

HWG Report – 21st October 2019.

General

Footpath WY7. Reallocation from Whitney to Clifford PC.

It had previously been agreed to contact HC with a view to formally re-allocating this footpath to Clifford as it is the only Whitney footpath south of the river.

The reply received from HC Definitive Map Modification Officer suggests that the simplest and easiest option would be for an informal arrangement between the two parishes be reached to agree the re-allocation. The legal status of the path would essentially remain unaffected, as would the numbering of the path as it relates more to the administration and record-keeping of it rather than anything else.

It is therefore suggested that you may now wish to contact Clifford PC with this information in the hope that they would agree to the administrative transfer.

Traffic Speeds and Monitoring.

The data from our SIDs has now been published showing traffic speeds through Winforton up to the end of September. A cursory glance shows the following:

The total number of vehicles travelling through the village in either direction over an approximately five-week period was IRO 200K. About a third of those were at or below the speed limit – which obviously means about two thirds were over 30MPH.

If detected the police will generally only prosecute speeders if they are 10% +2mph over the limit, in this case 36mph.

By extrapolating the figures therefore IRO 120K drivers could have been prosecuted during the period the SIDs were deployed. To my mind, if nothing else, this suggests that there is a problem with speeding drivers through Winforton.

On a similar theme:

Earlier this month the Community Policeman from Kington deployed with his speed-gun opposite Whitney garage. Results were mixed. This was, according to him, because of a combination of factors. The fact that he was there was quickly published on social media, vehicles slowed as soon as he was seen, and others were travelling suspiciously slowly having been flashed by traffic passing them before they entered Whitney. Another consideration, in my view, was the fact that he was in position late morning. From personal observation the largest group of potential offenders on this stretch of road is between six-thirty and eight o'clock Monday to Friday.

It is suggested that he be approached to provide this service again in the future throughout our villages.

Winforton TRO progress.

This has been discussed many times and is well in hand. The date for the completion of the TRO should be in the coming weeks rather than months. Correspondence has been received to confirm that the re-positioned speed signs will sit centrally behind the village gates with the exception of one of them where it will be placed closer to the hedge so as not to impair visibility.

Item 6.1 - Courtlands Priority Right of Way Signage.

At the last PC meeting it was resolved that the offer from HC/BB to carry out the work of placing road markings at the Courtlands junction at no cost, due to it being completed at the same time as the impending TRO, be accepted.

Since then an additional email has been received from the BB Locality Liaison Co-ordinator stating that it is still their intent to paint the lines. However, as they are still ascertaining the exact extent of the highway the Give Way sign cannot be installed until they have reached a resolution.

This topic elicited much debate on the HWG and, without specialist advice, we were evenly split as to the need to put up a Give Way sign at all.

Assuming a resolution on the highway extent is reached in a timely manner, and the sign is needed, this could be installed by BB at a much-reduced cost of £555 as they will be on site anyway.

The HWG have approached HC/BB to seek answers to the following points and are awaiting a response:

Who is legally responsible for the provision of the sign?

If the sign is indeed needed to comply with highway rules why would the EGPC need to pay for it.

While that response is pending the PC are requested to consider the pros and cons of purchasing the sign early to save money, which they might then not need or, if it transpires that they do need it and are responsible for its provision, purchasing it at a later date at full cost which may be considerably more than the original £555.

Item 6.2 – Works Orders.

A Works Order previously approved by the PC at the last meeting has been completed by the Lengthsman, this included clearance, cleaning and cutbacks around numerous road junctions and signage on our minor roads. He has now compiled a list of tasks that he recommends should be done and these will be presented at the next PC meeting for your consideration.

The Winforton Footpaths Officer reported that a new footpath sign has now been erected on Nicholas Common and that a vehicle had gone off the road along the stretch between Goose Pool and Brick Cottage. Repair work to the ditch is not considered urgent and it will be further assessed during the next PC/BB drive round.

Item 6.3 – Possible Actions, Restricted Byway (Redgates to Winforton).

