

Description:	TTWG Meeting Minutes #3, 11/11/04
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Summary of reports and discussion – action items highlighted in **bold**

The Agenda for this meeting was based upon the Action Items from the previous meeting, and these minutes reflect this arrangement.

1. The Chairman agreed to consolidate and circulate materials provided during and before the meeting for use in the TTWG response to the A259T/A2070 consultation document. **(MJDS)**. KM agreed to provide the Chairman with a CD of the images used in her earlier document on safety hotspots for use in this response document **(KM)**. Any other inputs will be most welcome! A broad consensus view on the A259 held that there was little that could, or indeed, should be done to change the status quo, other than improving the road slightly at the top of Ferry Hill (widening by 1-2 metres to avoid trucks colliding), and the addition of a properly engineered footpath on the right hand side of the barrier, extending to a point just to the right of the hairpin bend, for crossing at this point. There was also the view that transit traffic (notably freight) should be routed through an entirely different corridor between Hastings and Ashford, well inland of the A259, and not impinging on the Brede Valley or the Romney Marsh between Winchelsea and Brenzett.
2. Reports on action areas by 'leaders':
  - a. Safe routes (KM, TM)
    - i. Home zones: An alternative to the whole of the upper town being designated would be to have selected 20Mph zones,

as illustrated in the LTP2 “Key Issues” discussion document, but this was felt to be not a good idea in our case, if such a scheme was to be put forward

- ii. Consultation with Graham Furness and Brian Banks/others of ESCC Highways unit (**RC and KM to arrange** – target for w/c 17/1/05). topics for discussion to include: Consideration of the possible one-way status of Strand Hill; the inclusion of a footpath on Ferry Hill; classification of the C298; future engineering plans and discussion of what options will be open/possible funded by ESCC/others in the next few years; ESCC attitude to LATS proposal; extending cycle paths etc.
- iii. Slow down/Belt up campaign results/data to be collected – KM provided an extract of the email from Graeme Beattie following the meeting and a subsequent email by MJDS to GB and conversation on the telephone, clarified this situation. A copy of the email from MJDS relating to this was circulated on 12/11/04 and the 3 key points were as follows:

*1) Data logging - the logging produced by the SID equipment on the A259 was intermittent and 'unofficial', in the sense that it is not regarded by them or the Highways Agency as accurate, more 'indicative' and is not retained as data, but used in discussing the findings with the children. In order to monitor traffic volumes and speeds officially (i.e. in a manner that would be accepted as valid by the HA) it would be necessary to use the strips on the road and set up speed detection (laser camera or similar) equipment in a site that was discrete, not visible to motorists, and the units would have to be calibrated. As the A259 is a HA road the ESCC could not do this anyway. So, no real joy there...He did make the observation that he feels the road is really quite dangerous, especially in poor weather conditions with large trucks speeding by.*

*2) Use of SIDs - his unit has 5 mobile SIDs, and earlier this year the HA decided that they should not be used on HA roads, only on ESCC managed roads. However, they have now relented, subject to be informed in advance on each occasion. This may change shortly, by agreement, to a scheduled blanket agreement, but is currently subject to discussion. However, GB did make the observation that if we wanted a permanent SID/VAD either in the town (e.g. Monks Walk) or on the A259, this would be possible in one of two ways. The first is that we could apply to the ESCC to have them provide one, which they would very possibly consider (according to GB) or, more likely, the community can acquire their own one, for approx £5000, which they can place appropriately (assuming suitable power is available). If this were to be on the A259 then the HA would have*

*to give their approval (which would be an extension of the new approval they have just given for ad hoc usage of such devices). Apparently about 12-15 such requests for community owned/funded SIDs are being received each month in East Sussex, so this is probably the way to go if we want to pursue such an option.*

