



ARDINGLY PARISH COUNCIL

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Office: Tuesdays 10am – 12 noon in Hapstead Hall, Ardingly

Minutes of the meeting of the Traffic Committee Meeting held on Tuesday, 26th January 2016 at 7.30 pm in the Reading Room at Hapstead Hall, Ardingly

Present:

Mrs. F. Rocks (Chairman)	Mr. R. Speller – WSCC Highways Manager (RS)
Mr. W. Meldrum (WM)	Mr. I. Nichol – SEAS (IN)
Mr. D. Stutchbury (DS)	Mr. P. Jackman – Ardingly College (PJ)
Mr. K. Monk (KM)	Mrs. S. Chapman (SC)
Mr. S. Noel (SN)	Mr. R. Harris (RH)
Mr. M. Brixey (MB)	Mr. A. Lambert (AL)

In Attendance: Mrs S Mamoany (Clerk)
6 members of the public

Comments from the public:

Mr & Mrs of Berry Cottage wished to convey their concerns with regard to the speed of traffic on the Lindfield Road.

Mr Collenen had written to the Parish Council recently regarding the speed of traffic and possibility of reducing the speed limit on Lindfield Road. The Chair responded that the Committee are looking at creating a 40mph buffer zone and the data from the SID machine will help identify the need.

Jennifer May representing the Ardingly Twinning Association spoke with regards to erecting twinning signs in the village. Ardingly is twinned with Beuzeville in Normandy and the Association has a membership of approximately 50. Beuzeville have similar signs in their village and the association is prepared to pay for the signs but would like them located on the entry signs into the village, ideally on the Lindfield Road and College Road.

1.	<p>To accept apologies for absence</p> <p>Apologies were received from Mrs. Rowena Chalk</p>	
2.	<p>To sign the minutes of the Traffic Committee Meeting held on the 29th September 2015 as a true and accurate record.</p> <p>The minutes were of the meeting held on the 29th September 2015 were AGREED and signed by the Chairman as a true and accurate record.</p>	
3.	<p>Matters arising from previous minutes</p> <p>No matters arising from the previous minutes.</p>	
4.	<p>Ardingly Traffic Calming Project</p> <p>4.1 Update from meetings with Richard Speller (WSCC Highways) – 3rd December 2015 and 11th January 2016</p> <p>Richard Speller reported that following a meeting held on the 3rd December four gateway sites had been identified within the village. College Road, south of the new Standgrove development. Lindfield Road – difficult to find a location due to the grass verge being narrow, so possibly before Ardings Close, although it is appreciated this is quite close to the village centre. The creation of a buffer zone prior to this gateway might assist with the impact. Selsfield Road – this road has a classic location for a gateway, just prior to the Recreation Ground entrance and a wide verge to use. Street Lane – this is a difficult location due to the narrow road and lack of grass verges. A single sign near to St Peters Church could be used in a similar style to the gateway signs. Cutting back of hedges and reclaiming Highways boundaries in this area might assist. A fingerpost is present in the hedge, but currently cannot be seen due to hedgerow growth.</p> <p>A more controversial project was also looked at involving the slip road between Street Lane and the High Street whereby shutting off the road with removable bollards and making the space into a pedestrian area, which if needed too could be used by traffic with the removal of the bollards. It was felt this would create a more central area to the village to be used for community activities and events held at the Hall. It would also act as a refuge for young people and elderly using the bus services. It was discussed that this project would have pros and cons to it and would need to be looked into further, RS confirmed that Highways would have no objections from an engineering aspect.</p> <p>At the meeting held on January 11th the discussions involved mainly the possible locations for the SID machine and also removing street signage that was no longer needed. It was discussed that when the gateways are installed this would be the best opportunity to remove signage that was no longer needed giving a fresh look.</p> <p>Discussions were also held regarding the possibility of putting a roundabout at the top of College Road, coming out into Lindfield Road – with a central refuge being created for pedestrians. RS advised that if the roundabout is of good design, as there are some poor examples in the County then it could be beneficial in slowing traffic coming into the village and the High Street.</p> <p>4.2 General update and moving forward using Action Plan</p> <p>All Committee members were circulated the current Action Plan.</p>	

The pinch point locations shown in the original Traffic Calming Appraisal were discussed and it was noted that in the consultation residents were not keen on the idea of narrowing the road, it was suggested that speed tables could be used and it would be logical to put them alongside the gateways if possible to add additional impact. An estimated costing for putting in four tables would be in the region of £40,000

It was noted that if a coloured surface was used they do need recoating and revenue for maintenance needs to be considered.

A crossing with a central refuge was discussed near to Hett Close using a change of surface and central refuge. RS advised the road width would need to be 3.2 meters either side in order that a snow plough can fit through with the central refuge a minimum of 1.2 meters. Costings for creating a crossing such as this were in the region of £5,000-£10,000.

