

Cllr P Seeley (Chair), Cllr M Keller (PC Chair)
Cllr P Hill (EDFPC)
Ian Johnson – Traffic and Safety Manager (ESCC)
Thomas Lee (Highway Steward)(ESCC)
Cat Ford (ESCC Customer Services)
Katrina Larkin - Parish Clerk



STRENGTHENING LOCAL RELATIONSHIPS

**East Dean & Friston Parish Council Liaison Meeting
22 October 2019 at 10.00am
In the committee room, East Dean Village Hall**

Minutes

1. **Apologies for absence:** - Cllr S Shing (ESCC); P Williamson (Tree Warden)
2. **Minutes of the meeting held on 16 April 2019:** - Previously agreed
3. **Matters arising:**
 - a) **Friston build-out** – a draft design had been sent to the parish, and a site meeting was to be arranged with Peter Heasman to consider possible modifications, including the prevention of inappropriate parking behind the build-out. **ACTION: CF to arrange meeting**
 - b) **Gulley problems at A259/Upper Street junction** – the parish had asked for the roadside bank to be taken back six inches to help direct water to the gulley instead of flowing past it and depositing debris over the highway and footway. The Highway Steward had reported this to the drainage team for action. It did appear that the roadside bank was owned by ESCC as there were road signs on it. Councillors also suggested that the granite sets marking the edge of the carriageway on the east side should be raised slightly as this would prevent run-off from the road onto the pavement.
 - c) **30 mph speed limit** – residents continued to lobby the parish council for this reduction to the current speed limit. PS queried why some other villages that seemed not to meet the qualifying criteria (e.g. those on the C7 Newhaven to Kingston road) nevertheless had 30 mph or even 20 mph limits. IJ stated that different criteria applied to 'A' roads like the A259; in addition, on the C7 the limits were historic and the locations would not qualify by today's standards. The meeting noted the 'Roads in the South Downs' report just published by the South Downs National Park Authority, which included a photo of the A259 (page 16) as an example of a 'higher speed village centre'. This was unwelcome locally. IJ stated that the most recent speed data from the village showed that motorists were travelling within the 40 mph limit, but too fast for the limit to be brought down to 30 mph: motorists would not see the justification and many would not comply. This could create a new hazard of conflicting expectations. Currently there was no crash record. IJ reiterated previous information regarding the surveys done on all A and B roads which had shown no justification for action

on the A259. The parish had the right to request and pay for a feasibility study, but this was very unlikely to produce new information. In conclusion, it was agreed that the topic should at least be considered by the Neighbourhood Plan Steering Group. **ACTION: NPSG.**

- d) **Pedestrian safety in Birling Gap Road** – IJ confirmed that an order for ‘Pedestrians in Road’ signage had been sent to a contractor for a quote. The work might be done in the current financial year.
- e) **Dutch Elm Disease** – the parish council welcomed the news that ESCC had reinstated a 10% felling subsidy for private householders felling diseased elms. The parish had reduced its subsidy to 40% to keep the total subsidy at 50%. The meeting took note of possible outstanding cases, and CF confirmed that the Dutch Elm officer had given the go ahead for felling in all cases except three elms at ‘Reflections’ in Upper Street, where the residents had not yet responded. It was noted that the property had recently changed hands and changed name to ‘Marycroft’ **ACTION: KL to make contact.** The parish council would prefer residents to use contractors approved by ESCC in order to ensure that diseased material was correctly disposed of.
- f) **Request bus stop at Downsview Lane** – the parish council welcomed ESCC’s safety advice that there was a feasible new location for the bus stop to the east of the A259 junction. The parish council now needed to know who might actually install a stop in this location (possibly the bus company, who would need to provide the signage). **ACTION: IJ to provide contact information.**
- g) **Verge cutting in Downsview Lane** – the parish council would employ Eastbourne Borough Council’s former contractor to clear this verge which had not been maintained for five years. There had been fly tipping of flints and other debris on a portion of the verge which must be cleared before heavy machinery could move in. The resident who employed the offending contractor had been asked to recall them to clear up. The resident had strongly denied that either he or his contractor was responsible, but had offered to do some clearing of flints himself. **ACTION: PH to check condition of verge prior to ordering work.**

