

ARLINGTON PARISH COUNCIL

Minutes of the Meeting of Arlington Parish Council held on 20th June 2019 in Upper Dicker Village Hall.

PRESENT: Cllr M Garner (Chairman), P Stenning, J Robinson-Sivyer, J Sellars and N Kinghorn.

IN ATTENDANCE: District Councillor D Watts, A Stevens (Clerk) and five members of the public were also present.

23. PUBLIC SESSION

District Councillor Watts said;

- From 29th June;
 - i: glass can be added to normal waste under the new waste contract.
 - ii: There will be a £50 charge for taking away garden waste. Residents will need to call or email Wealden and register though. Missed bin collections still need to be reported because otherwise their contents will not be taken away. It was noted that the new contractors are waste management specialists and they will be monitored carefully.
- The Wealden Local Plan is still with the Planning Inspector. Her Public Examination will resume on 30th July.

In answer to councillor's questions, District Councillor Watts confirmed;

- The new contractors will have to keep travel logs to show where the rubbish they take away ends up.
- Collection dates may change after the initial bedding in period.

County Councillor Bennett sent a written note about the Bede's planning application which said;

'The TPO (Tree Protection Order) is in a provisional state and will remain so for six months from the date it was made, during which time the Council (Wealden) can decide to confirm, modify or revoke it, taking into account any duly made representations. There is no set timetable for this, but all interested parties will be notified once the Council has made a decision. I am not personally aware of any activity on the site itself.'

Graham Wood from Upper Dicker Drive to Enforce Road Safety (UDDERS) read from his report which said;

'Report of UDDERS meeting with Michael Higgs (Senior Road Safety Officer, Sussex CC): Fri Nov 23rd 1000hrs; Stone Bay House.

Our questionnaire to all Upper Dicker residents got a 42% response rate and so statistically worth using to formulate the questions put to the Senior Road Safety Officer, Sussex CC, Mr Michael Higgins. Areas raised are below and his replies (not verbatim!) are in italics.

1/ Are speed limits in UD appropriate for their location?

These limits are set nationally and country roads, sparsely inhabited have a 60mph norm; to change would involve a "Traffic Regulation Order", and highly unlikely to be considered without compelling evidence i.e. a lot of serious accidents. None of the roads around UD come anywhere near such a statistic. The Local Authority has also been able to concentrate speed restriction signage at the edge of the "Village" built up area to emphasise its "village" context.

2/ Are Speed Limits being adhered to in UD? Suggested ways to enforce speed limits from questionnaire.

i/ Speed Camera; *responsibility of Sussex Safer Roads Partnership who declare: 'All camera locations are determined based on collision data'.*

We fortunately do not have enough serious accidents and they are not allowed to install cameras even though they make money; it is about saving lives.

A speed survey is taking place soon in the UD village area to look at effectiveness of current signage since 30mph limit put in 4/3/2009 (I think). Speed camera costs about £50,000 to install and maintain.

ii/ White Gates; at Village entrances would have to be funded by or via Arlington Parish Council (as maintenance and licensing agreement needed) and requires a Highway Engineer to oversee re Health & Safety but does not need planning consent. N.B. not all four roads into the Village would have to be installed together. Plastic ones are available e.g. Glasdons* but many suppliers.

Glasdon quote 23/11/2018**"Our village gateway welcome to sign is a smart way of displaying village names and speed limits combined, de-cluttering the amount of signage on the road when entering a village. From £339, ex VAT but free delivery!!".

iii/ Traffic Hump(s); need planning permission and also need 3 lighting columns either side(streetlights). As several humps usually needed it would mean in effect street lighting would be introduced even if you could get the application approved.

iv/ Chicane; does not have to be legally lit but would need reflectors that comply with safety regulations. Eligible for 50/50 cost deal possibly with E.Sussex CC.

Offset parking with bays possible alternative but cars would have to occupy them at all times and monitor misuse otherwise ineffective and police no longer are able to enforce parking monitoring due to cuts.

v/ Newer Speed warning signs; (eg that show actual speed and car number plate). E. Sussex use V.A.S. type approved for use at present. Others not available in this area at present.

vi/ Flashing School Signs; prove effective but unfortunately need crashes! to be approved. NB too much signage becomes counter-productive.

