

Description:	TTWG Meeting Minutes #2, 8/10/04
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Summary of reports and discussion – action items highlighted in **bold**

1. Review of previous minutes

- a. A change to one item on the previous minutes was suggested and accepted relating to the geographic terms of reference. It is to be emphasised that whilst the boundaries described relate to the TTWG’s direct area of concern, the group will adopt a broader remit, to include routes and traffic generation extending well beyond the immediate vicinity. This is in line with the objective of developing a distinct LATS document for Winchelsea and to take account of strategic developments, such as the A259T/A2070 consultation process now in progress
- b. TM provided a copy of the 1999 Parish Boundary review document from Rother DC, which identifies the Winchelsea Parish Boundary – this covers the area we are considering as our core zone of interest, plus a large area of open land towards and including Camber Castle, but excluding Winchelsea Station. It is unclear whether the boundary shown was the precise finalised boundary selected, but is expected to be very close to that which now applies
- c. MJDS will consolidate input on the various action items noted in these minutes, for use in documents and submissions that the Group prepares. **(MJDS)**

2. Circulation of recent activities summary document (MJDS)

- a. the document provided to the SC was made available to all attending the TTWG meeting.

3. Reports on action areas by 'leaders':
  - a. Safe routes (KM, TM)
    - i. KM circulated a document with photos of key areas of risk around the town, and identifying the two roads for consideration as quiet lanes (Station Rd and Rock Lane)
    - ii. Home zones: it was noted that there are 3 factors or criteria relating to the possible introduction of Home Zones (which are more designed for urban environments but may be applicable in our case): community involvement; signage; and existing low average traffic speed and volume. If applied to Winchelsea it is likely that the whole of the upper town would need to be designated as a Home Zone. This could be discussed within the consultation process. An alternative would be to have selected 20Mph zones, as illustrated in the LTP2 "Key Issues" discussion document
    - iii. More information on ESCC current and future activities in our area is needed. This will involve consultation with Graham Furness and Brian Banks/others of ESCC Highways unit (**RC and KM to arrange** – see also, below). This proposed consultation will need to cover many topics and would ideally take place at a date after the next TTWG meeting, with all TTWG members to participate, and other if agreed.
    - iv. Slow down/Belt up campaign results/data to be collected (**KM**). Limited information has been obtained to date
    - v. Safe routes to school: Countyside Agency possible funding needs to be checked, for support of bus routes etc. (**RC/KM**); likewise for cycle awareness and walking bus schemes. Improved involvement of the school is to be sought where possible (**KM**)
    - vi. Cycle routes: see attached map, from Sustrans web site. Two 'proposed' routes around Winchelsea warrant further examination, and the issue of a sensible route to/from Rye,

including the section from the upper town need consideration  
(**KM/TM**)

b. Traffic and safety (RC)

- i. indicative prices have been collated on various types of traffic calming works (**RC** to advise TTWG on these at next meeting if possible)
- ii. RC proposed that an interactive/participative scheme was set up to enable consultation on the various options for traffic calming in and around the town (i.e. in the upper town and the A259 and linking roads). RC agreed to put together a proposal for such a scheme and suggest dates/location for the exercise by the next TTWG meeting (**RC**)
- iii. Consultation with ESCC: 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; collection of available statistics; ESCC attitude to LATS proposal (**RC to arrange**, liaising with TTWG on date/location)

c. Transport (MJdeS)

- i. A document has been produced and circulated (24<sup>th</sup> August) on data requirements and consultation needs relating to the TTWG as a whole and Transport in particular. The latter is in the hands of the SC to determine the preferred consultation methods and overlap with other WGs, but parts of this topic may/should be included within the Traffic and Safety consultation proposed above. Further action is awaiting **SC** response.

d. Strategy & Bypass (MH)

