

# Peacehaven and Telscombe Regeneration Partnership

## Transport Working Group

**4<sup>th</sup> March 2002 - 4.00pm at the Peacehaven House Project**

**Present:** Sharon Briggs – Trafalgar and Collingwood Community Association (TRACCA), Jean Couture – local Resident, Barbara Powell – local resident, Jill and Ronald Fry – Peacehaven and Telscombe Access Group, Marcus Dode - Sussex Rural Transport Partnership, Norman Bennett – Community Transport for the Lewes Area, Dawn Riley – Eastbourne and County Community Transport and Donald Shier – House Project: Taking minutes.

**Apologies:** John Carden - Working Group Leader,

### **Agenda:**

**Minutes of the last meeting:** Minutes of the last meeting were read and agreed as accurate, with the following corrections: 1. Regarding buses to Newhaven, the minutes should have read that there are no 14 buses, from North Peacehaven to Newhaven, after 6pm or at all on Sundays. Which means that everyone has to walk down to the coast road to catch a bus to the east. 2. Please note that Sharon Briggs represents the Trafalgar and Collingwood Community Association (TRACCA) and not North Peacehaven Residents Association. 3. The Community Transport for the Lewes Area (CTLA) commuter bus service up and down the Ouse Valley to Lewes has not started yet. It will, soon. Funding has been agreed and plans are well under way.

**Matters arising from the last minutes:** None.

**Roads and Pavements:** Ian McFadyen attended the meeting on behalf of East Sussex County Council to talk to the group. He is the Highways Manager for an area from East Saltdean to beyond Peacehaven in the East. He is based in Ringmer. He has a team of three highways officers to deal with all maintenance for the roads, pavements and grass verges. The area they cover is bigger than Peacehaven and Telscombe. They walk over all roads in their area at least once a year. In town areas this is done once a month. They do this to check for potholes, broken paving stones and other problems.

They spend a lot of their time dealing with problems called-in by the public by telephone. Broken paving stones and anything that sticks up more than 20mm, and could trip people up, will be repaired straight away. Other hazards and obstructions are put on a less-urgent to-do list of works. His department are responsible for keeping the highways free of obstructions. However, Mr McFadyen told us that he is not responsible for enforcement action against people who obstruct roads and pavements. The police should do this. They can prosecute offenders but they are unlikely to give this a high priority.

Members of the group identified several problem areas. Illegal parking on pavements and verges make it very difficult for some people to get around. This is especially true for wheelchair users and elderly people.

Mr McFadyen informed the group that his department kept a terrier that tells them which roads are highways and which ones are not. Only highways are his responsibility. (The terrier is not a clever dog but in fact a map that shows which roads and paths are highways and which are not). Some roads on housing estates will be the responsibility of Lewes District Council. Some others will be privately owned. Even if a road is privately owned it can still be a highway. Mr McFadyen said that when in

doubt, members of the group should telephone his office to ask, whenever there is a problem and they are not sure who is responsible. Members of the group have found it frustrating in the past to be passed between different authorities. The county council can take action to deal with problems on private land, if these are in places adjoining next to the highway, and are a danger to users of the highway.

His team get many complaints about people churning up grass verges by driving over them. They have complained to the bus companies. He will also talk to anyone else doing this, who can be identified. The Highways department have decided not to build any posts or other barriers to keep vehicles off the grass. He states that posts, or whatever, would have to be put up all around every grass verge to be effective. This would cost too much, and people would probably knock them over. Another thing that was mentioned was obstructions on pavements that look like junction boxes for wiring. These look dangerous to frail elderly pedestrians. Mr McF.. will look into this. No one can put any structure on any part of a highway without his permission.

It was agreed that members of the group would make lists of all the problems they know of, to do with roads, pavements and verges. These will then be put together and sent to Mr McFadyen. He will then arrange for one of his team to come here and look at the problems we have identified. The group thanked him very much for this offer. We noted that the County Council's highways budget has been cut by 30% recently. This was when Brighton and Hove's roads became the responsibility of the new city council. The recent floods have also meant extra road mending costs. Not all the money promised by central government for this has yet been forthcoming.

**Traffic Calming.** There has been quite a rumpus locally about the new traffic-calming constructions on the roads in Peacehaven and Telscombe. These were not put in by the Highways Department. The Education Department did so when the new school was built. This was because the central government told the county council that they had to make sure that there would be safe routes to school for the children.

The Education Department employed consultants to see what they should do. They drew up a scheme for this traffic calming. This is why the education people put in the new road humps and built-out pavement things. Members of the group, and other residents, do not like these things. The built-out pavements seem to be dangerous because people park next to them. However, the government's policy is that traffic must be slowed down on roads near schools. The emergency services do not like road humps because these can prevent them getting to emergencies in time. So the build outs were used instead. Ambulances and fire engines can drive round them quickly, when they need to. Is there a safer solution for all road users?

It was noted that there had been some consultation on the traffic calming, but members of the group thought it could have been publicised better. The exhibition on the scheme was set up in the Leisure Centre but not many people go there. The group felt that any further exhibitions should be put in the Meridian Centre. Many more residents would see it there. The consultants will soon be consulting us again to see how people feel and what problems have arisen. Many of the road humps that have been put in are of a temporary kind and can be easily removed or relocated.

**Partnership Transport Study:** This is still not completed but will be by next meeting. Donald thanked the group members who had brought in their ideas and views.

**Any Other Business:** None

**Date of next meeting:** 8<sup>th</sup> April, 4pm at the Peacehaven House Project.