

**UNADOPTED
POLEGATE TOWN COUNCIL**

Minutes of the Special Full Council meeting held on Wednesday 4th October 2017 Council Chambers, 49 High Street, Polegate BN26 6AL at 10 am

Present: Cllrs Ms A Snell, D Watts, B Goodwin, Mrs M Piper, D Shing, D Murray (6)

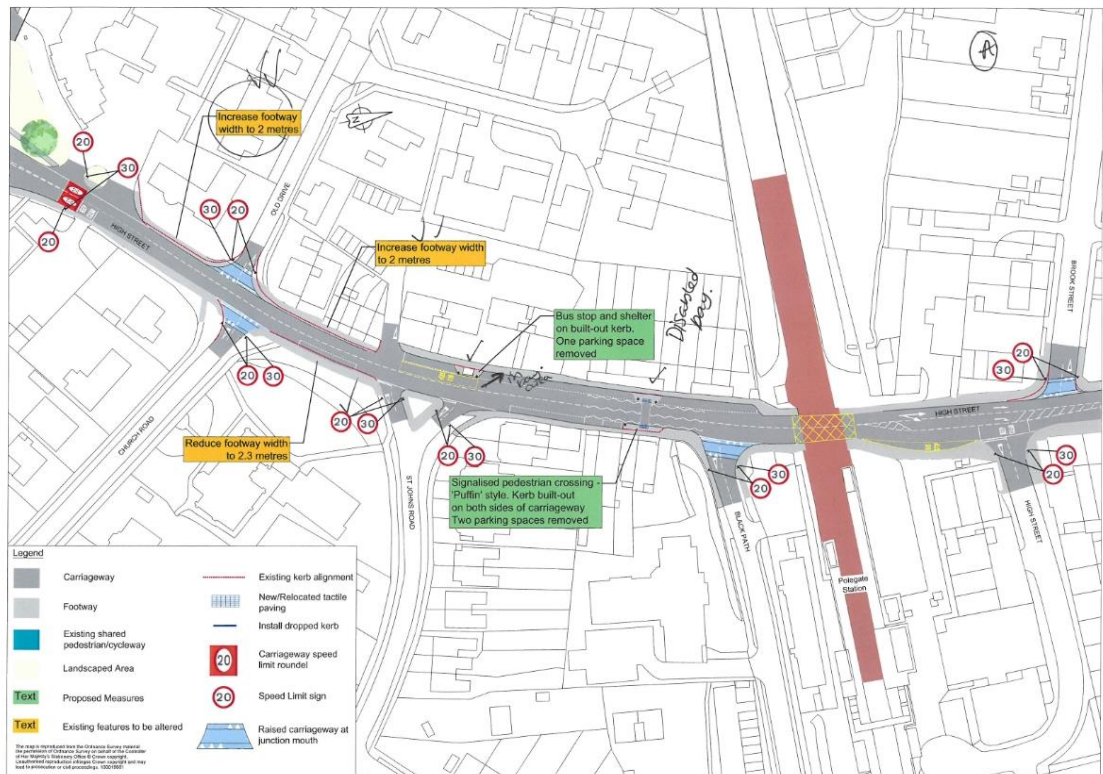
Not Present: Cllrs Mrs W Alexander, S Shing, D Dunbar, T Bennett, R Shing, Mrs C Berry, M Falkner, Mrs S Dobson, Mrs M Phillips (9)

1 member of the public

Minute No.	Subject/Resolution
	Apologies were received from all of the non-attending councillors. <i>Cllr D Shing arrived at 10.02am</i> Cllr D Shing declared a non-prejudicial interest as a county councillor. Other councillors commented that they lived in the area so had non prejudicial interests. A member of the public commented on the
12178	Corporate response to East Sussex Highways consultation on proposals along the Hailsham to Eastbourne transport corridor A lengthy discussion took place on the proposals from East Sussex Highways. A number of comments were received on the A27 improvements that would help with the congestion. Councillors were in agreement that a bus lane would have no significant benefit and would in fact impact badly on the road users. Particularly as it would be unused a lot of the time (there were estimated to be around two bus journeys (98, 54) so not very frequent. Comments on the cycle path swapping sides was not such a good idea. Generally, the council were not in agreement with piers that stuck out into the roads from the pavements. Overall the feeling was that the new plans (which did not take into consideration the planned development at Mornings Mill), were a waste of time and money overall. Shared cycle lanes with pedestrians were an issue as many of the pedestrians were older people (who may be hard of hearing) and cyclists were not always considerate and when the cycle ways were not maintained or adequate cyclists use the roads anyway as they have rights to and it is better for them if they are travelling at speed. The other issue with bus lanes, was who would enforce them? It was suggested that at Wilmott's near the triangle at Willingdon, there should be no right-hand turn at that junction. Many councillors felt that the scheme would not particularly improve the High Street or Polegate, although they did feel that there were some parts of the scheme that had value. There were concerns over the slip road width and whether anyone turning right from Wannock onto Eastbourne Road would let cars out

from the slip road.