RS confirmed that no costs were associated with creating a buffer zone speed limit. However, it needs to go through a TRO which can take time.

RS advised that this type of work should be covered in the Integrated Works Programme.

Speed limits were discussed coming into Ardingly from the south along College Road and RS agreed to check the speed data along Avins Bridge to see if it was viable to put a 40mph buffer zone. RS advised that speed limits have to be supported by the Police so they can enforce them and this would be the issue on a road such as this one.

The removal of the white lines was discussed and it was noted that some members were not in agreement with this. Research has shown that it slows traffic down and would also create a more rural look to the High Street if these were removed. The idea being that drivers need to think more about their driving.

4.3 Village Gateways/Entry Points and Funding

The Chair and SC had put together a display of various gateways for members to consider. Discussions were held with regard to the pros and cons of different materials and colours and costs.

IN noted that he had seen a picket fence style sign outside Tunbridge Wells and would take a photograph next time he was in the area.

Following further discussion, it was AGREED that the signs would be white creating a more visual impact, made with the plastic wood effect material creating less maintenance in an 'L' shape style again for impact. The sign attached to the gateway will read Ardingly with the oak tree symbol from the Parish Council logo and will be in a curved shape as the sample at the meeting.

The cost of the signs would be in the region of £380 per sign plus the installation costs.

The possibility of creating a small hamlet with additional signage at Avins Bridge and Little London was discussed. It was AGREED not to proceed with this idea as it was felt that yet further signage would be created and lessen the impact of the gateways. It was suggested that perhaps the Ardingly signs could be left in situ.

4.4 Twinning Association Signage

The Chair advised that the purpose of the gates is to create a rural/village theme and to make drivers think about speed and focus on entering a village and felt that perhaps putting information signs onto this such as the Twinning Association were suggesting was not appropriate.

A discussions was held and it was noted that it appears to be traditional to put twinning signs on the entrances to villages and towns and lots of examples are available in the Mid Sussex area. It was felt that it was a positive connection with France and the history of WW2 and our connections and adds to the identity of the village. The Association would like to put signs at the top of Lindfield Road and the bottom of College Road. It was AGREED that a sign should be in the village but a view was not clear as to if this should be on the gateways.

Following discussions on the village gateways a vote was carried out to put the signs on the gateways – 3 voted for, 5 against and 2 abstained. The Chair noted that this would have to go back to the Parish Council for a final decision.

4.5 Speed Indication Device – locations and data

RS had delivered the SID on the 11th January and it was up and working in the village on the 12th January. The Parish Council will have the unit for 2/3 weeks and Ardingly College has kindly offered to help with the collation of the data from the unit.

The Chair and other Parish Council members have been moving the unit around the village in various locations. It was noted that the location is dependent on a suitable pole/street furniture and some for example telegraph poles cannot be used.

4.6 Traffic Data

RS had supplied the Clerk with Traffic Data as requested, which could be used by the Living Streets as evidence for the grant they are applying for. If further years data was required, RS could request this.

4.7 To discuss costing and funding of Traffic Calming Project

RS noted that the Integrated Works Programme budget is currently being set and he advised that he felt this budget will be cut back hard.

It was AGREED that the £13,000 held in the Traffic Calming Project Reserves could be used to pay for the gateways. In addition, Living Streets were looking at submitting a grant to the CLC for further funding, Warninglid had recently been successful with an application for gateways.

S016 monies will be available from the Standgrove Field Development and the Council have a meeting with MSDC on the 2nd February to discuss this in more detail.

It was suggested that the developers of the Standgrove Site were approached to see if they would contribute to further Traffic Calming near the site. However, it was noted that at a Parish Council meeting it had been agreed that it was not appropriate to ask for any further contributions as S106 funds were coming to the Parish. The developer had advised that the S106 Agreement was in place for the site.

5.	<p>Operation Watershed Update</p> <p>The Clerk confirmed that Brickyard Cottages and Westhill/Balcombe Road projects were now completed successfully.</p> <p>College Road project had not been completed, although no flooding issues on the road (just near to the Reservoir turning) have been noted recently. Although large potholes and drain covers were broken on this area of the road have been reported to Highways.</p>	
6.	<p>Fingerpost Update</p> <p>The Clerk reported that she was awaiting written confirmation from the insurance company (via WSCC) that they will pay for the replacement post on the B2028 that was damaged in an accident.</p>	
7.	<p>HGV/Mineral Plan</p> <p>SC wished to bring to the attention of the Committee that the Minerals Plan suggests that Hansons could more than double in size. It was noted that restriction on the number of vehicle movements was on the original application.</p> <p>The Minerals Plan will be out for consultation in 2016 and it was suggested that the Parish Council need to consider the contents.</p>	
8.	<p>Items for information only or inclusion on future agenda</p> <p>None were noted.</p>	
9.	<p>Date of next meeting</p> <p>Wednesday, 23rd March 2016</p>	

The meeting closed at 9.10 pm