

HWG Report – 16 Sept 19

6.1 Repositioning of speed signs in Winforton - TRO Status & next steps.

The legal order has now been published and the schedule of works completed. In total the job will likely take four days, that is three days for the signs to be repositioned and one day for the line painting. These works will be at no cost to EGPC. Finally, you have been requested by BB to provide a view on the suitability or not of yellow backed speed signs at each end of the village.

There may be the opportunity to include additional road improvement works under this TRO, at limited cost to EGPC, should they decide to go ahead with them

6.2 Courtlands Priority Right of Way.

The HWG commends the initiative of those residents who circulated a petition to garner the views of local people on the right of way for traffic at the Courtlands/new build junction in Winforton.

However, it felt that the petition presented was not sufficiently well circulated or detailed enough for it to be fully representative of everyone's view as it stands.

The HWG would like to suggest a couple of points for the PC to consider:

Assuming you wish to take this matter forward you may wish to take ownership of the topic and seek the views of a more representative group of those immediately effected by this matter, either by public meeting or survey, to help them form a clearer view on the way forward. Should this course of action be agreed it perhaps needs keeping in mind that it would have to be made clear to potential respondents that the final decision on the way ahead, doubtless after representation and recommendations if any, from EGPC, will lie with HC who, I think, have the final say on road issues in respect of the siting of signs and lines, legality and safety.

Notwithstanding what I have just said and given the likely supremacy of HC on this matter, the views of residents whatever they are may not affect the final outcome one way or another and as such conducting a poll may be considered of limited value. Additionally, were views to be sought it would need to be done within the next week for a decision to be made ASP to allow, if applicable, the costs of the work to be covered under the TRO currently in place rather than have them fall to the PC.

6.3 Works Orders

6.3.1 Footpath WO82 Whitney Toll Bridge. Clerk is requested to contact HC about Clifford possibly adopting FP WY7 as it is the only Whitney FP on south of the river and connects to all other paths managed by Clifford PC. In the meantime, and as any potential changeover of responsibilities could take a considerable time, it is suggested that a parish councillor

contact the new landowner and ask if he is willing to put in the kissing gate already held by EGPC and at the same time improve access by landscaping.

A number of other Work Orders are in place for completion in the coming months and, additionally, the Whitney Footpaths officer has carried out a number of tasks that have greatly improved the FP in the area.

Further investigation is ongoing as to the current condition and location of the stile at the northern end of FP WY4 and it is hoped to report progress at the next meeting.

The Lengthsman has no outstanding WOs at present but the PC may like to consider instructing him to conduct a general strim, clearance and clean of the ground around major road junctions where they meet "A" roads, and of the road signs and warning markers, for better visibility for drivers as the days shorten.

Restricted Byway, Redgates to Winforton. The recently reclassified restricted byway was discussed. The PC is requested to approach Mark Davis for a quote to improve this route as at present it is only passable for walkers. Concurrently, the landowners should perhaps be contacted with a view to the necessary clearance works on their land and the Clerk is requested to find out what percentage or portion of the works HC is potentially liable for.

6.4 SIDs

Having taken on the management of the SIDs, with the help of Phil Baylis and his truck, I have revamped the distribution schedule of them to make it both more manageable and to bring it into line with the legal requirements.

Having done so it has brought home to me the good work done by Julian Wyatt in keeping them in working order for as long as he has as both the SIDs, the stock of batteries, and the technology that supports, them is incredibly dated and in poor condition.

The HWG would like the PC to consider replacing them with newer models supported by the latest App technology. Not only would this make them more responsive, easier to interrogate and enable the collection of more effective information it would importantly also show a visible commitment to road safety from the PC with hopefully tangible results.

The question was asked at the HWG as to the effectiveness of the SIDs. I have looked at various research papers on the matter and would like to quote from one of them:

Studies repeatedly show that when alerted by a **radar** sign, speeders WILL slow down up to 80% of the time. Typical average **speed** reductions are 10-20%, and overall compliance with the posted **speed limit** will increase by 30-60%. ... **Radar Signs Show Long Term Reduction In Speeding Drivers.**

Should anyone need confirmation of what I have just said you need only stand in the vicinity of a SID, as I have done recently, to watch someone clock 40MPH on registering on the SID only for it to fall to 30MPH by the time they pass it.

Glynn Bailey, who cannot be here tonight, has investigated costs and it seems reasonable solar powered hi-tech models would cost in the region of £2K - £4K each dependent on specification and function.

I am told that funding may well be available for this from the PCC.