Cllr DW left at 10.41am and returned at 10.42am.



Comments on drawing above (A) : suggested disabled bay on each side of the road between St John's Road and Black Path (in the high street).

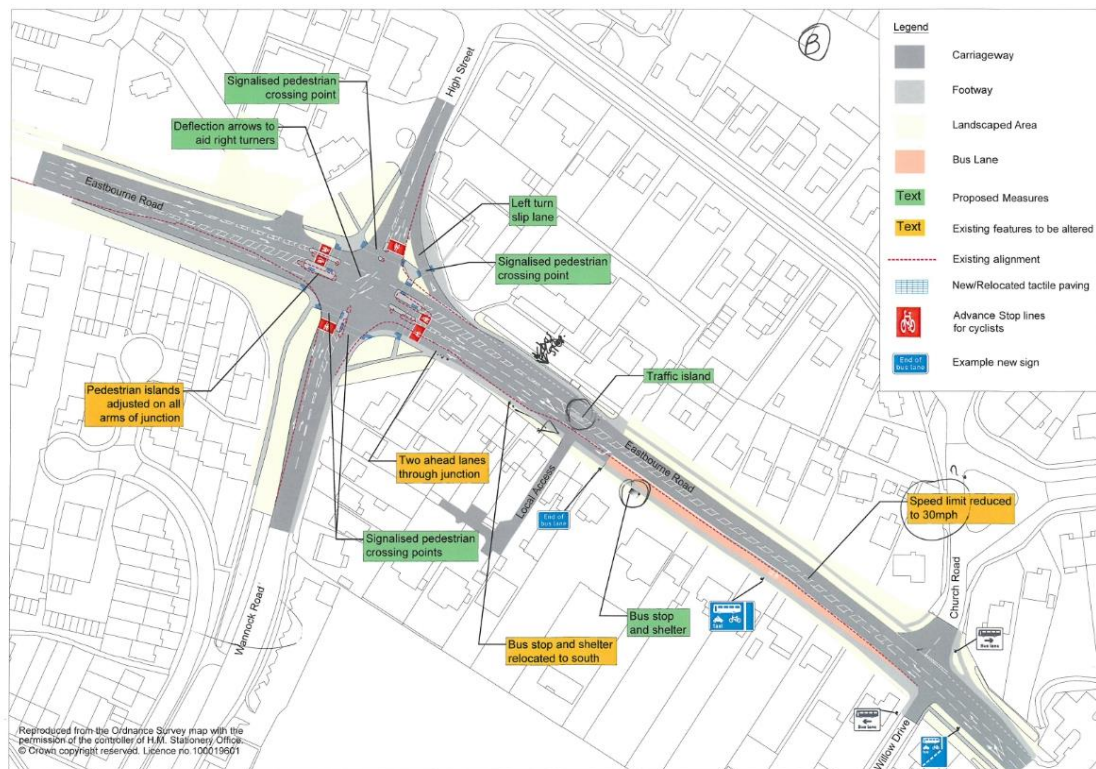
The council does not agree with the built-out kerb as part of the bus stop.

The council does agree with the footway being widened.

The council does agree with the 20mph limit (reduction from 30mph).

The council does agree with the puffin style pedestrian crossing.

Council suggest a disabled bay outside St Johns Church and one outside Elizabeth court.



Comments on drawing B above:

The council requested whether the crossing would be timed on the North side, with the traffic (3 lanes). They also had serious concerns for residents (particularly partially sighted) on the lack of a signalled pedestrian crossing on the filter lane turning left from High Street into Eastbourne Road. One map shows signalled the other shows as a dropped footway.

