

Herstmonceux Parish Council Clerk – Clerk
 Councillors Alder, Kenward, Stewart – JA, HK & IS
 ESCC Councillor – Cllr Bill Bentley - BB
 ESCC Traffic & Safety Manager - TSM
 ES HS - HS
 ES Highways Customer Service Manager - CSM

21st October 2020

2pm

Virtual Teams meeting

Strengthening Local Relationships

AGENDA

<p>1.</p>	<p>Apologies CSM was experiencing a power cut and had submitted her apologies. Or if she was able to join, this would be late to the meeting. HK was trying to join the meeting but experiencing some issues.</p>	
<p>2.</p>	<p>Approve minutes from the previous meeting Approved.</p>	
<p>3.</p>	<p>Matters arising (not elsewhere on the agenda) There were none.</p>	
<p>4.</p>	<p>Condition of Chilsham Lane which ESCC HS is monitoring. Are there any proposed improvements? HS to feed back to HPC regarding any planned works and drainage investigations.</p>	<p>HS</p>
<p>5.</p>	<p>Parking The Parish Councillors raised their frustrations about planning applications being approved without sufficient parking e.g. the flats in West End. Corrine Black and Kenward joined the meeting BB reminded all that the ESCC officers are statutory consultees themselves and not the decision makers. As such, the ESCC officers are bound to follow Department of Transport guidelines in any response to planning applications.</p>	
<p>6.</p>	<p>Siding - Footways to Service Centre from Windmill Hill and Stunts Green. Stunts Green to West End – the job has been raised, awaiting implementation. CSM and HS to chase this work being done and inform HPC when this might occur. ESCC have received an increase in the call from parish councils regarding necessary siding. Is this a cause and effect from the reduction of verge cutting being reduced to twice a year by ESCC due to their reduced funding? CSM to undertake some research to identify any trends in this.</p>	<p>CSM / HS</p>
<p>7.</p>	<p>Quality of Work carried out by ESCC Contractors. e.g. potholes constantly needing redoing West End/Stunts Green Rd, Queens Rd etc., sinkhole, pavements in James Ave area.</p>	

	<p>10% spot inspections are carried out and acted upon should improvements need to be made. ESCC do not have enough contract monitoring personnel to monitor each job.</p> <p>Issues with local re-repairs were outlined by HK and how local communities lose faith in ESCC road repairs – BB provided information that highlighted the difficulty across the country for Local Authorities Highways Departments in the limited contractor response to Local Authority tenders, hence amalgamation or sub-contracting for the works to be done. BB added that there are many aspects of highways upkeep that need specialist knowledge and machinery and a limited number of contractors available to undertake the works. This is a national issue for Local Authorities in trying to maintain local highways.</p>	<p>HPC to convey this message where appropriate</p>
<p>8.</p>	<p>Flooding at Chilsham Lane Triangle - Solution update</p> <p>Please see Agenda Item 4.</p>	
<p>9.</p>	<p>Speed Limits in the Parish – Parish to send report over.</p> <p>The Parish Council highlighted the stretches of highway at Cowbeech, Stunts Green and Lime Cross Nursery to Windmill Hill road as problem speeding and road speed areas.</p> <p>General discussions included the changes in speed limits along these stretches, local campaign groups, the current government drive to look at speed limits.</p> <p>Responding to HK’s query about how to apply for a reduction in speed limit, the following information was shared for consideration</p> <ul style="list-style-type: none"> • That the legal aspects behind the Central Government discussion on reducing speed limits currently at debate stage, not passing of legislation. • The reality that speed limits are not self-enforcing, that driver awareness and responsibility is key, and the police are necessary to enforcing of set limits. • That Campaign groups bring forwards requests to reduce speed limits, unfortunately that aspiration does not always equate to policy. This may be the case for the identified road stretches for this parish. • Other consideration factors are the character of the roads and the way the speed limit need is defined / interpreted by the driver. • That all policies are available for viewing on the ESCC Highways website. • That different policies apply to different classifications of roads. <p>TSM had to temporarily leave the meeting at 14.55.</p> <p>Information exchanges clarified that ESCC Safer Road Partnership deal with the installation of speed cameras in areas where a high number of speeding incidents or accidents recorded.</p> <p>Classification of Roads are undertaken by the Government, Dept of Transport. Any campaigns to have road classifications changed would have to be taken up with a local MP. Locally, other local parishes have tried to apply for road classification changes but have failed.</p>	<p>HPC general actions</p>

	<p>TSM re -joined the meeting at 14.59 and offered additional information -</p> <p>To lower the speed limit a higher level of ‘frontage’ is needed. ESCC do not currently deem the discussed road stretches a priority for change of speed. HK advised that the Stunts Green stretch consisted of residential properties all the way through.</p> <p>As in a previous meeting, TSM reminded all about the Community match scheme for an option to support the cost of a feasibility study. To conduct this, existing speed data must be gathered and submitted, for each area in question.</p> <p>HPC should consider gathering data (7-day data collection) to submit an application for a feasibility report for Stunts Green area. The area is now impacted further by new Hailsham developments. If speeds are high this will identify that speed calming measures need considering.</p> <p>Clerk to look into history of Cowbeech road speeds and historic requests to reduce the speed limits. The previous campaign reached consideration stage but did not meet the then criteria. Despite this, it would be helpful to have all info to hand with any future submission of request.</p> <p>ESCC base their 2 Year Speed Management project works on cross county, A&B road crash road data. The A271 in the vicinity of Limes Cross is not identified in the programme.</p> <p>Anything outside of the programme are in realms of a local feasibility study. However, traffic calming is challenging to deliver on A class roads. The 70 house development at Lime Cross was mentioned in relation to the vehicle activated road sign at the top of the High Street. It was reflected that this gateway would no longer be in the most effective place and that adjustments may be necessary to reflect the changing village residential environment. The relevant planning permission clause for this application would need re-reading.</p> <p>TSM reflected that previous SLR discussions had noted a suggested solution of question of double white lines. This was not feasible solution then and nothing significant would have changed since.</p>	
<p>10.</p>	<p>How does ESCC prioritise work? – Comment from the parish: “Whilst it is appreciated that the pavements in the James Ave area are being improved, they were not that bad compared with West End, Fairlawns (which was not deemed bad enough) and other footways with considerably more foot flow. Comments have been made about the resurfacing of Nettlesworth Lane (Heathfield to Vines Cross) which was in a reasonable condition already compared to many other well used roads.</p> <p>BB offered an overview of the necessary technicalities of ultra sound engineering research on roads for non-visible needs which were relevant to prioritising the Highways 2 year priority works. HPC were advised that due to the level of technical detail needed for this planning ahead, the assessments were not reported to in this depth to the general public. Hence the public being directed to the whereabouts of the ESCC Highways policies for any information about criteria for decision making.</p>	

