

Virtual Working Party Meeting held on 03.12.20

Purpose: To discuss the possibility of implementing a 20mph speed limit in Steyning

Present: Dean Haysom - Steyning Business Chamber (DHa)

Geoff Barnard - Steyning Greening Group (GB)

Ian Alexander - Steyning and District Partnership (IA)

Cllr Bob Platt (HDC) (BP)

Cllrs: Deborah Hanson (DH) , Tim Lloyd (SPC) (TL)

Apologies: David Barling (WSCC) (DB)

The meeting started at 6pm. DH and TL had to log off after 20 minutes to attend another SPC meeting.

1 – The notes from the previous meeting were reviewed and the main conclusions confirmed that the Working Party is keen for a 20MPH area to cover the whole of Steyning, and it seemed like the 3rd Party Traffic Regulation Order would be the easiest way of achieving this.

2 – The detailed report from the 20MPH ‘Walkabout’ group was welcomed and felt to present a good and comprehensive picture of what Steyning would ideally like to happen. If the costs and complications of a Steyning-wide scheme prove prohibitive, there may be a case for going for a more localised scheme. It was observed, however, that putting 20MPH signs on the 7 entrances to the town may be easier than creating a smaller 20MPH area around the High Street, given the number of roads that adjoin it.

3 – GB updated the group on discussions that have been held at Bramber Parish Council. They would be keen to join forces with Steyning on a combined scheme and will be writing to SPC to confirm this. They co-own (with Beeding PC) a mobile speed monitor that tracks vehicle speeds and can be moved between locations (it attaches to a lamppost). They would be happy in principle to lend this to Steyning to help with our speed monitoring. The speed indicator on Clays Hill also records vehicle speeds, and they have historic data for that spot going back some years.

4 – There was considerable discussion of the helpful email from Steve Douglas (SD) of WSCC on 20 Nov, and the attached WSCC speed policy. Taking this at face value would suggest that Steyning may need to carry out very extensive (and costly) speed monitoring tests to prove that traffic is not moving too fast at present to impose a 20MPH limit, as well as installing a large number of repeater signs or roundels. The policy is ten years old, however, and SD’s cover note indicated that practice has evolved since then.

5 - It was agreed that TL would send an email to SD asking for clarification on a number of key issues around practicalities and costs, using the Walkabout Groups report as a template for what we’d like to achieve. After TL and DH left, a set of questions were drawn up which are attached to these notes.

6 – Organising an effective public consultation will be essential for any scheme to succeed, so there was some preliminary discussion on how best to conduct this. It was agreed that it was important for this to be seen as joint initiative, with the backing of SPC, the Business Chamber, Steyning and District Partnership, and Greening Steyning (and perhaps others), rather than coming from any one group. A combination of a leaflet drop and an online survey or poll seems like the best way of maximising participation. We could promote the survey through multiple channels – local press, Steyning Forum, social media, different voluntary group mailing lists, etc. Further discussion with the full Working Party will be needed to confirm the optimal approach, along with investigation of the costs involved in a leaflet drop and/or a physical paper poll requiring responses to be collated and counted. GB will follow up with John Fullbrook to get his thoughts on this, based on experience with the Neighbourhood Plan.

7 – Careful thought will be needed on how the consultation is framed and how questions are asked – so the results carry maximum weight with the CLC. Greening Steyning is keen to carry out a wider survey of transport behaviour at some point, to inform future action to encourage behaviour change, support active travel, and improve public transport. However, for the purposes of getting the 20MPH changes approved, it was agreed there is a good case for keeping the survey simple: setting out the proposed plans clearly and asking people are you for or against them. It was agreed we should ask SD for examples of consultation good practice from elsewhere we could learn from.

8 – IA has done some initial research on experience with 20MPH zones elsewhere that could be useful in developing the case for a Steyning scheme, and will look into this further. Brighton and Hove's recent experience would be particularly interesting to learn from. BP and IA will follow up with B&H City Council on this.

9 – Next meeting: DH will put out a note offering two options: 10th Dec 2.00pm and 14th Dec 2.00pm