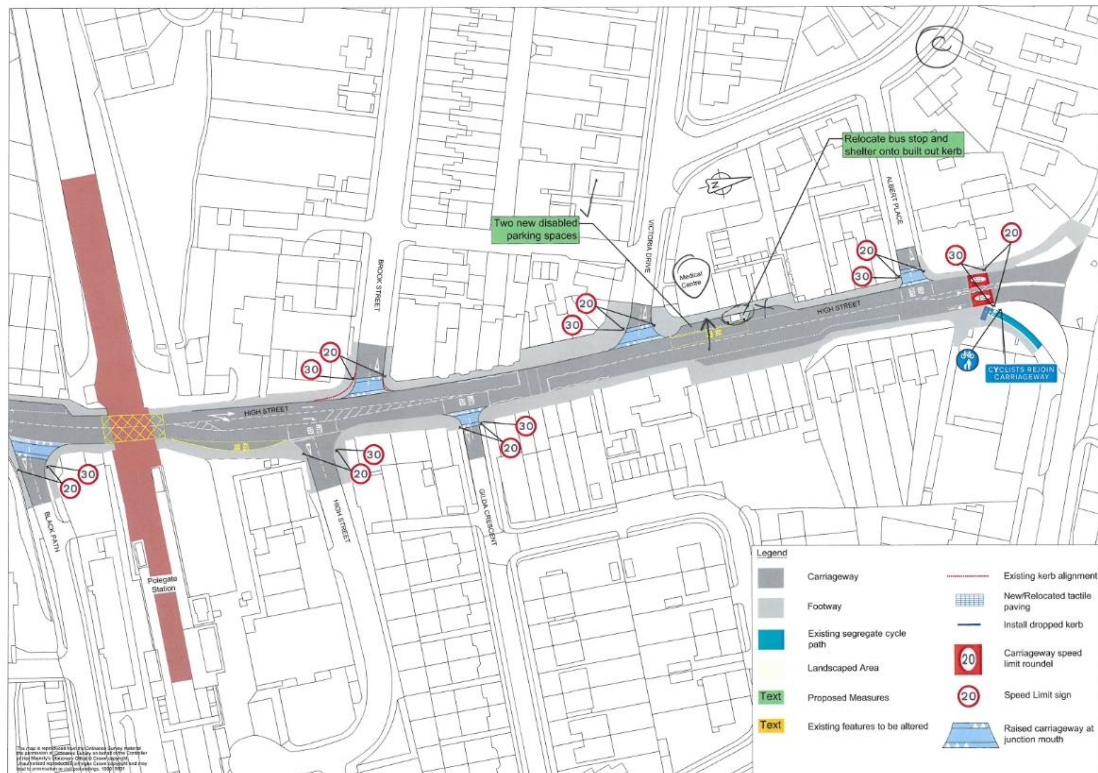
There were concerns that the filter lane traffic (unsignalled) would have problems with traffic turning right from Wannock Road onto Eastbourne Road in peak hours. (would anyone let the filter traffic out onto Eastbourne Road before the lights changed again.)

It was not clear whether the bus stop at the cross roads on the Wannock side and that on the St Georges side would remain from the drawings and no comments had been made on the plan about them. These should remain, but would there be room for them.

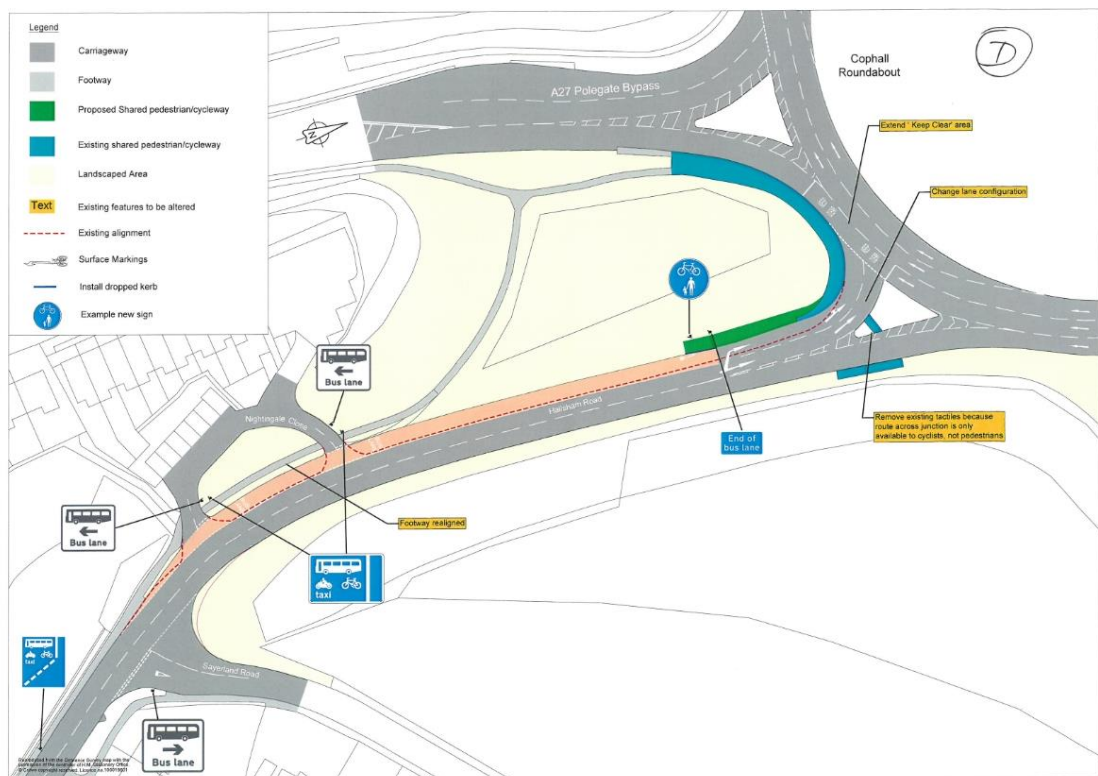
Council felt that the island on the Eastbourne road would cause major issues for residents in the local access. (particularly those with large vehicles of recreational vehicles.)

