

**Notes of the Scrutiny and Overview Committee**  
**Traffic in Villages Working Group**  
**30<sup>th</sup> January 2012**

**Present:** Councillors: Liz Kitchen (Chairman)  
Philip Circus  
David Coldwell  
Malcolm Curnock  
David Jenkins  
Godfrey Newman  
Tricia Youtan

**Apologies:** Councillor: Andrew Dunlop

**Also Present:** Councillors: Duncan England, Sue Rogers

**Officers in attendance:** Ray Lee, Director of Development & Environment, Elaine Emmet, Principle Community Highway Officer, West Sussex County Council and Ian Cooke, Acting Inspector for the Horsham Neighbourhood Policing Team, Sussex Police

1 **TO APPROVE AS CORRECT THE RECORD OF THE MEETING HELD 20<sup>TH</sup> SEPTEMBER 2011**

The notes of the meeting held 20<sup>th</sup> September 2011 were approved as a correct record.

2. **TO RECEIVE ANY DECLARATIONS OF INTEREST**

There were no declarations of interest.

3. **ANNOUNCEMENTS FROM THE CHAIRMAN OR CHIEF EXECUTIVE**

There were no announcements.

4. **TO HEAR FROM SUSSEX POLICE AND THE DIRECTOR OF DEVELOPMENT & ENVIRONMENT ON SPEEDING ENFORCEMENT**

The Director of Development and Environment introduced this item, he and the Acting Inspector for Horsham Neighbourhood Policing Team would explain what parish councils and residents could expect or ask of the police in terms of speeding enforcement in villages.

Often issues relating to speeding were raised either by the public, parish councils or reported on the crackdown website. If a number of complaints were received in relation to one particular area or there were incidents of death or serious injury then the police would consider this, i.e. by reviewing the use of the road or the speed or carrying out road safety campaigns.

Following the collection of the relevant data, if resources were approved the problems could be addressed through traffic calming, enforcement or speed awareness etc.

Sometimes it could be hazardous or there could be an increased risk by taking action, i.e. around schools, all sites would be risk assessed before action could be taken to collect data and measure problems such as speeding.

Some Members were concerned that although the speed limits in the village centres were often self regulating, the roads that fed into and surrounded the village were often governed by the National speed limit and this could be considered too dangerous on some rural roads.

Speed limits raised awareness of the need to slow down and highlighted the danger and therefore acted as a deterrent, even if they could not continually be enforced at every site.

The Group had previously highlighted the inconsistency of speed limits in some areas which could confuse drivers and a letter had been written by the Group, to the LGA addressing this.

The Acting Inspector for Horsham Neighbourhood Policing Team advised the Members and parish council representatives that if they were keen to introduce a speed limit, in the first instance they should approach their West Sussex County Councillor. However the Group noted that there were 14 County Local Committees (CLCs) in West Sussex and only three Traffic Regulation Orders (TROs) were enforceable per CLC, per year.

The Principal Community Highways Officer from West Sussex County Council advised Members that if the District as a whole, wanted to enforce a blanket 20mph speed limit in all villages, then a District wide initiative could be introduced if all parishes supported it, this would not require each individual village to apply for its own TRO.

Another problem faced in the villages was unwanted through traffic, especially large delivery lorries using villages as a short cut. Members were advised that if a particular company was cutting through a village on a regular basis, the parish council could contact the company and drivers would be advised to use alternative routes.

If the villages wanted to introduce advisory speeds limit, a TRO was not required. Applications for these could go through the Infrastructure Plan and there was more funding and resources available and the process was much quicker. However Members noted that advisory speed limits were not enforceable.

5. **TO CONSIDER ANY FURTHER RESPONSES FROM THE PARISH COUNCILS**

Members noted that all the parish council responses had been passed on to the Principal Community Highways Officer for consideration of the specific issues as the purpose of this review was to review common problems across the District.

The Group noted the final response which was received from Steyning Parish Council. The main problem faced in Steyning was parking, especially parking on the yellow lines in the High Street.

The Director of Development and Environment explained that parking restrictions were agreed by the West Sussex County Council Highways Authority however they were enforced by the District Council by Civil Enforcement Officers who enforced on and off street parking. However, enforcement services at the Council were being merged and a new scheme would be coming into force in April 2012, there would be a District Warden who would have the power to enforce parking as well as addressing other problems such as litter and graffiti etc.

Steyning and Ashington Parish Councils employed their own Neighbourhood Wardens; these would not be affected by the merger.

Over the forthcoming year there would also be a review of the District's rural car parks as the current policy was disjointed. The Director of Development and Environment would circulate the relevant information. He also offered to meet with the local Councillor to discuss the specific issues.

6. **TO CONSIDER THE FIRST DRAFT OF THE FINAL REPORT**

The Chairman would work with the Director of Development and Environment to draft the final report of the Working Group. The draft would be circulated to Members for comment.

Members noted that each of the Group's Terms of Reference had been addressed during the review and the Group agreed that there should be better publicity about what parishes can and can't do, procedures and contact details.

The Director of Development and Environment would pull this information together into one central database which could be accessed by parishes and the public to address their problems.

The Group also wanted to express their support for the A27 improvement works.

7. **DATE OF NEXT MEETING**

There would be no further meetings of the Working Group providing that the draft report was agreed via email.

The Chairman thanked the parish councils for attending the meetings and supporting the review.

The meeting ended at 6.34pm having started at 5.30pm

**CHAIRMAN**