

SLR Meeting Case 00615185 – Agenda

Thursday 28th October at the Bodle Street Green Village Hall at 10am

Attendees: Ian Johnson (Traffic & Safety), Darren Bass (Highway Steward), Ruby Brittle (Stakeholder & Engagement Manager) and Corinne Black (Customer Services Manager)

Andy Long (Chairman of the Parish Council), Mike Smythe (Vice Chairman of the Parish Council), Cllr Steve Williamson, Cllr Graham and Jackie Cottrell (Clerk)

ITEM 1

General Questions:

- 1) How often are roads inspected by ES Highways and repairs considered?
- 2) What are the criteria for repair?
- 3) How long is a repair expected to last?

ITEM 2

The junction of Flitterbrook Lane with Marklye Lane. (See attached pics 1-5)

The junction is situated on a blind bend, which although signposted as a bend, makes no reference to the fact that it is also a junction with another road (see attached photos).

This a very wet junction with surface water from the surrounding fields seeping on to Flitterbrook Lane and flowing down to Marklye Lane. The situation is further compounded by excess mud on Flitterbrook Lane and the permanently blocked drain at the bottom of the Lane (see attached photos).

Furthermore, several years ago Marklye Lane was resurfaced which included the first fifteen feet of Flitterbrook Lane. This resurfacing of Flitterbrook Lane altered the camber of the road so water now misses the blocked drain and spills out on to Marklye Lane.

The combination of water, mud and fallen leaves in winter on a blind bend is a major accident waiting to happen. I have already witnessed on young driver skid on this corner early one morning when conditions were icy.

ITEM 3

Triangle - Junction of South Lane and Herring's Road near Dallington (see attached pic 6)

This is just outside Warbleton Parish but a road that parishioners from Bodle Street Green use regularly, including when commuting from Etchingam and Stonegate

Road surface was broken and repaired on 3rd August. The photograph shows the current road surface. Apart from the need for repair ahead of the winter - how can a repair last for so little time - is this regarded as acceptable?

ITEM 4

Prinkle Lane, Bodle Street Green - between Victoria Road and Toll Lane (see attached pic 7)

A short stretch used by residents. Whilst there has been some repair, the road surface remains broken and hard to navigate the potholes

ITEM 5

Prinkle Lane between Toll Lane and Tilley Lane (see attached pic 8 & 9)

A 100-yard stretch. Pictures do not show how bad it is. There have been some repairs of potholes in the last month and we recognise that this is a quiet rural lane but the road surface is broken and showing signs of subsidence. It is not possible to drive in a straight line on this road due to the surface damage.

ITEM 6

Chilsham Lane (see attached pic 10)

The road surface is good but it has only space for one vehicle. The sides of the road have deep ruts, soft mud and if vehicles meet, one has to reverse several hundred yards, often round a blind bend. This is accentuated in winter, where water flows down the road and is potentially icy.

ITEM 7

Requested update on the following:

Highways Case 00593172: Marklye Lane – 2nd July 2021

The following email was sent to Highways:

Warbleton Parish Council would like to request that a representative from East Sussex Highways visits the speed terminal point in Marklye Lane and to consider its impact on current and potential road usage supporting implementation of appropriate measures to better manage vehicle speeds.

Marklye Lane featured in 39th place in the top 75 crash sites in East Sussex on the East Sussex County Council website over a 3-year period. Over that 3-year period there had been 4 accidents of which 3 had been classed as serious. 5 people had suffered injuries as a result, 4 of those seriously.

Traffic flow is continuing to increase. Speedwatch figures reported 5000 vehicles speeding through the Rushlake Green Village in the last year (Marklye Lane leads to the village) despite only working 3 hours a week. It is a known hot-spot with the police. The Vice-Chairman of the Parish Council had arranged a meeting with the Chief Inspector who is the uniformed Head of Road Safety in East Sussex to look at a holistic approach to the problem.

Due to the narrowness of the lane, there is no safe space for pedestrians to escape speeding traffic and the Parish Council feels very strongly that this needs to be addressed before a fatality occurs.

Highways replied on the 5th July with the following:

I have passed on your concerns and request to meet with someone on site onto our Traffic and Safety Team. They will be best placed to advise any measures that could potentially be put in place here.

The team will investigate your concerns and contact you directly with an update in due course.

ITEM 8

Speeding traffic through Rushlake Green & Bodle Street Green

Over the last 10 years the traffic flow through the parish in general and Rushlake Green in particular has markedly increased in terms of volume, speed and weight of vehicles.

At the same time, there has been an increase in the numbers of walkers, cyclists and horse riders, particularly during the pandemic period.

Rushlake Green has limited footpaths and no street lighting making the roads even more perilous during the hours of darkness.

For the last 3 years including Covid stoppages, the Rushlake Green Speedwatch Group has been attempting to educate drivers to adhere to the 30mph speed limit. During that time, from 2 x 1 hour daylight sessions per week, some 9,000 vehicles have been recorded speeding which indicates a potential total of c400,000 speeding vehicles during daylight over 3 years. A high proportion are at over 40mph and a significant number over 50 mph.

These statistics indicate that we have a traffic problem and the police agree, as evidenced by the extra police presence in the village.

It would appear that extra speed calming measures are required, and some signage needs relocating.

However, whenever Cllr Smythe has approached the Police for help and funding, he has been directed to Highways with the suggestion that we need to formally quantify the traffic flow before any action is taken.

A 7-day traffic survey has been agreed at the CIL committee, it should be noted the request for a traffic survey was the 4th top suggestion in the recent parish survey for CIL funding.

We would like information on time-frames for subsequent action from Highways as a result of the 7-day traffic survey and is there any more action the Parish Council can take to achieve the results it would like.

ITEM 9

Overgrown trees and hedgerows in the Parish

Chairman Andy Long to report at the meeting.

ITEM 10

ESCC grass cutting in the Parish.

Update on the 5 proposed routes submitted to James Newmarch

ITEM 11

Relocation of derestriction signs at the junction of Back Lane and Cowbeech Road

ITEM 12

Positioning of the 30mph signs at the northern approaches to the village – too close to The Green

ITEM 13

Consider the need for graduated reduction in speed signs

ITEM 14

Consider the option of restricting HGV movement in small villages