*3) Sledge - yes, 6 months notice for booking this item is correct*

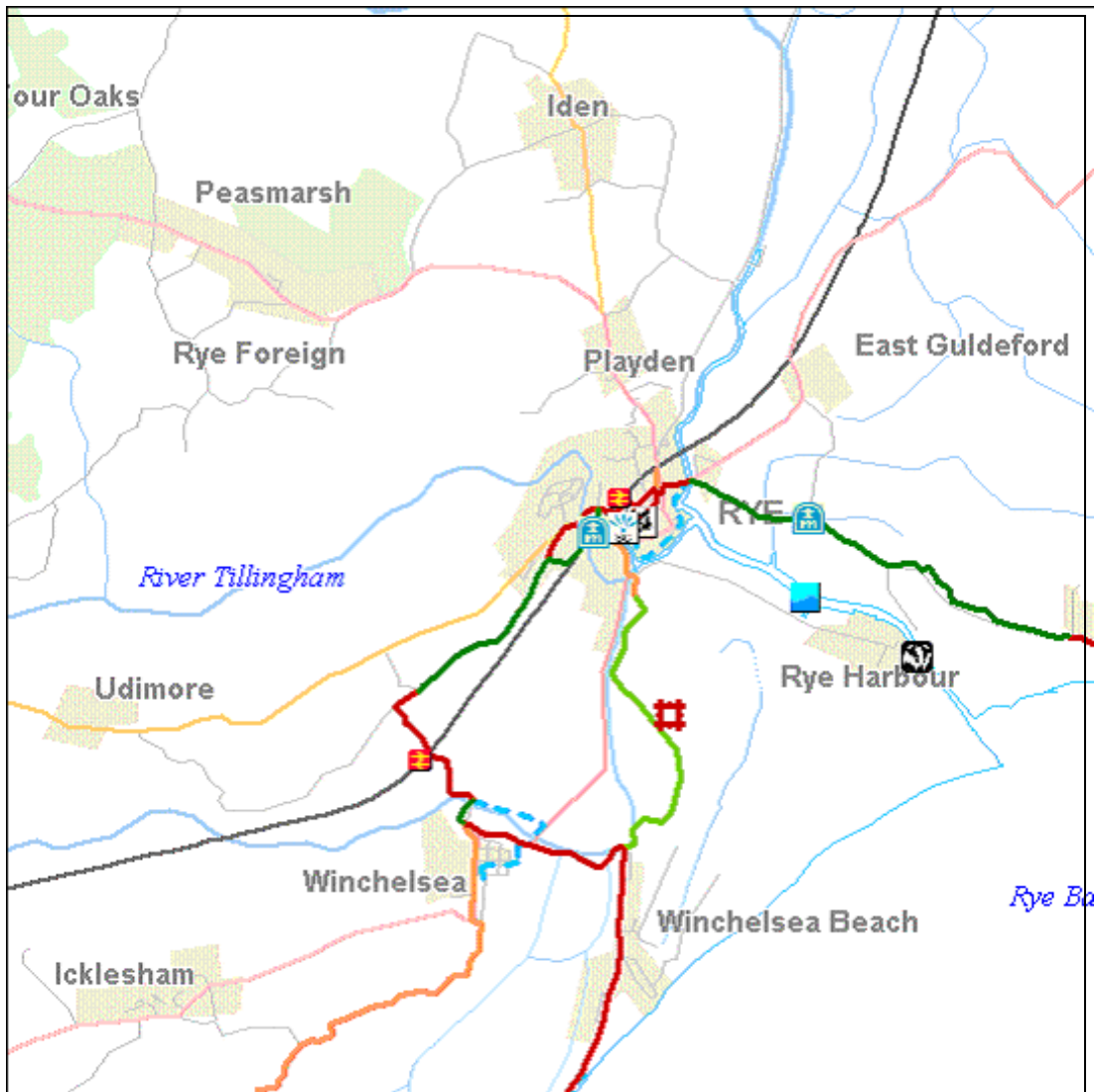
b. Traffic and safety (RC)

- i. indicative prices (**RC** to advise TTWG on these at next meeting if possible) – carried forwards, part of ESCC discussions
- ii. Interactive/participative scheme – it was agreed that this would take place either in the New Hall or in the Court Hall, probably in the first week of Feb 2005, possibly on a Friday/Saturday. It would be comprised of a map of the town (on the floor) plus presentation screens showing photographs and information of relevance to the various locations. It would use coloured post-its for people to highlight locations/add comments regarding issues/wishes, and TTWG members will be on hand to take questions and comments raised by those attending (**RC to plan and arrange**). RC provided a set of sheets covering in a point-by-point manner many of the issues that ultimately we will develop into concrete plans, although these will not be *formally* presented to the Town as part of the consultation exercise. They will, however, be used within the context of the TTWGs response to the HA A259/A2070 consultation exercise (Action on **MJDS** – see above)
- iii. KM noted that ESSP might be a source of funding for some of our TTWG projects, including the consultation exercise (our own SID/VAD might be another!).**RC** to investigate on behalf of SC and TTWG? Contact 01273 481340

c. Transport (MJDS)

- i. Further action will follow from our consultation programmes (and that of **SC**).

- ii. In our communications with ESCC and others we need to refer to the need for the Rye & District Community Transport service to receive continued funding
    - iii. MJDS stated that he will write to Stagecoach to ask about bus timetabling, especially the missing 07:24 eastbound connection, and occasional missing out of Winchelsea altogether at other time slots (**MJDS**)
  - d. Strategy & Bypass (MH)
    - i. MH circulated a 4 page document as an input to the Group's response to the HA consultation process, together with an extract from a previous Wider View document. **MJDS** will utilise this in preparing the response to the HA.
    - ii. MH will also investigate and report back to the Group on the proposed works on the Royal Military Canal in our area, and the barrier works being undertaken by the Environment Agency (**MH**) – carried forwards
3. Critical dates
- a. TTWG action timeline for SC: 9/12/04 (**MJDS**)
  - b. newsletter contributions: late November (**All**, to MH please)
  - c. SC next meeting: 9<sup>th</sup> December
  - d. A259T consultation response: 12<sup>th</sup> December (**MJDS**)
  - e. TTWG next meeting date: w/c 17/1/05? **tba**



## Key

- National Cycle Network on-road route (red lines)
- Other signed on-road cycle route (orange lines)
- National Cycle Network traffic-free route (green lines)  
(including some forest tracks and paths alongside busy roads)
- Other traffic-free cycle route (pale blue lines)
- Proposed future National Cycle Network route (dotted pale blue lines)