



## ARDINGLY PARISH COUNCIL

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### Minutes of the meeting of the Traffic Committee Meeting held on Wednesday, 22<sup>nd</sup> June 2016 at 7.30 pm in the Reading Room at Hapstead Hall, Ardingly

**Present:**

Mrs. F. Rocks (Chairman)	Mrs. R. Chalk (RC)
Mr. W. Meldrum (WM)	Mr. R. Speller – WSCC Highways Manager (RS)
Mr. D. Stutchbury (DS)	Mr. P. Jackman – Ardingly College (PJ)
Mr. S. Noel (SN)	Mrs. S. Chapman (SC)
Mr. M. Brixey (MB)	Mr. A. Lambert (AL)

**In Attendance:** Mrs S Mamoany (Clerk)  
Hilary Smith, Sheila Brown, Dunstan Rickard (Focus Group College Road)  
Sandra Buckland-O'Callaghan (Focus Group Lindfield Road)

Comments from the public:

College Road focus group members present Hilary Smith, Sheila Brown and Dunstan Rickard reported during the meeting from College Road and in addition raised concerns with regard to the speed cushions that were discussed in item 5.1.

Sandra Buckland-O'Callaghan reported from the Lindfield Road focus group during the meeting.

1.	<b>To accept apologies for absence</b>  Apologies were received from Ken Monk, Councillor Bill Acraman, Simon Osborne (WSCC) and Roger Harris.	
2.	<b>To sign the minutes of the Traffic Committee Meeting held on the 13<sup>th</sup> April 2016 as a true and accurate record.</b>  The minutes of the meeting held on the 13 <sup>th</sup> April 2016 were AGREED and signed by the Chairman as a true and accurate record.	

3.	<p><b>Matters arising from previous minutes</b></p> <p>It was noted that the drain cover had been repaired on College Road in the past few weeks.</p>	
4.	<p><b>Reports from Focus Groups in College Road, Lindfield Road and High Street.</b></p> <p>Reports from the three Focus Groups were circulated prior to the meeting to all members.</p> <p>FR reported on feedback from the High Street group which was led by Dionne Flatman. Suggestions put forward included Speed Indicator Devices (SID) units which they felt were a top priority and had been successful when one had been located in the village. Members of the focus group were keen to volunteer to help move these around. 20MPH zone in High Street – FR this could not be implemented due to speeds being too high at the current time. Safe crossings – FR advised that unfortunately the only crossings available are drop kerb crossings. Road is too narrow for a refuge crossing and speeds too high for any other type ie zebra. Concerns were raised over vehicles mounting the pavement outside No 22 where the pavement is very narrow. Final point noted was that residents involved in the focus group felt that it was more important to do something rather than nothing happening due to a prolonged and retracted negotiations to get consensus over a more complex scheme.</p> <p>Sandra Buckland-O’Callaghan reported on feedback from Lindfield Road. They had put together a simple survey form asking what option residents preferred which were crossing points, build outs to narrow roads, speed cushions or coloured surfaces indicating the speed limit. The survey showed that 75% preferred speed cushions. Again it was commented that the SID had been beneficial in this road as well.</p> <p>Andrew Lambert reported from College Road, the group was comprised of four residents and had not gone out to all residents as yet. This group felt that the Parish Council should be endorsing the original Traffic Report from 2013 and they wanted to see this scheme executed. It was noted that they had read through the consultation comments by residents and the report was very well supported, in particular the landscaping but not such positive comments on speed bumps/coloured surfaces.</p> <p>WM responded that the village had been consulted on the 2013 Traffic Report and a letter was received from Highways advising that the scheme was ‘agreed in principle’ however the Council had since been advised that the scheme in its entirety was not achievable due to budget restraints and design implementation. The scheme that is now being proposed has significant less landscaping however some ideas are being used.</p> <p>RS confirmed that the cost to deliver the original Traffic Report would be in the region of £400,000. In reality the Parish have £33,000 budget for 16/17 to design the scheme and a further £87,000 from Section 106 funding. WSCC are very keen to deliver a scheme for the Parish in 2017/18 and explained that it was felt this would be the start of the process and not the end and we have to consider what is practical and achievable at the current time.</p> <p>It was noted that Highways are not in support of some of the suggestions, for example planters as Highways carry liability on any scheme and have to consider litigation on aspects of design.</p>	
5.	<p><b>Ardingly Traffic Calming Project</b></p> <p><b>5.1 Proposals from WSCC Highways (Simon Osbourne)</b></p>	

The Clerk had circulated the map and notes from Simon Osbourne (WSCC Highways) to all Traffic Committee members prior to the meeting.

It was noted that a meeting was held this morning with Councillor Bill Acraman, Richard Speller, Simon Osbourne, Fiona Rocks, Mick Brixey, Sarah Chapman and Don Walker following a request made at the CLC Meeting where discussions took place regarding the 2013 Traffic Report.

20mph zone - It was noted that a 20mph zone would not be viable until speeds had been reduced, so this could be possible in the future. It was noted that the introduction of two portable SID units would be part of the scheme and they would be able to measure traffic speeds to demonstrate if the other calming measures were having an impact.

