Hurstpierpoint Traffic & Parking Joint Councils Group
MINUTES of the meeting held at 2.30 pm Monday 3 December 2018 at the Village Centre, Hurstpierpoint BN6 9UY.

Present:

Tony Lank (HP&SCPC Member) CHAIRMAN OF GROUP
Steve Whitehead (HP&SCPC Member)
Stephen Hand (HP&SCPC Chairman)
Joy Dennis (WSCC Member)
Colin Trumble (MSDC Member)
Richard Speller (WSCC Highways officer)
Stephen Hoyles (CLERK to the PARISH COUNCIL)

1. Apologies for absence and declarations of interest: The following apologies for absence had been received from members of the Group: Rosemary Burns (HP&SCPC Member), Steve Lewsey (MSDC); Allan Brown (HP&SCPC Member).

2. Minutes of the meetings of 18 April 2018 and 14 August 2018: The minutes were received and accepted and signed by the chairman. *(MINUTES of the meeting 18 April 2018 ; MINUTES of the meeting 14 August 2018):*

3. Community TRO: The meeting received an update on progress of the TRO, as agreed at the meeting of 14 August 2018.
(1) High Street, Hurstpierpoint: It was confirmed that the white lines at the junction of West Furlong Lane could be removed without contravening WSCC Highway standards. It was reported that the 'traders' supported the re-designation of the loading bay to be loading-bay only. It was understood that 140 parking violations had been recorded in the past 12 months, demonstrating that private parking was hindering satisfactory commercial unloading.

(2) South Avenue, Hurstpierpoint: It was reported that the designated parking bays of 5m length could be introduced along the existing parking zone. It was reported that 3 additional spaces could be designated close to the High Street junction, and it was agreed that a 2-hour restriction should apply.

(3) Manor Road, Hurstpierpoint: This had not been discussed at the previous meeting but was known to be a problem whereby random parking did not allow optimisation of space. It was noted that there were no parking restrictions in this road. It was agreed that 5m designation parking bays should be added.

(4) Cuckfield Road (between High Street and Willow Way south): It was noted that parking restrictions could be introduced, to facilitate staggered parking and even the traffic flows in each direction. There was some discussion about the Bovis development s106 requirement to undertake a traffic survey and what was the trigger for this action. In discussion it was noted that, to achieve a WSCC Community TRO implementation, there would need to be adequate evidence of a need supported by data. It was agreed that such data was unlikely to be sufficient, even though the anecdotal evidence of localised congestion was strong. It was also agreed that specific proposals for parking restrictions should be prepared. It was agreed that the existing 30mph sign at the north end should be moved about 70m further north, to reduce speeds approaching the built-up zone.

(5) College Lane/ Malthouse Lane: Some discussion took place on the merits of placing speed restrictions on Malthouse Lane, but it was noted that a likely safe speed was around 30mph, and perhaps less in some sections. If a 40mph limit was applied, then drivers could rightly assume that it was a safe 40mph road, which was not the case. Maintaining the road as derestricted was therefore the correct solution. It was agreed that a centre-white-line at the S-bend by Malthouse Farm was desirable. It was also agreed that the short section of College Lane south of the College should be altered from derestricted to 30mph.

(6) Brighton Road (near Washbrooks entrance): It was agreed that a parking restriction 'pull-in' section should be implemented.

(7) Reeds Lane, Sayers Common: It was agreed to extend the double-yellow lines from the London Road roundabout into Reeds Lane for about 3 car-lengths, to avoid congestion on the roundabout. Also, a short length of 'pull-in' refuge placed further west in the Lane. It was agreed that an 'Access only 7.5t' restriction sign should be placed at the London Road end.

4. Cuckfield Road (north of A2300): The Parish Council had received representations from two residents on this road, asking for measures to be taken to reduce speeds and traffic volumes. It was agreed that any traffic management systems could not be properly judged until after the A2300 upgrade has been implemented and traffic flows have settled into new patterns. In any event, this was a rural unrestricted road with low recorded accidents and would be unlikely to present as a high priority. It was noted that this road was likely to be included in an appraisal of mitigation measures relating to the A2300 upgrade. *(REF: Residents' email 31 October 2018)*

5. London Road, Sayers Common: The Parish Council and the local County Councillor had received representations from residents on this road, asking for measures to be taken to reduce speeds and traffic volumes, parking on Grass verges, and cycling on footpaths. Their suggestions had included:

a) Imposition of weight/size restrictions on HGVs travelling along the B2118
b) Creation of pinch point in the B2118 near community shop
c) Application for Installation of speed cameras
d) Installation of speed indicator device (research suggests only temporary benefit)
e) Contacting Viridor, Sweeptech, PJ Brown and other players to ask them to stick to speed limits.
f) Asking police for help in enforcing speed limit
g) Imposition of 20mph limit
h) Pedestrian crossing between LVS/community shop
i) The use of Speed bumps
j) Council to take action to stop parking on verges
k) Contact Sustrans or adding additional signage.