The council felt the bus lanes would be a waste of time and the journey times not significantly altered, but car and other vehicle users significantly negatively impacted. In non-peak hours it would be a waste. Also, there were very few (2) buses who actually took that route.

Council agreed to the 30 mph limit (reduction) 4 for (Cllrs Ms A Snell, D watts, Mrs M Piper, B Goodwin)1 against (Cllr D Murray) 1 abstention (Cllr D Shing)

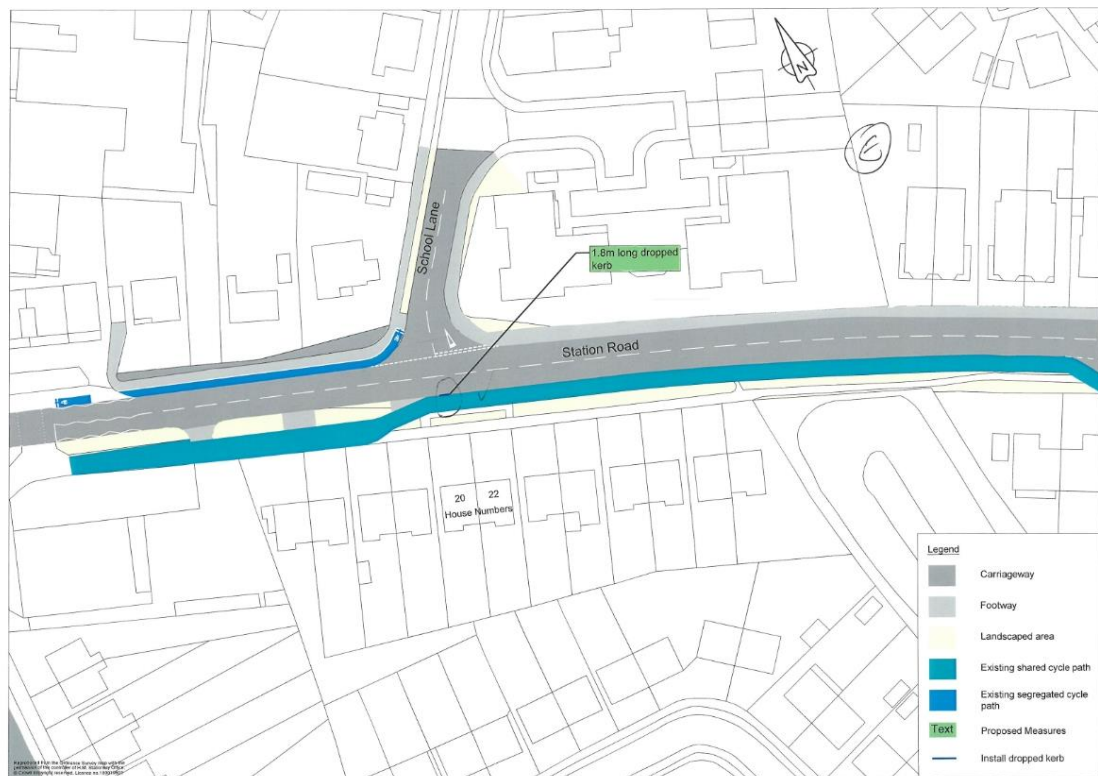


Comments on drawing C above:
Council did not agree to the built-out kerb near the current medical centre.
Council did agree with the two disabled bays, but suggested one on the bays on the other side of the road near Barraclough's (optician).



