**PRESENT**

Cedric Hollinsworth (Chairman), Margaret Holden, Colin Sibun, Anna Patterson, Beverley Helps Mark de Pass, Graham Cooper and Pauline Archer (Clerk)

**1. APOLOGIES FOR ABSENCE:**

None

**2. TO RECEIVE MEMBERS DECLARATION OF INTEREST**

None

**3. MINUTES**

The Minutes of the Parish Council meeting held on 26th November 2020 by “Zoom” having been circulated. It was agreed that there should be some modification to item 11 Harris Lane. These have been approved and to be signed by the Chairman.

**4. OUTCOME OF SPEEDING ISSUES SURVEY**

Refer to the email circulated on the village website in October (see overleaf). This was in response to comments made on the “village support whatsapp group”. The Parish Council noted the 23 written replies by Parishioners together with other verbal representations made to Councillors. This is an area of concern to many within the Village. The Parish Council are grateful for those who replied, and to those who have offered support both financially and or by giving time to assist with this issue.

To summarise some of the points raised, there were many who felt that police enforcement for both the Village street and Burbage road was required. The high speed of vehicles on the Burbage Road was a strong concern especially when crossing the road. Many commented on the number of children living on the Burbage Road and the increase in those walking to school in the Village street. There was not unanimity in solving the problem, nor was there a strong support for more signs or markings in the Village street aside “Pedestrians in the Street”

With regards to the Burbage Road, it was largely felt that more effective reduction would come from chicanes although it was recognised that this would be expensive. There were suggestions for coloured markings and advanced warnings. The position of the 30mph signs, at the Burbage end were largely criticised and the reduction from 60mph to 30mph. Wiltshire Council have already stated that the village does not meet the criteria for having them relocated nearer to Conygre Farm.

In terms of funding a request would need to put to CATG through the Area Board. CATG has c£14,000 allocated from Wiltshire Council for the needs of 26 parishes. Any funds agreed through CATG usually require the Parish Council to provide 20%.

The results of the discussion between Parish Councillors were as follows:

-It was largely felt that more signage or markings in the road would not be very effective, was not largely required, and would not be in keeping would the Conservation area.

-It was widely felt that a greater police presence was needed and this again would be reported back to the police.

-There was a suggestion for the white wooden gates that other villages have in place when entering the village.

-The use of a SID (speed indicator sign) was felt to be of value. The preference would be for use in the Village street and the Burbage road. Therefore, it was suggested that a moveable machine would provide the maximum flexibility for the whole village. CH agreed to look into the viability of a moveable machine.

-The Parish Council were extremely grateful for the financial offer to provide funding for a SID in the Village street from a Parishioner, and it was recommended that the CH discuss the moveable machine with the donator.

It was agreed that the Parish Council should feed back a summary of the findings to Parishioners, together with any proposed measures.

**5. PLAYGROUND REPLACEMENT. ER PLAYGROUND GROUP REQUEST FOR AN ALLOCATED OF FUNDS FROM RESERVES.**

The Parish Council reviewed the budget for the replacement playground provided by ERPG. The group have set a fundraising target of c£29,000. The proposed funding to be from a variety of sources including village fundraising events (pumpkin trial and Christmas lights completed), A sponsorship leaflet from local businesses, private donations, other fundraising events and by making various grant applications. The Parish Council have to date allocated the reminder of the Community Infrastructure payment £1,693.

ERPC have requested that the Parish Council consider allocating any further sums from existing reserves to the project. (this would also help with any grant applications requiring matched funding) Having considered the budget and the wide support within the village for the project the Councillors unanimously agreed to increase the total funds to £4,000 (including the CIL).

**6. PLANNING APPLICATIONS- see overleaf**

**7. FINANCE -see overleaf**

**8. ANY OTHER BUSINESS**

**9. DATE OF NEXT MEETINGS:**

25th February, 29th April, 27th May APM and AMPC, 29th July, 23rd September,

25th November

Meeting closed 21:00

**6. PLANNING APPLICATIONS:**

**Planning Applications since the last meeting:**

|  |  |  |
| --- | --- | --- |
| 20/09624/TCA | Waverley Cottage Fell tree due to severe basal cavity | No Objection  Wiltshire Council No objection |
| 20/10610/TCA | Pathways Norway Spruce fell. |  |

**7. FINANCE**

**Payments made:**

|  |  |
| --- | --- |
| Zoom time C Hollinsworth (Monthly fee) | £14.39 |
| Idverde grass cutting | £360.65 |
| C Sibun fence posts | £43.97 |
| WALC Councillor course | £36.00 |
| Rospa inspection | £82.20 |
| Gist skip | £258.00 |
| Defibrillator battery | £282.00 |
| SLCA membership | £78.00 |
| PCAP donation | £100.00 |

**Payments to approve:**

|  |  |
| --- | --- |
| Clerk salary | £635.00 |
| Zoom Time C Hollinsworth (monthly fee) x2 | £28.78 |

**Payments Received:**

|  |  |
| --- | --- |
| None |  |

All payments agreed.

