

The Etchingham Safety Action Committee

A Sub-Committee of Etchingham Parish Council

MINUTES OF THE MEETING

held on Tuesday 22nd June 2022 at 7.00pm The Parker Hall, Parsonage Croft, Etchingham

Members Present: Michael Le Garignon (Chair), Julie McGregor, Angela Jarman, Michelle Heaton, Roma Turner, Becky Howard and Steve Howard.

1. **Apologies for Absence:** There were apologies for absence from John Barnes, Phillip Hinde (Vice-Chair), Alicja Clark, Trevor McGregor, Rob Beeney, Lizzie Lawrence and Paulette Barton which were accepted.
2. **Approve Previous Minutes:** The minutes from the meeting of the 25th of May 2022 were approved as an accurate record and duly signed by the Chairman presiding.
3. **Review Sub Teams:** Majority of committee members have now confirmed which of the 4 working sub groups they would like to work within taking joint ownership of specific actions related to the proposals previously set out in the 2019 Road Safety Improvements Feasibility Study.
4. **Burwash Road Safety Committee:** The Chair stated that he had now undertaken a number of calls with members of the Burwash Road Safety Group.
 - Lesley Moore on the 6th of June
 - Cllr Robert Franklin on the 9th of June
 - Cllr Eleanor Kirby-Green on the 16th of June.

Lesley Moore and Cllr Franklin have shared a number of documents which will help TESAG become better informed on the approach with ESCC Highways and also act as framework documentation to help with future planning.

The Chair shared some early observations from his calls/meetings during the meeting:

- ESCC Highways will want to undertake their own feasibility study regardless of the fact EPC have already undertaken their own independent study (RSIFS, 2019). The first step would be to formally submit an application for a feasibility study into our proposals through ESCC Community Match initiative. This would be undertaken by East Sussex Highways upon receipt of the application and receipt of the fee (currently £500 +VAT).
- Traffic Regulatory Orders are required to support some of the changes
- Built up areas are unlikely to include the houses on the Straight Mile. Houses with long drives where the properties are set back from the road are not deemed to constitute built up areas. The example used for Burwash are the houses that open straight onto the main road in the village with only pavement width protecting the occupants from the road traffic
- Rather than simply prove excessive speeds are taking place on a regular basis (higher than 30/60mph), ESCC actually want evidence of speed recordings registered lower than the current speed limits to build the case for reducing speed and amending current limits
- Costs to undertake the works will be higher than originally estimated, based on Burwash expenditure our costs could risk by circa 35%. If we decide to have 3rd party contractors undertake any works then EPC would be responsible for their continuous upkeep.

5. **Black Cat:** The Chair gave an update stating that the next step for ESCC Highways is to liaise with Ms P Barton and confirm they will issue the necessary licence, once confirmation has been received the Black Cat will be installed.
6. **Road Traffic Count:** The Chair confirmed that Ms P Barton had contacted ESCC Highways to discuss and agree dates to support the Speed Traffic count. This action will be undertaken by ESCC Highways and is required to form part of the overall business case to deliver the proposals
7. **Communications Planning:** The committee members discussed the importance of creating an overall communications plan to drive awareness of the TESAG and to encourage all residents to actively support the Safety Action proposals. This will form part of the early stage planning process.
8. **Budget Planning:** The committee members discussed the importance of raising funds to enable the proposals to proceed. The Chair stated that Burwash increased their Precept contributions over a 3 year period by as much as 30% y.o.y to safeguard funding for their proposals. TESAG and EPC need to consider how funding can be achieved to support for the proposed changes.
9. **A.O.B:** The position of Secretary remains open and has been rolled for discussion at the next meeting.

The Chair has requested a copy of the EPC Accounts to understand if there are any available funds that could be assigned to the road safety funding pool. In addition, TESAG will check Community Infrastructure Levy (CIL) funds that might be available

Since the meeting the Chairperson has contacted Community East Sussex Highways to understand the match funding process and when budgets are set to allow TESAG to prepare their application aligned to the Community process.

The feedback received is below. Based on these timelines we need to prepare and submit our application as soon as possible and ensure that a feasibility study is carried out in 2022 to allow us to form part of the budget decision making process in early 2023.

“In terms of funding East Sussex County Council has a decision making meeting (Lead Member for Transport & Environment) in October 2022 at which Community Match funding is approved. All applications for funding are considered by ESCC but this October meeting would be too early to consider a scheme that is only at feasibility stage now”.

“However, there is likely to be another decision making meeting in April 2023 which would still allow a Community Match scheme that has been through the feasibility appraisal process to be started in financial year 2023-24”.

12. **Points for the next meeting:** The Chair confirmed that he would circulate the Burwash documents with the minutes of the meeting to all TESAG members.
11. **Date and Venue for the next meeting:** 27th July 2022, Parker Hall at 7.00pm.

Signed

Dated