Sign Cleaning responsibility of E. Sussex Highways who do not have resources to list this as a priority. Some villages do and can clean their own as a result. Bedes crossing lights reverting to RED on a timer for the whole 24hrs also would not be approved as experience has shown red lights and no pedestrians mean people ignore them which would be more dangerous.

vii/ Lines on Road e.g. parking restrictions needs a Traffic Regulation Order.

viii/ Mirrors from Village Shop Road; they offer a reverse image and so people would need to be familiar with them and so only used for individual drives. Also can get misted up and frozen.

ix/ Pavements; twenty or more continuous properties and need evidence of accidents as a direct result of no pavement. Also maintaining safe road width and land ownership may be an issue.

ix/ Speedwatch (see second report just on Speedwatch); Sussex Safer Roads Partnership; "Operation Crackdown" where central Speedwatch records pick out regular offenders from different areas.

x/ Signage Temporary Posters can be effective and available either from Sussex CC or Police. Police have advantage of their logo on the signs as extra deterrent. (police issue to Speedwatch villages).
Website: SussexSaferRoadsPartnership; <https://www.sussexsaferroads.gov.uk/page/data>

xi/ Finally, many people aware of drivers avoiding daily congestion along A22 from about 3.30pm -6.30pm daily by being sent by their SatNav devices through UD. E.Sussex fully aware of this and Dept of Transport looking into ways of stopping this as it is a national problem. This is particularly true of HGV's and the DoT was looking at legislation to enforce firms to install SatNavs tailored to their vehicles weight and dimensions. In a similar point he also said he would look into weight restrictions currently applicable to UD roads.

We found it a very constructive, positive meeting and many thanks to Mr Michael Higgs (Senior Road Safety Officer Sussex CC) for a very full and informative discussion; he is happy to answer other questions if they arise in the future'.

He concluded by asking the Parish Council to consider contributing to or funding eight white gates (4x2) at each entrance to Upper Dicker. Licencing, officer time and ongoing maintenance will also be required.

Natasha Dardashti, also from UDDERS, said the group also met Steve O'Connell, the Community Speedwatch Chief Training Officer and read from the following report;

'Meeting was informal, yet very informative. Steve has completely re-vamped Speedwatch over the last five years and personally initiated many wholesale improvements with the advent of digital technology and information storage and transfer. Below is a summary of the discussion with Steve's comments in italics.

Summary of Enhancements

- *Data collected by volunteers is digitally fed to central office with Operation Crackdown*
- *Anyone reported speeding by volunteers has a letter sent to them and info (currently in E.Sussex 3,000 letters per week). Held by Police for twelve months. Second letter final warning. Third letter hand delivered by officer. 90% people given first letter do not re-offend.*
- *Tax, insurance and MOT also checked.*
- *In addition an impact assessment of driver behaviour to volunteers also submitted and collated e.g. "V" signs, verbal abuse etc*
- *Taxis, PSV Buses treated separately and warning letters goes directly to HR Dept of company not driver*
- *Data is now shared with W.Sussex, Hampshire, Kent, Surrey and Essex so offences can be collated and accumulated.*
- *Kit box (Class 3 highway jackets, tally counter, tuning fork calibration, radar gun), issued free for first 6 months; this gives time to arrange for funding to purchase the subsidised £500 Kit, usually by local Council (can claim back VAT!). (52 councils currently supporting and paying for Kit) Equipment kept by team so much easier to use and manage.*
- *No signs needed to highlight Speedwatch taking place as, 'Education not Enforcement'*
- *Once Speedwatch running, police will provide extra speed warning signs for some time and repeated from then on. (Avoids 'sign blindness') Police calculate signs reduce speeds by 8% which when coupled with Speedwatch's 18% is significant.*
- *Worth noting that most accidents occur within 5 miles from home and most speeding is by local people so education is a critical factor.*
- *Speedwatch effectively replaces a speed camera (£50,000+) and Highways has no money for cameras!*

