

# Winchelsea Town Plan Traffic & Transport Working Group

## Meeting #1: Minutes

Present: M J de Smith (Chair, [mike@desmith.com](mailto:mike@desmith.com), Tel: 223559),  
K Manning, R Comotto, T McMullin, M Hogg

Location: Court Hall, 19:30, 13/8/04

Notes and Actions on items in the Agenda are provided below. Initials of members highlighted indicate initial primary responsibility for researching and reporting on these areas lies with these individuals.

Please see attached document summarising information resources identified as applicable to this WG.

### 1. Scope and objectives

- the scope of TTWG is to be defined as follows:

- 1.1 *geographic*: the Parish Ward of Winchelsea was suggested as the relevant study area, but this does not correspond to current census or electoral wards and a suitable map of the specified area needs to be located before a decision on this can be taken. An alternative is to use an OS designation of the area to be considered. Boundaries of 589700 to 590900 Easting and 116200 to 118400 Northing would include Wickham Farm to the West, Winchelsea Station to the North and the bridge across the Brede to the East. The area enclosed is thus 1.2km x 2.2km (to be considered by the **SC**). Rother District's Local Plan uses the OS section TQ9017 for Winchelsea Town.
- 1.2 *functional*: primarily road related, but including paths and rail where appropriate; pavements and signage will be assumed to be covered primarily by Built & Natural Environment WG (BNEWG) – note: ESCC is the highways authority for Winchelsea and its remit includes pavements
- 1.3 *temporal*:
  - 1.3.1. short-term, being up to 18 months (Action Plan type items, such as introduction of additional bollards, addition of slopes to selected pavement edges, cross-road priorities), and selected inputs to the Town Plan and possibly a Local Area Transport Strategy document if ESCC agree to such a proposal (the latter is understood to be required by some time in 2006 if it is to be considered)
  - 1.3.2. medium term issues, being 18 months - 5 years, to be determined within the framework of the Town Plan
  - 1.3.3. long term issues, being 5+ years (e.g. bypass questions, longer term parking considerations)

Excluded from the primary interests of TTWG will be pavements, residential parking, lighting and signage, all of which will be within the remit of BNEWG

- objectives
- 1.4 the primary objective of the TTWG will be to provide input to the proposed Town Plan.
- 1.5 a secondary objective is to achieve some 'quick win' improvements to selected non-contentious issues (short-term items noted above). Detailed 'terms of reference' for this WG are to be prepared as an action item on the chairman (**MJDS**), by 3/9/04, and will be based on the items contained in this initial WG meeting report.
- 1.6 the immediate objective for TTWG is to prepare input for the Steering Committee for use in the programme of public and agency consultation to be conducted. This input should be drafted for the next TTWG meeting where it can be discussed and fine tuned before submission to the SC. Inputs should include data requirements based in part on an initial list of topics which are expected to be the subject of TTWG's work (see item 5, Action Plan, below)

## **2. Meeting schedules**

- 2.1 Meetings will be held every 4-6 weeks, with regular contact between WG members being made via email/personal meetings, as required
- 2.2 Next meeting: Court Hall, 19:30, 1/10/04 – provisionally scheduled

## **3. Traffic**

- 3.1 Speed and volume of traffic within the town and on the A259 were identified as amongst the main concerns of residents, based upon past research and current experience
- 3.2 Examples of key issues expressed by members of the WG (not necessarily representative of majority views in the town as a whole) include (a) the need to reduce the speed of traffic and 'rat running' using the C298, this being the road through the town (Monks Walk, German St, High St, Strand Hill); (b) reconsideration of the option to have Strand Hill as one way up (Westbound); (c) 'racing', especially by motorbikes, around and through the town; (d) concerns of related issues of noise, air and vibration 'polution'; (e) issues relating to road designations and the road heirarchy

## **4. Transport**

- 4.1 A number of areas were discussed as warranting consideration as regards transport, based at this stage on the experience and knowledge of TTWG members rather than formal surveys carried out in the past. These included: footpaths to and from the town and adjacent areas, including to the station (liaising with Marsh Link Action Group); safe routes to the local school; special bus services (e.g. Rye Community Transport); cycle paths (including liaising with SUSTRANS)

- 4.2 It was noted that transport should consider the full range of relevant transport modes (including car, taxi, bus, coach, rail, cycle, horse, foot) and users (including identifying those who may be less vocal, e.g. the elderly, disabled, visitors etc)

## 5. Action plan

Broad areas for consideration were identified as follows – see note 1.6 above: Please call all members of the TTWG liaise on content prior to submission. Items will be provided on behalf of the Group, via MJDS, to the SC.

- 5.1 Speed and volume of traffic (**RC**) – to include traffic calming issues and related safety questions
- 5.2 Safe routes (**KM and TM**) – to include safe routes to school, cycle and footpaths, quiet lanes and bridleways
- 5.3 Transport modes, other than private car (**MJDS**)
- 5.4 Longer term issues, including parking (**MH**) – some parking issues which are short- and medium- term (visitor/tourist and event-related parking) will also be covered in this section at present