Gateways - The gateway features would be either side of the road with the exception of Street Lane as the verge was non-existent here it would just have to be a sign. Possible wording to be agreed underneath Ardingly and coloured strips on the road surface to create an impact on drivers coming into the village from all points. It will be possible to remove white lines near to the gateways as well. PJ offered the land further south for gateway site if it was required as this is owned by the College.

Central white lines - It was noted that it is not appropriate to remove white lines where cars park frequently as drivers have to understand the priority on the road and you are removing a definite statement, issues could be caused with liability should accidents occur. It was noted that if lines were removed they could be put back, but this would be dependent on resources.

Bollards – It was noted a bollard, possibly a ‘Manchester’ style which would be in keeping with the village would be installed where the pavement is particularly narrow in the High Street (No 22).

Crossings – The only viable option due to road width and current speeds on the roads would be two crossings with drop down kerbs and bollards on either side – no coloured surface on road or signage would be possible. The reason for no surface change or signage is that pedestrians think they have a right to cross if this is indicated. Exact locations to be confirmed but one will be located at the South end of the High Street and the second one will be on Lindfield Road, beyond the junction to College Road. Desire lines will need to be looked at with regard to exact locations.

Buffer Zone – The 40mph speed reduction buffer zone in Lindfield Road was confirmed to be achievable due to the traffic data collected. It could be possible to also move the 30mph sign out further slightly as well.

Speed Cushions – Traffic calming on College Road would comprise of the gateway located near to the new development, the removal of the center line and speed cushions of a maximum of 5 pairs along the road. It was advised that build-outs would not be suitable due to the many driveways along this road and they tend to only work with a lot of cars on both sides of the road causing opposing flows. 30mph repeater signs would be located where street lamps are not present. WSCC confirmed that the speed cushions are the only option for calming along this road.

	<p>It was discussed that with the combination of the above measures and the SID machine that speeds might come down lower to enable a 20mph speed at a later date.</p> <p>It was noted that RS advised that if the speed cushions were installed and caused problems for residents they could be removed, however this would involve costs and resources would need to be available. It was noted that a scheme had recently requested this and it had been refused, RS advised this was probably due to traffic accident data, for example if the location was a proven accident spot.</p> <p><b>It was resolved</b> that the Committee would agree in principle to the WSCC Traffic Calming design put forward by Simon Osbourne pending further review of the speed cushion consultation with residents in College Road, Munnion Road and other side roads that lead off College Road.</p> <p>This resolution will go forward to the Parish Council meeting to be held on the 5<sup>th</sup> July for the Council to make a recommendation based on the information available from the consultation feedback from residents regarding the speed cushions.</p> <p>Andrew Lambert offered to arrange the further consultation with regard to speed cushions in College Road, which will be in the form of a leaflet.</p> <p>The Clerk was asked to contact Simon Osbourne to obtain a map of the location of the speed cushions which could be used for information with regard to the consultation.</p> <p>It was noted the website needed to be updated with regard to Traffic Calming progress.</p> <p>The Parish Council will hold an information exhibition in September where the final design will be displayed.</p> <p>RS advised that the scheme would go through a Road Safety Review before implementation.</p> <p><b>5.2 General update and moving forward using Action Plan</b></p> <p>The Clerk will update the Action Plan and copies were available of the current position at the meeting.</p> <p><b>5.3 Speed data and volume data for College Road</b></p> <p>The data had been circulated. It was confirmed that the Parish Council had put in a request for additional speed data further south on College Road.</p> <p>WM noted that the 85 percentile range on Lindfield Road (south) was 43mph and (north) 39 mph. On College Road these figures were 35.6 mph (north) and 35.1 (south) proving that the traffic was moving faster as they drive down the road heading north. This evidence is a good benchmark for future data that will be collected.</p>	<p>Clerk</p> <p>AL</p> <p>Clerk</p> <p>Clerk</p> <p>Clerk</p> <p>Clerk</p>
<p><b>6.</b></p>	<p><b>Consultations with WSCC</b></p> <p>Sarah Chapman had requested this on the agenda and had been covered in respect of the meeting being held with Councillor Bill Acraman and WSCC Highways on the 22<sup>nd</sup> June.</p>	

7.	<p><b>Highways Verge Cutting</b></p> <p>It was noted that the verge at the northern end of College Road had been cut by Highways contractors and previously the Council had requested this area was left as it was being used as a wild flower area. The Clerk had contacted RS and he had agreed that a licence would be requested so the area was not cut in the future. The Clerk will provide a location map.</p> <p>SC asked if the area could come under the 'notable road verge scheme' but RS advised it would not be applicable for that site.</p>	RS/Clerk
8.	<p><b>Lytch Gate – Church Lane – erection of bollards</b></p> <p>It was noted that the Lytch Gate had been hit by a vehicle and damaged and the Church wish to install a bollard to protect it. SC was concerned at what style this would be due to it being listed and a designated area of outstanding beauty. SC will liaise with RS as the Parish Council had not been requested to be involved.</p>	SC/RS
8.	<p><b>Items for information only or inclusion on future agenda</b></p> <p>It was noted that the Clerk had received a quote for the purchase of a SID unit which would be in the region of £2,000.</p> <p>Stuart noted the correspondence the Council had received relating to bus services and it was noted this would be on the Parish Council agenda.</p>	
9.	<p><b>Date of next meeting</b> September 2016</p>	

The meeting closed at 8.55 pm