Comments on drawing D above:
Council does NOT agree with the bus lane. It felt it was a waste of time and would hinder other road users for the very

few buses that passed and no significant impact on journey times for the buses.



**Comment on drawing E above:
Council agreed with the dropped kerb.**

Council had major concerns about removing any of the parking bays for residents to provide the shared pedestrian cycleway. Most cycle users chose to use the road and the age of those using the pavements could be elderly and those who have partial hearing also. (shared cycle/pedestrian areas seem to cause issues with cyclist going fast and not being considerate about aged pedestrians).

There was no indication of any changes between the Petrol station and the hill between Broad Road? Would any of the trees be removed or the layout changed?

The town council planters would also need to be considered as the slip road would inevitably result in them needing to be relocated.

VOTE All in favour of the above comments Cllrs Ms A Snell, D Watts, B Goodwin, Mrs M Piper, D Shing, D Murray

12179

Corporate response to South east water consultation on the draft drought plan September 2017

Council wished to comment that it was not an "informed" stakeholder as the document was very technical. It was also not an emergency plan as more detail would be required.

Council did not find it accessible, but it was clear.

1. Overall structure and presentation of the plan. We have written the plan with the aim of it being accessible to the informed stakeholder and to be handy to refer to in a drought. Do you have any suggestions on how to improve the accessibility?

No

2. Do you think that our approach to monitoring drought and setting the triggers for action is appropriate and sets the right balance between flexibility and certainty over the drought triggers?

YES

3. Do you have views based on your experience during recent droughts as to what in our approach went well or less well?

NO

4. Does this draft plan provide you with an adequate understanding the Temporary Use Ban restrictions process, which replaces the old hosepipe bans, or do you feel further explanation is required?

YES

5. Do you think our proposed phasing of restrictions is reasonable?

YES

6. Do you have any concerns about the implementation of restrictions, or are there any restrictions identified in this draft Drought Plan that you feel might be unfair to implement?

NO

7. Do you feel our approach to implementing restrictions for certain customers (e.g. small businesses) is reasonable?

YES, supply to business is being prioritise but are there any issues with speed of communication of problems to the businesses.

8. We feel that the introduction of emergency demand measures such as standpipes and rota cuts is only considered in the event of an unprecedented drought event (i.e. a drought that is significantly worse than anything recorded in the past). Do you think it is ever acceptable to introduce them?

We would not expect the need for that in this country and expect the water company to fix leaks old networks of pipes and take other measures to reduce water loss. 9/10 customers were happy with restrictions but companies must also do their bit to reduce unnecessary water loss.

9. The analysis for this draft Plan shows that our plan would not be resilient to an extreme drought (1:500 years on average) and that planning to meet such a rare even would have implications for investment of a scale that is disproportionate to the likelihood of such a drought occurring and therefore inappropriate for our customers. Do you agree?

No, extreme drought is a rare event. Plans have been made but not for one lasting 1 ½ years? The water authority must consider any future housing and planned developments and ensure that these demands are met. There are no details for how long the longest drought recorded in this area. The concerns are that this area is experiencing an unprecedented increase o=in building at the moment.

10. Does our draft Drought Plan strike an appropriate balance between customer measures (Temporary Use Bans on water use etc.) and actions that might affect the environment (e.g. reducing environmental flows in rivers)? How might the order of implementation these be changed?

The council did not consider itself qualified to make a comment but suggested that the water authority liaise with the water board in the area.

11. Do feel we have addressed all potential measures?

This is an outline plan, there also needs to follow a detailed practical plan. The council feels that on many occasions in the plan it refers to other authorities but it should also include local town councils also. P141 (add town councils) reservoir for example. P182 add local town councils and councillors.

	P184 add local councils as well. P318/9 add community, town councils and local councillors. The council would like to see a consistent approach across the region, whilst reflecting the overall flexibility of the plan. VOTE All in favour of the above comments Cllrs Ms A Snell, D Watts, B Goodwin, Mrs M Piper, D Shing, D Murray
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The meeting closed at 11.47am

Signed Mayor of Polegate _____

Date _____