The Process

- 1/. *Create group, enough to manage 3 people working for one and a half to two hours at intermittent times (say 5-8 volunteers) on communityspeedwatch.org*
- 2/. *Group register online and undergo 30 minutes e-learning.*
- 3/. *Notify Steve by email*
- 4/. *Steve meets group and does a 2hr session to train volunteers (usually in Village Hall). Input of data after each session ends takes extra time and done online so some computer literacy needed, for co-ordinator(s) and/or inputer to share workload.*
- 5/. *Co-ordinator books each session online trains volunteers. Anybody can take part as no CRB checks etc but co-ordinator should use discretion.*
- 6/. *Team records time/ speed/ number plate/ colour/ make/ taxi or lorry/ in one direction only and at specific locations approved by Speedwatch for insurance, safety reasons. Team are thus insured against accidents to themselves or involving a vehicle.*
- 7/. *Undoubtedly needs full support of APC.*

We thought it possible to run two groups both for Upper Dicker and Arlington sharing and so maximising the efficient use of equipment but we are aware that it may not apply, as Arlington speed issues are very different to UD'.

In answer to Councillors' questions, UDDERS, said;

- *Approximately 60% of the 42% residents who responded liked the idea of having white gates at the entrances to the village.*
- *It might be possible to seek alternative funding from other Parish Councils and/or from sponsors. Arlington village might also be interested.*

Mr Parsons agreed with what the group said. He added;

'The growing traffic problem was first raised by the DRA in 2007/8 and referred to APC. An intensive traffic survey was undertaken by APC, the DRA, Highways and County Councillor Nick Bennett in 2010. The survey confirmed the need for action, but further examination concluded that the only action possible was for the Parish to enter into a shared scheme with Highways, with the cost to APC being met by borrowed finance. This was not acceptable to APC, and the problem was subsequently stalled.

However, the traffic situation was not acceptable to Bede's, and by 2013/14 the school took the decision to fund the scheme themselves, and consultants were engaged to create a suitable and acceptable scheme. The school encountered considerable difficulty with this, but their scheme was finally presented around a year ago. The matter is now under consideration between Wealden and Highways, after consultation with APC and the local community.

So this is the present position of the matter, but the reason for my potted history is to ensure that no false hopes are raised of any new scheme. What must be understood is that;

- 1: This is not a Highways venture. It is a Bede's Scheme, which they are funding.
- 2: This represents our best opportunity to make a significant improvement to the traffic situation in a decade. Any attempted alteration at this stage will delay things even further, and perhaps result in the scheme not going forward at all.
- 3: If the Bede's funded scheme does not go ahead, there is no likelihood of funding becoming available from any source in the foreseeable future.

District Councillor Watts left the meeting.

Councillor Stenning told those present that the planning application for Sherman's Oak went before Planning Committee South. The application asked for a Condition to be removed and District Councillor Watts put up a spirited case to have it retained.

Planning Committee South approved the removal of the condition because they said;

'Whilst it is possible to provide the footway within the land now controlled by the applicant, there is no mechanism to secure crossing point from or to the adopted highway. The relevant connection points do not include land in the public highway, this is all within private control. The only connection would be diagonal across Coldharbour Road, and this would not be within standard for crossing points. It is not possible to connect this footway with land being advanced by Bedes as part of traffic calming measure. The site is divided by land in separate (and private) control'.

24. APOLOGES FOR ABSENCE

Councillor Radtke sent apologies for her absence which were duly accepted by the Parish Council.

County Councillor Nick Bennett sent apologies for his absence.

25. DECLARATIONS OF INTEREST AND CHANGES TO THE REGISTER OF INTERESTS.

There were no declarations of interest nor were there any changes to the Register of Interests.

26. MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 16TH MAY 2019.

The Minutes of the Annual General Meeting held on the 16th May 2019 were read, approved by all and signed by the Chairman as a true and accurate record of the meeting.

