



**Working for the Community in Rotherfield, Mark Cross,  
Eridge Green, Boarshead and surrounding areas**

**STRENGTHENING LOCAL RELATIONSHIPS**

**Minutes of the liaison meeting with East Sussex County Council and  
Rotherfield Parish Councillors on Wednesday June 20<sup>th</sup>, 2018.**

**Present:**

**Rotherfield Parish Councillors:**

Cllr Adrian Martin (chairman of meeting), Cllr James Kitchenham, Cllr Norman Wickenden, Cllr Louise Henrick.

**East Sussex County Council:**

Cllr Francis Whetstone (ESCC), Ian Johnson (ESCC Traffic and Safety Manager), Dominic Ward (ESCC Highways Steward).

**Rotherfield Parishioners:**

Angela Moore & Mary Miller.

**1. Apologies for absence:** Cllr Bob Standley (ESCC), Cllr R. Harris.

**2. Minutes of the previous meeting on January 17<sup>th</sup>, 2018 were noted.**

At this point Mary Miller left the meeting to photocopy a paper prepared by Angela Moore which had failed to be circulated prior to the meeting.

**3. Parking Issues.**

Summary – there's not enough parking in Rotherfield village and there is no enforcement of yellow lines etc.

The Parish Council would like to expand and improve the parking along from the layby by the recreation ground towards Eridge to provide more and safer parking than is afforded by the current ad hoc parking on the verge. The ground is thought to belong to Highways and could only be improved by applying for permission/licence etc. Cllr Whetstone advised that once you start to formalise such parking it is no longer at the car owner's risk and comes with responsibilities to design, maintain it etc and that it would probably be better to let the current system stand. Even if the Parish Council was able to fully fund the scheme, the scheme would have to be audited for safety, would have to take its place in the queue and would be expensive. If the Parish Council wished to proceed the first step would be to determine who owns the land and approach them.

**4. Long vehicle ban.**

The last information the Parish Council received was on the 10<sup>th</sup> May from Karen Young to say that there were still three signs to erect before the ban could be applied for to be in force. The Parish Council were currently reporting all vehicles infringing the ban to their owners but not knowing that the ban was actually in effect lessened our authority in doing this. Cllr Henrick would forward the email to Ian Johnson to chase. Cllr Whetstone thought that there should also be signs at Town

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Row before the bridge as this was the last place that drivers could turn round, but this was not part of the scheme.

### **5. Speed awareness measures**

Mrs. Miller returned at this point. Angela Moore read out the Parishioners' statement which is included as an appendix at the end of these minutes.

Cllr. Whetstone thought that the petition should have been presented to Cllr. Standley rather than the officers as the petitioner would have had the opportunity to address the council. The outcome may have been the same.

Angela considered that what the Village wanted was a not very significant change; just some red tarmac and 20mph signs. Our aim is to improve the quality of life for residents. It was advised that the Parish Council should consider what the village wants in the light of the feasibility study and respond to the feasibility study with their proposal. Even if the Parish Council were not looking for any funds to assist in implementing the scheme, the process for approving schemes is through the 'match funding process' which takes place once a year in October. Not seeking funds from the County Council would improve the chances of success for the scheme. The County Council are willing to work with the Parish on this through the Community Match process.

The scheme would need to comply with the various current regulations: e.g. not allowed to paint 30mph on the road where there are sufficient lampposts as set out in the Highway Code to indicate a 30mph limit; having appropriate justification for painting 'SLOW' on the road; red tarmac would probably be allowed to denote the transition to 30 mph limits. Some local examples of safety awareness are historic and cannot be used in new schemes as they are no longer allowed. We would at least like to reinforce the 30mph limit in the village and consider a 20mph limit in the centre of the village.

### **6. Resurfacing of Church Road to Jarvis Brook**

Highways cannot provide a date for the resurfacing. There is no date set for the resurfacing to go ahead. We could email Liam requesting an update.

### **7. Resourcing of call centre**

Cllr Whetstone reported that County Council staff had been reduced with a knock-on effect on services.

### **8. Any other business**

None.

### **9. Date of next meeting**

Wednesday January 16<sup>th</sup>, 2019 at 9.30 a.m. in the Scout Hut.

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### Appendix to the minutes.

#### **Parishioners report for the Strengthening Local Relationships Meeting held on 20/6/18.**

On the 2nd December 2016 a petition to reduce the speed of traffic through Church Road to 20mph was sent to the Director of Communities, Economy and Transport at ESCC Rupert Clubb. This petition received over 300 signatures in a mere 2-week time frame.

This interest of reducing the speed was heightened with the vast turnout of parishioners at the local AGM in 2017. All of whom were in support of the newly proposed speed.

The Parish Council needed evidence of these speeds to put forward to the county council, and kindly invested in a S.I.D, (speed indicator device). Initially the records only showed the excessive speeds of the vehicles entering the village as the fitter deemed the road too dangerous to install the device recording the speed of drivers departing the village.

The response from Nick Skelton on behalf of Rupert Clubb, was that a feasibility study would need to be processed in order to confirm whether the speed reduction would be viable. Thanks to the support of the Parish Council who are in agreement for a reduction of speed, a feasibility study took place. A delayed response was sent to the Parish Council in November 2017.

To create an economic, environmental and safer living for the people of Rotherfield, we propose these minimal changes to ensure a safe and cleaner living space.

- The speed indicator device to be a permanent fixture when entering the village, in order to remind drivers to reduce their speed.
- 20mph signage and red tarmac speed indications would be a cost effective addition to the scheduled work of repairing the potholes and re-surfacing which is shortly to be carried out. This would require agreement and sign off from both councils in order for this to commence efficiently and swiftly. This addition will allow minimal disruption and give a positive public perception.

#### **Additional information**

The on-going damage caused to the fabric of the King's Arms building by lorries which are far too large to negotiate the road is completely unacceptable. Parishioners have photographed some of the incidents and reported to the Parish Council.

It is obvious that other villages, often with less narrow streets, have had 20mph speed restrictions put in place. Rotherfield is conspicuous in that it has none, and yet suffers constantly from accelerating drivers who are over-anxious to pass through Church Road.

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The Village has a dense residential centre with the children and the many elderly having to cross the roads. There have been three near fatalities (with a likelihood of many more unreported). Some drivers seem to be completely unaware that pedestrians have a right to cross the road when it is safe to do so.

The suggestions above are the absolute minimum to calm the present situation.

In an ideal world, of course, a bypass such as Mayfield's, would be the solution, and it is very unfortunate that the opportunity was missed some years ago, when land was offered for just this purpose.

DRAFT

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