4. South Coast Classic Cycle Event

This event on 28 July 2019 had effectively closed the A259 and the Birling Gap Road and cut off the village for the duration of the event. A Home Office license had been obtained but the route of the race had been drastically shortened and the number of laps correspondingly increased, subsequent to the issue of the license, apparently to reduce policing and stewarding costs. In consequence the permitted rolling road closure had become permanent for the duration of the event. ESCC should have been given notice in order to prepare emergency access. Both ESCC and the parish would wish to prevent the event being allowed in the same way again. Current information was that the event would not be coming back.

5. Blockage at Micheldene Road/A259 junction

The parish council was concerned that contractors’ vehicles which had been parking just inside the A259/Micheldene Road junction were a safety hazard, but that the parking could not be prevented if Micheldene Road was classified as private in its entirety right down to the A259 tarmac. There was an official speed limit sign placed some 20 feet back from the junction. However, IJ stated that the placing of these terminal speed signs was historic, and that such

signs were mandatory. It would be open to the Roads Company to place bollards in strategic positions (compliant with highway standards) to prevent parking. **ACTION: CF to raise this with the Licensing and Enforcement manager.**

6. Pavement outside Old Forge Cottage

A request had been received from the residents of Old Forge Cottage for this section of the highway footway to be maintained and possibly extended, in the interests of pedestrian safety and for ease of maintenance of the roadside bank. During the recent programmed closure of the A259 on Friston Hill the residents had taken the opportunity to do some maintenance themselves. In discussion it was established that the location was all ESCC verge, and the Highway Steward had ordered maintenance work to be done on the existing footway. However, the parish council doubted whether this location could or should be used as a crossing point, as it was directly opposite the centre of the A259/Upper Street junction, on a blind bend, and completely unsafe. IJ and TL agreed, and also advised that the minimum width for a new footway should be 1.2m, which could not be achieved in this location.

The residents evidently believed that they were responsible for maintenance of the roadside bank alongside their property, but it was confirmed that the bank was included in the rural grass cutting schedule and should be strimmed by ESCC's contractor twice yearly. **ACTION: CF to check why this had not been done; KL to advise residents that it is not their responsibility.**

7. AOB

- a) **Flooding in Downs View Close** – two gulleys at the A259/Downs View Lane junction had become blocked with chippings when the A259 was last resurfaced, and water was now flowing off the main road and across Downs View Lane and down the steep access to Downs View Close, causing flooding. **ACTION: TL to investigate**
- b) **Tactile paving on N side of A259** – the paving at this crossing point in the centre of the village was lower than the carriageway, having sunk. Consequently there was often standing water right on the crossing point, and mud had been deposited. The parish council had laid grit but a permanent solution was required. **ACTION: TL to investigate**
- c) **Flooding in Eastbourne town centre** – the same type of problem was commonplace around the new road works **ACTION: CF to contact the Project Manager**
- d) **Yellow lines** – the problem of parking near the Gilberts Drive/Lower Street junction had been alleviated by the permission granted to a nearby resident to create parking on his own property. However, problems remained in Upper Street. ESCC Highways was reluctant to continue with the yellow line programme whilst parking enforcement was in abeyance and funding had to be prioritised for projects that could achieve a difference. The parish council would raise this with their District Councillor to press Wealden District Council to take some responsibility for parking enforcement. **ACTION: EDFPC**
- e) **Parking in the Crowlink slip road** – the work on the Friston build-out might be used to discourage parking in the slip road. This would be raised at the forthcoming site meeting.

- 8. Date, time and location of next Meeting** – Tuesday 7th April 2020 at 10.00 am in the Small Hall of East Dean Village Hall

There being no further business the meeting closed at 11.00 am