27. PLANNING

a. Planning Applications:

WD/2019/0856/F - Fox Acres, Wilbees Road, Arlington, BN26 6RU - Construction of an agricultural barn in order to store 1) hay and straw 2) agricultural equipment – Arlington Parish Council has no objections to this application on any planning grounds.

b. Approved Planning Applications –

WD/2019/0282/F - Plots 1-3 Old Forge Close, Upper Dicker, BN27 3YJ - Reconstruction of plots 1-3 following demolition to foundation level due to fire damage. The buildings are to be reconstructed to the original dimensions (making use of the existing foundations) and in matching facing materials. All services installations to connect-up to existing supplies.

c. Planning Matters – No other planning matters were discussed on this occasion.

28. FINANCE.

To approve list of payments – Councillors resolved to accept and approve the list of payments to the 20th June 2019 which totalled £3488.58

101976	Foster Landscapes - Play Park Repairs	888.00
101977	Jakk - Notice Board	954.00
101978	Mass Media - Website	37.80
101979	Recycling Partnership - Bin Emptying	43.26
101980	SE Water - Allotments	46.05
101981	Stripes - Grass Cutting	180.00
101982	A Stevens - Salary	580.80
101983	ESCC - Pension	218.51
101984	HMRC - PAYE	486.16
101985	Trevor Hoad - Grass Cutting	54.00

To approve the accounts to date – Councillors **resolved** to approve the accounts to 31st May 2019.

29. HIGHWAYS –

Councillor Garner said he is in favour of setting up a Speedwatch Team and suggested that residents in Arlington might like one too but Councillor Stenning pointed out that as Arlington Village has a 60mph limit and that as a reduction of this limit has been rejected by Highways it was not possible to operate (or indeed share) a Speedwatch camera with Upper Dicker.

Councillor Stenning also stated that the hedge has still not been cut in Tye Hill Lane. The Clerk said she will chase Highways again.

Councillor Kinghorn asked for an update on the situation regarding the oak trees at Camberlot Road. The Clerk said she will find out and let her know.

30. RISK ASSESSMENTS –

Councillors considered and noted the risk assessment of the telephone kiosk, defibrillator, fingerpost and noticeboard (in Arlington) for May 2019.

Councillors considered and noted the risk assessment of the defibrillator, fingerpost and noticeboard (in Upper Dicker) for April 2019.

At the last meeting councillors considered an offer from the Arlington Road West, Robin Post Lane and the Glade Residents' Association to pay for a defibrillator in Arlington Road West. Councillors agreed that whilst they like the idea in principle they had reservations about the proposed location and decided to look at other sites.

Mr Collins from the Residents' Association then sent an email which said;

'Quite a bit of discussion took place at the Residents' Association meeting on possible locations and none wished to assume responsibility for ensuring the item's safety or to have it located in or around their property.

Various areas in Robin Post Lane frequently experience anti-social behaviour and theft due to the very nature of the ability of nefarious characters to park or loiter almost without challenge...

...any such challenge would be from the residents and certainly not the 'local Bobby on the beat' – ergo a residential responsibility.

Local knowledge suggests the position of the post box is a lot safer than locations outside residential houses in this part of the parish, as it is not part of a 'natural' congregation point'.

Councillors said they have now looked at other sites but they found nothing suitable. They agreed they still have reservations about the proposed site because they are worried the defibrillator will be vandalised or stolen from there. They therefore resolved to decline the Association's offer.

31. **ALLOTMENTS** – There was nothing new to report on this occasion.
32. **VILLAGE GREEN PROJECT** – Councillors agreed to consider paying someone to look after the village green at the next meeting.
33. **REPORTS AND QUESTIONS FROM COUNCILLORS** – Councillors reported that;
 - Dicker Day went well.
 - The new noticeboard in Arlington looks good.
34. **ITEMS FOR NEXT AGENDA** –
 - Request from UDDERS
 - Request from the Village Green Project
35. **DATE OF NEXT MEETING** - The next meeting will be the Full Council Meeting and it will take place on Thursday 18th July 2019 at 7.30pm at Arlington Village Hall.

There being no further business, this meeting closed at 8:30pm.