in September and October for NCI 21 consultation and review of results. Done by DT September.	CLOSED

4. COUNTY OVERVIEW OF ACTIVITIES CONCERNING THE PARISH - NATIONAL SPEED GUIDANCE

4.1. ESCC reported that the first set of work had been delivered, following the Central Government guidance which was received in August 2006. Key issues are:

- 30 mph in villages
- A definition of a village had been given.
- The ESCC lead member had laid down County policy.
- The review of all rural speeds was being carried out on a system of priorities.

4.2. No firm decision had been made yet over Five Ashes, but speed surveys would be carried out. Proposals were:

- 50 mph Cross in Hand to Junction with A272
- 30 mph through Five Ashes
- 40 mph buffer on each side – yet to be defined

4.3. A 50 mph limit for the A267 from the Mayfield roundabout to the approach to Five Ashes had been stated in an earlier ESCC report on the first stage of its review. PD questioned the enforcement of a 50 mph policy and MO noted that there would be a number of traffic management issues. The Parish Council would be consulted.

4.4. For Five Ashes, GP suggested that the central 30 mph zone should include the school and would start near the garage. ESCC noted that there could be some problems with siting the speed limit signs but agreed to carry out a site visit. TL asked why a 30 mph limit

could not be applied throughout the total length of Five Ashes. ESCC replied that to enforce a 30 mph limit would require traffic islands and other measures to enforce the limit.

ACTION MO/MH

- 4.5. GP asked whether the 40mph buffer limit could be extended to the junction with Horleigh Green Road.
- 4.6. Regarding 30 mph zones, SE noted that in East Grinstead where a 30 mph limit had been imposed, there was clear evidence that the limit did not work and would need to be revised upwards. AN noted that the 30 mph limit through Frant worked well, helped by the vehicle activated sign. It was noted that some Parishes had paid part of the cost of providing speed restriction equipment.
- 4.7. TL raised the issue of Newick Lane where there had been a minor spate of accidents. Residents had held private meetings with ESCC councillors and officers, proposing a case for traffic calming, which apparently could not be carried out, because a rural lane could not be covered by the policy. TL had spoken to Charles Hendry the Wealden MP over the lack of action and challenged ESCC to meet the local needs since the road had junctions with no less than 13 footpaths, although it was admitted that there were no substantial property developments. MD noted that the traffic speed guidelines were ambiguous and in many cases not easy to define.
- 4.8. PD asked that speed limits on Newick Lane be further reviewed in line with the rest of the Parish and noted that on the Selsey peninsular in West Sussex, 40 mph limits on many rural roads were imposed despite the frequent bends in the roads. MD replied that this area had been a trial zone because the area is isolated and had been a dismal failure, the limits being totally abused and is now under review.
- 4.9. It was agreed that MD and MO would discuss the issues raised and report to the next meeting.

ACTION MO & MD

5. SUSSEX POLICE REPORT

- 5.1. MD reported that the new speed measuring devices had been delivered. No problems had been encountered.
- 5.2. PD asked how much of the day is taken up by the Police when the device was used, since the Security Committee had reported times of only 15 minutes/site. SE noted that the speed device was used in conjunction with a number of other local police initiatives, such as house to house calls, anti social behaviour incidents etc. It was therefore difficult to measure how much time is taken up. In some cases no records were taken because there were no excessive speeds. There was also the time needed to set up the equipment.
- 5.3. A system of random speed checks were being developed in order that members of the public would be unaware of when to expect speed measurement. It was noted that although traffic had increased in density the number of accidents had held steady, with some reduction in the overall trend.
- 5.4. With regard to the SID equipment, PD stated that there was no appetite for forming another SID team. It was noted that equipment was available from ESCC if needed.
- 5.5. With regard to the formation of local Speed Watch groups SE reported that the PCSOs had been trained and equipment for our area was held at Crowborough Police Station. Checks were conducted by PCSOs on four days out of five and also at weekends.