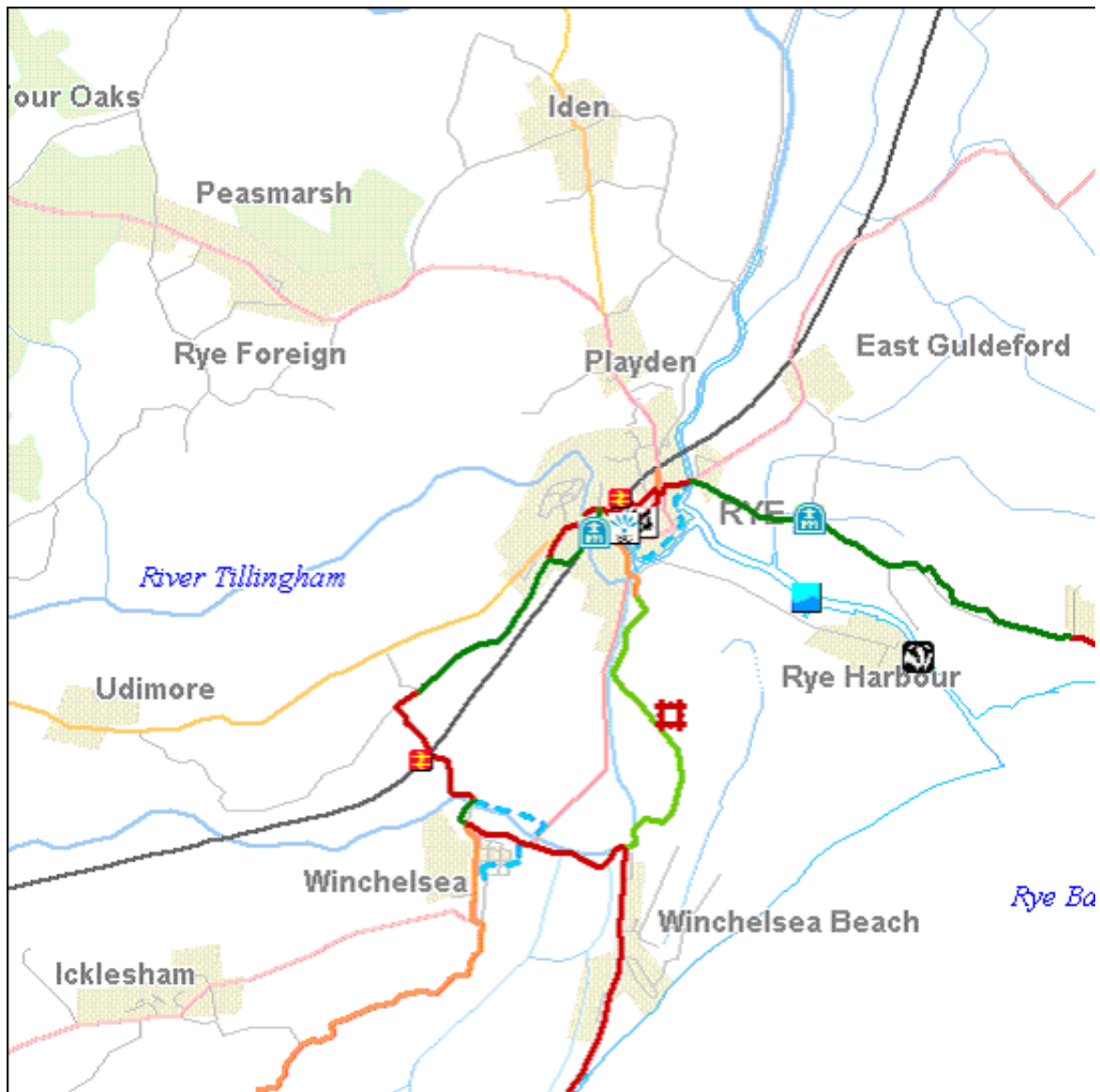
- i. Two key items have arisen in this area: the A259T/A2070 consultation process, and the receipt of the Wider View Group's working papers and documents on past activities in this area. **MH** will review these items and prepare a 2-4 page

document as an input to the Group's response to the HA consultation process.

- 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**)
- iii. A strategic perspective on parking in and around the town forms part of the remit, but for the present the Group prefers to see such issues (and related questions of road edges, signage and pavements) dealt with by the WG dealing with landscape and the built environment (DM)

#### 4. Critical dates

- a. action timeline: 22/10 (**All**, as requested by SC, please email submissions/status reports to MJDS by this date - is this realistic, other than summarising the status on our work to date?)
- 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
- e. TTWG next meeting date: 11 or 18<sup>th</sup> November? **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)