The Meeting considered the issues but agreed that this was a 'B' classification road and such measures were not appropriate. However, the possibility of an island refuge near the Community Shop should be investigated, and which could satisfy many of the suggestions made by residents.

It was reported that a resident had expressed concern about car parking on grass verges and about cyclists using parts of the footpath on London Road. It was agreed that a suggestion would be made to Sayers Common Village Society that the proposed tree planting would mitigate the car parking, but that there was no reasonable action that could be taken regarding the cyclists without having more tangible evidence of the problem. The County Cllr would go back to the resident to explain the position. *(REF: Residents' email 13 August 2018; Residents' email 28 October 2018)*

6. College Lane, Hurstpierpoint: There continued to be concerns expressed by residents about the unregulated use of HGVs and coaches attempting to use the narrow section and then having to reverse out. There is a weight restriction on the Lane, but does not apply for local deliveries and appears to be frequently ignored. The introduction of a physical width restriction (as frequently used in London side roads, for example, to stop rat-running) was considered, but presents complications for genuine local deliveries and is not a practical solution. It was noted that a previous survey by the Parish Council suggesting restriction of parking in the Lane (February 2011) was strongly rejected by residents. It was agreed that WSCC would investigate whether improved signage could be introduced.

7. Wickham Hill, Hurstpierpoint: There continued to be concerns expressed by residents about the speed of traffic in this 30mph restricted section, and further signage had been requested. The Meeting noted that there were already Speed Indicators and "Slow" signage in place and that the SID was shortly to be installed. Unless this revealed significant problems it was agreed that further action would not be justified.

8. Further action: In discussion the Meeting agreed that the prospects of a successful Community TRO were modest. The meeting was reminded that the CTRO would have to be lodged for consideration by a moderation group of WSCC Highways, which scored and ranked the benefits. This would be concluded by September 2019. If successful, the scheme would be included in the feasibility stage in 2020/21 for implementation in 2021/22.
Mindful of the budget constraints of the County Council, the Meeting agreed that the CTRO route was unlikely to be successful, and that a 'Third party TRO' should be considered. In this case the progress would not be constrained by WSCC Highways procedures, but the funding would have to come from the Parish Council or s106 funds. In broad terms it was thought that the costs of the items in item 3above would not be excessive, being largely line-painting, except for the pedestrian refuge in Sayers Common, which might be linked to s106 funds from the new Kingsland Laines development.
It was therefore agreed to pursue a 'third party TRO' (for parking restrictions) and a third party application (for non-restriction items) as follows:

(1) High Street, Hurstpierpoint:

- Removal of white lines at the junction of West Furlong Lane
- Re-designation of the loading bay to be loading-bay only. (TRO)

(2) South Avenue, Hurstpierpoint:

- Designated parking bays of 5m length along the existing parking zone.
- 3 additional spaces could be designated close to the High Street junction, with a 2-hour restriction should apply. (TRO)

(3) Manor Road, Hurstpierpoint:

- 5m designation parking bays to be added.

4) Cuckfield Road :

- parking restrictions to facilitate staggered parking between High Street and Willow Way south
- existing 30mph sign at the north end should be moved about 70m further north (TRO)

(5) College Lane/ Malthouse Lane:

- a centre-white-line at the S-bend by Malthouse Farm
- short section of College Lane south of the College to be altered from de-restricted to 30mph. (TRO)

(6) Brighton Road (near Washbrooks entrance):

- a parking restriction 'pull-in' section should be implemented. (TRO)

(7) Reeds Lane, Sayers Common:

- Extend the double-yellow lines from the London Road roundabout into Reeds Lane for about 3 car-lengths (TRO)
- A short length of 'pull-in' refuge placed further west in the Lane. (TRO)
- An 'Access only 7.5t' restriction sign to be placed at the London Road end.

(8) London Road, Sayers Common:

- Pedestrian refuge at community shop (probably Community TRO)

The meeting closed at 4.30pm

Members of the Joint Group:

Tony Lank (HP&SCPC Member) CHAIRMAN OF GROUP
Steve Whitehead (HP&SCPC Member)
Rosemary Burns (HP&SCPC Member)
Stephen Hand (HP&SCPC Chairman)
Allan Brown (HP&SCPC VC)
Joy Dennis (WSCC Member)
Colin Trumble (MSDC Member)
Richard Speller (WSCC Highways officer)
Steve Lewsey (MSDC Parking officer)