- 5.6. ACPO guidelines, which allowed a tolerance, were adopted for speed measurements. They were speed limit + 10% + 2 mph i.e. at a 30mph zone speeds up to 35 mph were tolerated. Letters were issued when the guideline tolerance was exceeded.
- 5.7. In Station Road Mayfield, near the RC Church, the speed device had been used but there were no cases of speed exceeding 30 mph.
- 5.8. In Five Ashes the device had been used as follows:
- 26 February 10.30 hrs
 - 13 March 11.00 hrs
 - 13 April PM
 - 21 April 12.30 – 14.00 hrs
- Over 200 cars had been checked and two letters issued (one 50mph, and one 47mph). No tickets had been issued. No definite times were fixed. Operating times were flexible. As a result of a best practice review it had been agreed that results would be sent to the Parish Clerks.
- 5.9. In the 30mph zone of Newick Lane, SE voiced his concerns about safety at the existing sites for speed checking. He was seeking a re-confirmation of their suitability. In response two people offered the use of their driveways for this activity.

6. MAYFIELD VILLAGE REVIEW 20 MPH LIMIT

- 6.1 MO stated that he had examined the Mayfield site for a 20 mph limit and the necessary speed measurement had been taken. A table of results were circulated. These showed average speeds: High Street – 20.7mph Eastbound and 20.5 mph Westbound. It was therefore proposed to implement the 20 mph limit, through Mayfield from the High Street junction with West Street through to the Memorial Hall car park, with a short stub on Fletching Street as per drawing No T/064. Work was scheduled for 2008/9. HP will consult with the Parish Council.
- 6.2 PD suggested that the limit should be extended to the junction in Sataion Road with Rotherfield Lane in one direction and up to the junction with Trodgers Lane in the other, and to include Fletching Street. The immediate ESCC view was that this would be too long. AN asked for an extension to cover the whole of the West Street access area to the High Street.

7. MAYFIELD AND FIVE ASHES - PARKING REVIEW

- 7.1. HP reported that the parking review programme was on hold pending completion of speed reduction work.
- 7.2. PD noted that with the proposed Mayfield Community Centre, the car parking provision would be increased to approximately 100 parking slots. HP reminded the committee that the parking review covered on street parking only.
- 7.3. HP reported that the review discipline would involve a questionnaire on roads and would involve public and Parish Council consultation. It would include double yellow lines and limited waiting. It was noted that sometimes speeds increase as a result of effective parking schemes.
- 7.4. PD asked if the Parking Review would include Five Ashes. It was agreed that GP would research any possible requirement and report back to the committee in due course

ACTION GP

7.5. Attention was also drawn to the broken white line situated near 'Rosinas' in the High Street. HP undertook to examine the area and to define its meaning.

ACTION HP

8. MAYFIELD AND FIVE ASHES - MAYFIELD ROUNDABOUT

8.1. ESCC was requested to report the current position with regard to the sponsorship scheme for Mayfield Roundabout. It was reported that:

- ESCC had retained a marketing company to seek sponsorships for 21 roundabouts.
- Drawings for the proposals for Mayfield were shown.
- Mayfield was a sought after site.

8.2. The Parish Council members noted that this was exactly the same as a year ago and in fact no progress had been made.

8.3. JB asked if the marketing company would visit two companies which she would nominate. This was not thought possible, but it was agreed that the ESCC officer concerned, James Newmarsh, would be invited to speak to the Parish Council on the subject on 9 June. The Clerk would arrange a 20 minute slot on the agenda.

ACTION DT

9. MAYFIELD AND FIVE ASHES - GATEWAY PROPOSALS

9.1. PD reported that a number of individual members had been consulting with ESCC on Newick Lane issues including the erection of gateways. It was pointed out that whilst it remained an option for individuals to seek action from higher/other authorities, it must be remembered that such actions were neither necessarily representative nor the policy of the Parish Council. It was intended to centralise any action that was in alignment with Parish Council policy through the Clerk's office.

9.2. JB showed a sketch of the proposed gateway, which the Clerk stated had been approved in principle by F&GP Committee, subject to Traffic Committee concurrence. The gateway would be constructed from Green Oak and would carry 30 mph signs. It would measure 2.2m high, 1.5m wide and 1.5m high at the lower end. The sponsor was prepared to make mock ups.