At the last PC meeting three courses of action were decided in respect of the Restricted Byway.

1. That HC be approached for a contribution to re-instatement works. They have recently confirmed that they will provide new signs at either end of the Byway showing its new designation and they will be installed 'in the not too distant future'.
2. That the landowner be approached by the footpaths officer with a view to clearing the overhanging hedges. The landowner has agreed to do it.
3. That a quote for further works be sought from our Footpaths Contractor. Ongoing.

The issue was also raised about drainage problems at the Redgates end of the Byway. HC concede this has been a longstanding problem and it will be looked at again by the Locality Steward.

Item 6.4 – Possible replacement of SIDs.

Following points made at the last PC meeting by the HWG on the ageing SIDs currently in use, we were requested to investigate possible replacements. Additionally, the HWG were instructed to establish the urgency, or otherwise, of submitting a grant application to the Police and Crime Commissioner.

A comparison of features vis-à-vis costs of a number of SIDs was carried out by Glynn Bailey, a member of the HWG, and then further discussed by the group. The criterion was based on a best-case solution which included those features thought necessary in a next generation SID. Namely, that it should be portable as far as possible, solar powered, be enabled for data collection and ideally be accessed via Bluetooth which would make interrogating it much safer on the side of the road.

The system thought best to meet these points was this one. The viasis Mini.

The cost of each device would be IRO £3.5k. Given that the current SIDs are ten years old, were this state-of-the-art technology to last for a similar length of time that would give a visible commitment to road safety by the PC, which you are all aware was one of the main strands in our Neighbourhood Plan, for less than £2 a day.

The urgency in placing a grant application is dictated by the continuing availability of funds. Providing you agree, the next step is to submit the application to the PCC and a case made to persuade them to meet the total cost. You need to be aware however that they may ask for a contribution, amount unknown, rather than fund it all.

Item 6.5 – Parking Issues at The Tram Inn.

We were asked to analyse the feedback received from BB in respect of the pinch-point on the Woodseaves Road by the Tram Inn. Having done so, it was clear that the feedback offered a number of options, but all had the potential to disadvantage residents and pub customers alike.

Of the many ideas put forward the HWG would like to suggest that BB be approached again and asked to consider in greater detail the option of narrowing the road to one vehicle width as it approaches the Tram Inn from Woodseaves; possibly by providing yellow lines on one side and resident parking on the other the provision of priority direction signs may also be required.

Item 6.6 – Traffic Calming and Road Safety (Eardisley).

A point was raised at the last meeting about traffic calming in Eardisley during quiet hours and during School times, particularly in relation to the bus pick-up/drop-off at the North end of the village. The following is recommended and, should the PC agree, will be looked into in greater detail:

- Collect statistics on vehicle speeds during school times as compared to other times of the day.
- If Eardisley needs 20mph enforcement warning signs flashing during school times.
- Engagement with the Community Police Officer for visibility during bus pick-up/drop-off.
- The potential for volunteer parents to assist with road safety during this period.

Also, at the last PC meeting, air pollution was mentioned from traffic transiting the village. Local Councils have for a while been able to access funding to improve air quality and it is suggested that HC be approached to see how they can assist in this matter.

Item 6.7 – Speeding Concerns, Nicholas Lane, Winforton.

A householder in Winforton complained to the PC about speeding vehicles on Nicholas Lane in Winforton. He specifically mentioned delivery drivers and expressed the view that there was likely to be an accident at some point if nothing is done about them.

Having considered this isolated observation the HWG came to the conclusion that for the PC to do anything considerably more evidence would be required. Should that evidence be forthcoming then options open to the PC include a TRO to reduce the speed limit, the installation of speed bumps or the provision of SIDs. While the comments of the householder are taken in all seriousness none of these actions are being actively considered at this time.

It should be noted that it is believed that the Safer Roads Partnership is currently consulting various delivery companies to form a view on if they allow enough time for deliveries to be completed without putting the drivers under undue pressure to act recklessly. The PC may like to pass these points on to the original complainant.