

Cllr P Seeley (Chair), Cllr P Hill (EDFPC)
Cllr S Shing (ESCC)
John Wilton (WDC)
Ian Johnson – Traffic and Safety Manager (ESCC)
Corinne Black - Customer Service Manager (ESCC)
Katrina Larkin (Parish Clerk)



STRENGTHENING LOCAL RELATIONSHIPS

East Dean & Friston Parish Council Liaison Meeting 23 October 2018 at 10.00am In the Small Hall, East Dean Village Hall

Minutes

1. **Apologies for absence:** - Cllr M Keller (Chair, EDFPC); Tom Lee (Highway Steward)
2. **Minutes of the meeting held on 13 March 2018:** - Agreed
3. **Matters arising:**
 - a) **Yellow lines** – the parish requested an update on the installation of yellow lines. IJ advised that this had stalled in the Wealden District because of the lack of enforcement. Parish councillors protested that this left them with a credibility problem as the parish was supposed to be at the top of the yellow line waiting list, and there were known safety issues locally. SS suggested that with District elections coming up in May 2019 there might be political reasons for Wealden to reconsider decriminalising parking across the district, which would mean there was some chance of enforcement, and of the programme re-starting. However, ESCC had very limited resources and was under pressure to prioritise crash sites.
 - b) **Friston build-out** – similarly the parish council had hoped to receive match funding from the county for this project, but there had been no movement. IJ advised that the parish's match funding application was still in the system for consideration, and would be put forward for approval by the Lead Member in November. A successful application would have to offer ESCC value for their financial contribution.
 - c) **Flooding on A259** – PH stated that the gully pot at the A259/Micheldene Road junction had been cleared but that the problems with the gulleys at the Upper Street/A259 junction had not been resolved. CB would ask the drainage team to investigate. **ACTION: CB**
 - d) **30 mph speed limit** – the parish council had promised residents to keep this as a standing item on the agenda. IJ reiterated that ESCC had proactively studied all A and B roads to identify those with the worst crash records to assess suitability for reduced speed limits or route enhancement works and the A259 did not have qualifying features (chiefly a crash record). Speed data had been monitored and did not justify a change of speed limit. Experience showed that a signed only reduction from 40mph to 30mph could have no practical effect unless drivers could see the reason for it (mainly frontage development).

- e) **Installation of bollard at Gilberts Drive/Gore Farm Close** – Costain had been asked to quote for the installation of bollards on the verge. There were two possible locations: Gilberts Drive (west side) ahead of the A259 junction, and the Gore Farm Close/A259 junction. No response had been received. The clerk was advised to seek a licence for the chosen location before asking for a quote. Details should be sent to CB who would make enquiries. **ACTION: KL/CB**
4. **Verge Cutting:** ESCC's financial contribution to the parish would fall from £1,499 to £341 in 2019 and the parish had been asked whether it wanted to continue in these circumstances. The parish council had formally agreed to continue, at an Extraordinary Meeting held on 16th October 2018. It was suggested that ESCC's decision to cut this service to the bare minimum could have political implications in the future. .
5. **Gritting:** The parish councillors asked what would be the effect of budget cuts on the gritting programme locally next winter, and whether the snow fences would be put up. ESCC representatives stated that the budget was still under consideration, and smaller 'A' roads might not have the same priority as in previous years. However, it was noted that the A259 was a bus route and should therefore have priority.
6. **Pedestrian safety in Gilberts Drive:** a resident had sent the parish council a package of proposals for improving pedestrian safety in Gilberts Drive. A new footway would be provided by the developers adjacent to the new houses at The Fridays, but the loss of The Drove footpath meant that pedestrians could no longer access the recreation ground and play area from the centre of the village without walking down Gilberts Drive, which was a through road with no pavement in certain sections, and no safety signage going south. Moreover, contractors' vehicles had been obstructing such paving as there was by parking across it, and bikers were using the Birling Gap Road as part of a circuit for time trials, and sharing their results on Facebook. This was a lethal mix. The council had considered the request at its meeting on 4th October and sympathized with the resident, but realized that a very substantial project was envisaged, beyond the resources of the parish. It was suggested that such a project could be included in a Neighbourhood Plan. ESCC was invited to comment. In response IJ advised the following:
- 'Pedestrians in road' safety signs could be considered
 - However, no formal crossing point could be provided on Gilberts Drive unless the site met a benchmark score when assessed. It was most unlikely that this location would qualify, but an assessment could be done. The cost of a zebra crossing was about £30,000; a button operated crossing £120,000; and a pedestrian refuge £15/20,000. Speed humps or other traffic calming features would not be installed unless there were a very high score, and needed a wide enough road and optimum traffic flow to function successfully; street lighting was always required for speed humps and sometimes required as well for other measures. **ACTION: IJ to do an assessment for a crossing or traffic calming measures.**

- The speed limit could also be reassessed, but this had probably been done recently, and again the location was unlikely to meet the benchmark score for change.
 - Time trials should be reported to Crackdown. (The clerk stated that this had been done several times already). **ACTION: KL**
- 7. Planning Application at No.1 The Fridays:** - recently ESCC Highways had been asked to comment on a planning application to provide off-street parking at this property (SDNP/18/04151/HOUS) and had raised no objections. The parish council had commended the application as it would take parked cars off the road opposite the junction of Gilberts Drive and Lower Street, i.e. a location scheduled for additional yellow lines due to congestion and poor visibility. However, the application had been refused by the planning authority on amenity grounds (partial loss of a flint boundary wall). The applicant intended to appeal and the parish council would support him; it was hoped ESCC might do so too. IJ stated that the Development Control team should be asked to comment and the fact that the location was on the list for double yellow lines should be made clear. **ACTION: KL**
- 8. Dutch Elm Disease:** - earlier in the year, the parish council had been dismayed to find that trees reported to ESCC with Dutch Elm Disease were not felled due to budgetary constraints. ESCC was urged to reconsider this policy as it could prove more costly in the long run than prompt action. CB stated that the DED officer was preparing a survey and the parish should be kept informed of progress. **ACTION: CB/AB**
- 9. Any other business**
- a) At Friston Pond the drains from the parking area to the Pond needed clearing. **ACTION: KL to notify the Highway Steward**
 - b) Broken fire hydrant cover at the entrance to Windmill Lane – this spot on the verge could be a safety hazard. It was agreed that the Highway Steward should investigate. **ACTION: KL/TL**
- 10. Date of next Meeting – Tuesday 16th April 2019 at 10.00 am in the Small Hall of East Dean Village Hall.**

There being no further business the meeting closed at 11.11 am