9.3. MO noted that:

- The proposed Station Rd/Stone Cross site in Mayfield was situated on a bend and that it must not block visibility. It would need to be examined.
- The Newick Lane boundary with Heathfield was a location where traffic was fast. If something came off the road and hit the gateway the gateway must not present a solid object which could cause injury. This was national law for speeds 50 mph and above and applied to any road. The gateway would need to be designed to collapse on impact.
- The committee were shown drawings of an installation in Camber, which had special 8" square vertical collapsible posts on which the gateway could be attached. Something similar would be needed at both locations.

9.4. It was also requested that a sign be fixed to discourage lorries using SAT NAV equipment. MD noted that the sign was a national initiative currently being developed.

9.5. JB reported that the 7.5 ton weight limit signs were badly sited. HP thought that they were properly lit and clearly visible, but would carry out a check. It was noted that 7.5 tonnes was the lowest for lorry weights – anything lower was for environmental protection.

- 9.6. MO undertook to get the ESCC design team to undertake work on the gateway project, both structure and location problems. He would produce drawings and arrange for a safety audit. There would then need to be a licence which will set out the terms for the erection of the gateway.

ESCC would waive the costs of the Safety Audit but would not cover the cost of design and licence. The following actions were agreed:

ACTION ESCC as indicated

- ESCC produce design costs
- HP specific cost of licence
- MO waive safety audit

10. NEWICK LANE

- 10.1. PD reported that Councillor Bob Tidy(RT), following an in-house ESCC meeting, had sent an e-mail to TL on 25 March 08 stating that the Newick Lane issues had been discussed with particular attention to:

- NCN 21
- Newick Lane safety

With regard to NCN 21, RT had reported that no money was available and that no action would be taken until funds were available. With regard to accidents it was essential that accidents were reported to all the usual addresses but including him.

- 10.2. TL reported that in his view there were further funds available and that he had volunteered his services to Cllr Lock, as an individual, to fund-raise. He also reported that Charles Hendry had said that if the community wanted the project he would help.
- 10.3. MO noted that at the present time the Area Design Team were fully committed to design work on the speed restriction exercise. Any work on the NCN 21 scheme would only take place if money was provided to fund professional designs. MO stated that private designers such as Owen Williams could be used.
- 10.4. MO undertook to enquire whether outline costs could be provided.

ACTION MO

- 10.5. AN considered that the NCN 21 route could be considered passive safety grounds and thus be included in a traffic calming scheme. MD replied that this was not possible as it only applied to pedestrian/cycle dedicated tracks. On any other form of segregated cycle lanes the normal rules of the road applied.
- 10.6. JB enquired whether a build out could be provided on Newick Lane on the first section for which residents could pay. In answer it was considered that build outs were expensive and need to be considered carefully. Costs were in the region of £30,000/pair. MO would examine the proposal.

ACTION MO

- 10.7. In answer to enquiries from TL, HP noted that the replacement of the bollards on Newick Lane had been paid for by ESCC. HP would also look at the possibility of providing white lines which would depend on whether the road was wide enough.

ACTION HP

10.8. GP asked HP to enquire as to why the white lines had not been replaced following road re-surfacing on the A267 in Five Ashes.

ACTION HP

11. NEWICK LANE - LAYBYS

11.1. It was noted that CS had concerns about lay-bys on Newick Lane but it was not known whether she wanted more lay-bys or the removal of the existing ones. It would help if a rubbish bin could be placed on each lay-by. MD noted that rubbish bins need to be collected.

12. THE AVENUE – MAYFIELD

12.1. It was reported that a number of residents within Mayfield had raised a petition to have the Avenue Mayfield made into a one way street. ESCC agreed to consider the issue and it will be included in the list of projects under review.

ACTION MO

13. ITEMS OF INFORMATION

13.1. PD reported that the next meeting would be in October, but if necessary a further meeting could be called.

THE MEETING CLOSED AT 12.20 HOURS.

THE NEXT MEETING IS PROVISIONALLY PLANNED FOR:

VENUE: LONDON HOUSE

DATE: WEDNESDAY 22 OCTOBER 2008

TIME: 1000 HOURS