**Easton Royal Parish Council**

**Speeding concerns**

**Background**

The Parish Council is very much aware of the concerns of numerous villagers about speeding, both on Burbage Road and along The Street. Traffic volumes along the B3087 have increased very significantly over the last 10 years, and regularly hits 300/350 vehicles per hour, based on Speedwatch data.

Vehicle movements along the village street have also increased as a result of an increase in delivery vehicles, higher numbers of out of catchment area children attending the school, and the now total dependence on cars, for all residents, and visitors. Unfortunately, a significant number of drivers are inconsiderate and ignore the 20mph limit.

Burbage Road

The speed limit on Burbage Road was reduced from 40mph to 30mph about 20 years ago, but the last metro speed count, undertaken just before Speedwatch was introduced in 2014, indicated higher speeds than had been recorded when the 40mph limit was in force. The current view of the Speedwatch team is that speeds have increased further since the introduction of Speedwatch 6 years ago, and this year has seen many more vehicles recorded travelling in excess of 45mph, despite the high visibility of the team.

The situation on Burbage Road is not helped by two other factors: firstly, the speed limit coming into Easton from Burbage is 60mph, and drivers have little warning of the 30mph signs, due to the road alignment and roadside vegetation.

The criteria for setting local speed limits have not changed since the last speed review of the B3087, and thus it is not possible either to have the speed limit reduced between Burbage and Easton, or to have 40 mph feed in restrictions, starting at either Conygre Farm entrance, or the Parish boundary, near Breach Cottage.

The speed limit between Milton and Easton is 50mph, and Wiltshire traffic engineers have no logical explanation as to why there is a discrepancy in the speed limit on the two different approaches to Easton. A 40-mph feeder zone would also not be approved, due to the lack of development along this stretch of the B3087.

Similarly despite the width and visibility restrictions, both Ram Alley and the road to Wootton have 60mph limits, with the 30mph restriction starting at the top of the incline just before Conygre Cottages, which results in high vehicle speeds past the houses.

The Speedwatch data fed into Wiltshire Police highlights the speeding issues, and although motorists receive warnings, cut backs in manpower have resulted in Wilshire Police not enforcing the speed limit in recent years, with no warranted officers being available to undertake on site monitoring, leading to prosecutions resulting in fines and points on licences.

The Street

The 20mph limit was introduced in 2016, and the limit also applies to Harris Lane. Due to the fact that the road is a cul- de- sac in highways classification, despite changing into a through BOAT (By way open to all traffic) at the bottom of the street, Speedwatch is not allowed to operate, and enforcement has to be undertaken by warranted police officers.

The Parish Council have requested Police enforcement, which was promised in 2017, and currently have a formal complaint lodged with Crime Commissioners Office, relating to the lack of response.

**Options for road calming/ additional signage**

Below are listed several options with costs and while some are readily achievable, others will have to wait, probably for many years, due to fiscal constraints.

Additional signage

a) It is possible to have signs put along the village street saying “Pedestrians in the road “. Each sign, fitted in place will cost about **£250**, and it is considered that at least 4 would be required.

b) 20mph/30mph carriageway roundels could be painted on the road surface at a cost of **£75**, per roundel. This has previously been resisted because of the conservation area status of the village.

c) Coloured high friction surface coating could be applied at a cost of **£35** per sq m, plus labour costs of **£125** per day, plus traffic management, costing c **£450**. To date this has not been pursued in the 20mph zone as a result of the conservation area status. It could be reapplied on Burbage Road

d) Speed indicator signs could be installed, but the whole cost would have to be borne by the Parish Council, as Wiltshire no longer supports a programme of the deployment of Speed Indicator Devices. Solar Powered Signs cost approximately **£9000** for a pair. Such signs could be used on both Burbage Road and The Street

Traffic Calming Measures

1. Chicanes: these are highly effective, and are normally installed in pairs, and result in physical narrowing of the carriageway to introduce one- way priority traffic flows. The costs are high, normally of the order of **£30,000.**
2. Speed Control cushion works: these cost between a**£8,000** and **£11,000** each pair
3. Speed Control Tables: costs are about **£15000,** per installation.

Any of the above could be applied to Burbage Road, but any installations of chicanes in the Street, would require very careful evaluation, about location, to ensure sufficient width was maintained for farming machinery access.

**Funding Options**

The Parish Council has limited funds, raised through the annual precept, and could fund some additional signage, carriageway roundels, and limited high friction coating works.

Funding would also be available through CATG (Community Area Transport Group), which is a subsidiary committee of the Area Board, and if a successful application were made the Parish contribution would normally be 10/ 15 % of the cost. However, the annual budget for CATG is £12,700, and CATG covers 26 parishes, so achieving funding could take some time

Larger scale projects, such as chicanes, must be referred via CATG to the main Wiltshire Council, who have a Highways fund for substantive projects. Thus, the competition for funds is now county wide, and we would have no specific pull factors, such as a high accident rate. No personal injury collisions or pedestrian injuries have been recorded in the last 10 years.

Therefore, it is considered that the chances of receiving substantive funding is very low