## 6. AOB

- 6.1 A set of documents has been collected relating to TTWG issues and will be augmented over the coming months. A list of the documents currently available is attached. Copies of those available in electronic format (or links to these) will be posted onto the Town Plan web site as soon as this is available. In the interim the chairman is maintaining copies.
- 6.2 Speed gun. The question of obtaining the use of a speed gun was discussed briefly. Two issues arise here: (a) the use of a radar or laser gun as part of discrete collection of traffic speed data, and (b) the use of high visibility speed measurement as part of a programme to reduce speeding in and around the town. Both issues will be considered under Action Item 1, below. Note that hand-held laser speed guns are now available at under £300 (e.g. see <http://www.bushnell.com/products/digital/specs/10-1911.html>) - such products may be acceptable for use in type (a) exercises.
- 6.3 An email was sent to the Chairman in advance of the meeting by Steve Turner. A copy of the text is attached for information only
- 6.4 Funding: Many of the options for tackling the various topics that TTWG are considering will require finance – for data collection, submission of proposals, implementation and maintenance. These are issues which warrant examination by the Steering Committee (**SC**)

Next meeting: 1<sup>st</sup> October, 7:30 pm, Court Hall

Dear Mike

Thanks for the notice:

For consideration:

The through route Strand Hill, High Street, German Street and Monks Walk is the main traffic artery for the businesses of the town. It is the only alternative should a traffic incident occur on the Ferry Hill. For this reason it must be maintained as a two way route for all traffic,subject to the restrictions of the height and width of the Strand Gate.

Traffic calming proposals must consider that the removal of vehicles from the town centre will increase the risks to those residents living on the A259.

Traffic signage: Yes there are a number of signs which could be removed as redundant or serving no purpose but it would also be beneficial to visitors to the area to have information signed at the entrances to the town notifying them of the facilities available. Museum, Ancient Church, Ancient Monuments, Refreshment, Accommodation and Toilet Facilities. If the traffic were directed into the town at the appropriate points the flow would allow respite to allow residents to exit to the A259 with more gaps in the through traffic.

A campaign of enforcement of the speed limits would also help to reduce risk to residents entering and exiting their properties as would more regular verge and hedge cutting by the Highways Agency to control the overhanging vegetation which reduces visibility

If I can I will attend

Kind Regards

Steve Turner

Document	Author	Formats	Date
Rye Local Area Transport Strategy	ESCC	Printed	Apr-03
Speed management strategy	ESCC	Printed	Nov-03
Cutting speed in the countryside	Countryside agency	Printed	2003
Rural speed management	Countryside agency	Printed	Mar-04
Taming the traffic - Briefing Pack	Transport 2000	Printed	Oct-02
Road crashes in East Sussex 2002	ESCC, Traffic and safety group	Printed/PDF	2002
Road safety good practice guide	TRL Ltd	Printed/PDF	current issue
Safety Cameras FAQ	DfT	Printed/PDF	
Urban safety management guidelines	Dft, TRL and IHT	Printed/PDF	Sep-03
Development of a rural road heirachy for speed management	DfT	Printed/PDF	2002
Ringmer Action Plan - Travel and Transport section	Ringmer Parish Council	Printed/www	Jul-03
Folder from previous Winchelsea-based Traffic Group meetings		Printed	
TAL 1/03 Vehicle activated signs	DfT	Printed/PDF	Mar-03
TAL 1/04 Village speed limits	DfT	Printed/PDF	Jan-04

#### Web sites and related contacts

<a href="http://www.ringmer.info/council/council.htm">http://www.ringmer.info/council/council.htm</a>	Ringmer
<a href="http://www.eastsussexcc.gov.uk/roadsandtransport/localtransportplan/rye/default.htm">http://www.eastsussexcc.gov.uk/roadsandtransport/localtransportplan/rye/default.htm</a>	Rye Local Area Transport Strategy
<a href="http://www.sussexsafetycameras.gov.uk/">http://www.sussexsafetycameras.gov.uk/</a>	Sussex safety cameras partnership
<a href="http://www.rother.gov.uk/">http://www.rother.gov.uk/</a>	Rother DC
<a href="http://www.eastsussexcc.gov.uk/roadsandtransport/">http://www.eastsussexcc.gov.uk/roadsandtransport/</a>	ESCC Roads and transport
<a href="http://www.eastsussexcc.gov.uk/roadsandtransport/maintenance/contactoffices/areaofficesmap.htm">http://www.eastsussexcc.gov.uk/roadsandtransport/maintenance/contactoffices/areaofficesmap.htm</a>	ESCC offices: Eastern area: 01424 220022
<a href="http://www.highways.gov.uk/">http://www.highways.gov.uk/</a>	Highways Agency
<a href="http://www.dft.gov.uk/">http://www.dft.gov.uk/</a>	Department for transport
<a href="http://www.hertsdirect.org.uk/roadtrans/rsu/walking/saferoutes/">http://www.hertsdirect.org.uk/roadtrans/rsu/walking/saferoutes/</a>	Hertfordshire "Centre of excellence" Safer Routes page (contacts: John Sykes, Trevor Mason)
<a href="http://www.walktoschool.org.uk/">http://www.walktoschool.org.uk/</a>	Walk to School main site
<a href="http://www.mlag.org.uk/">http://www.mlag.org.uk/</a>	Marsh link action group
<a href="http://www.sustrans.org.uk/">http://www.sustrans.org.uk/</a>	SUSTRANS
<a href="http://www.countryside.gov.uk/">http://www.countryside.gov.uk/</a>	Countryside Agency
<a href="http://www.slower-speeds.org.uk/">http://www.slower-speeds.org.uk/</a>	Slower Speeds programme
<a href="http://www.transport2000.org.uk/">http://www.transport2000.org.uk/</a>	Transport 2000