

Hurstbourne Tarrant Parish Council

MINUTES OF MEETING	: 16 th February 2009
TIME OF MEETING	: 7.30 p m
VENUE OF MEETING	: Church Hall
TYPE OF MEETING	: ORDINARY
PRESENT	: MR D JOPSON (DJ)
	: MRS FLISS DAVID (FD)
CHAired BY	: MR D SULLIVAN (DS)
IN ATTENDANCE	: MR D BAKER (DB)
ALSO PRESENT	GRAHAM SMITH TVBC SARAH TOSE TVBC

1. Apologies

- 1.1 Councillors Dinah Murdoch, Debbie Miller and Alan Haighton.
1.2 Apologies were also received from Stuart Jebbitt.

2. Public participation

- 2.1 None.

3. Actions arising from the previous meeting

3.1

Rachel Cassells (PCSO) had circulated a questionnaire in the village to determine if there was any interest in a youth club being formed. A number of attendees at the meeting had not seen the questionnaire and it was hoped it could be placed on the village website and referenced through the next parish magazine. DB/DJ to action - **Completed.**

The Clerk would write to Martin Wiltshire/Claire Swale HCC expressing their thanks for the traffic management actions that were being taken to address the parish's main concerns and to highlight the outstanding concerns that needed further consideration – DB to action - **Completed. See Item 9**

A new notice board to be sited at an appropriate point to the rear of the school and the parish car park. This item was to be placed on the agenda at the next parish meeting in February. – DB to action - **Completed. See Item 13**

Next site meeting was planned for Thursday 29th January when the developer was expected to formally handover the properties to Hyde Housing Association. It was agreed that Councillors David Jopson and Dinah Murdoch would attend – DJ & DCM to action - **Completed.**

Councillors agreed to replace the notice board – Councillor Alan Haighton to arrange for the replacement work to be carried out – AH to action - **Completed.**

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4. Approval of minutes of the previous meeting

- 4.1 The minutes of the Parish Council meeting of 19th January 2009 were approved and signed by the Chairman.

5. Declarations of Interest

- 5.1 None.

Note: Standing Orders were suspended.

6 TVBC Procedure for allocating developer contributions to parish councils

- 6.1 Graham Smith and Sarah Tose (TVBC officers) provided a detailed briefing on the background to and the procedures involved in seeking developer contributions to fund local projects within Hurstbourne Tarrant. Once developer contributions have been paid by Hyde Housing Association following occupation of new affordable housing units in Dines Close there will be monies available for the parish council to bid for to fund specific projects. The project types and scope will be tightly controlled. Some of the developer contributions will remain with and will be managed directly by HCC and TVBC. The parish council will be able to bid for up to approximately £20,000 of funding to use on projects that improve sports ground facilities, equipment or buildings or improve children's play space facilities.

The Chairman thanked Graham Smith and Sarah Tose for an interesting and informative presentation.

7 Community Builders – Speaker Stuart Jesbitt

- 7.1 Stuart Jebbitt was unable to attend the meeting.

8 TBVC Rural Neighbourhood Warden

- 8.1 Ashley White did not attend the meeting.

9 Tesco's planning application and AGAS reports

- 9.1 Rupert Conder sent his apologies for not being able to attend the meeting in person. Rupert's February report was reviewed in conjunction with a recent email (13/02/09) from Martin Wiltshire (HCC Highways manager) which reported that the parish council's suggestions for improvements on the safer route to school / traffic management scheme had been rejected by HCC.

- 9.2 Please see Appendix 1 for full report details.

RESOLVED: Councillors agreed to place the safer route to school / traffic management scheme on the agenda for the March Parish Council meeting for further discussion – **DB to action.**

Note: Standing orders were re-instated

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10 Correspondence

10.1 The list of correspondence received during the month was read and passed to the relevant councillor.

10.2 An email had been received from Linda Thompson TVBC (10/02/09) regarding the status of 9 nominations for the affordable housing units in Dines Close. It confirmed that no changes had been notified by Hyde Housing Association regarding applicants. Linda also confirm that there were a further 7 bidders with a local connection that were left unallocated. The clerk was asked to write to Linda Thompson to confirm if all 9 units had in fact been successfully allocated. – **DB to action.**

10.3 Planning applications:

RESOLVED: Councillors agreed the following actions would be taken:

08/02851/LBWN 08/02848/FULLN	23 Jan 09	Erection of a replacement orangery Rookery House, The Hill, Hurstbourne Tarrant, Andover Mr J Day. – No comment
09/00181/FULLN	2 Feb 09	Extension and conversion of former Methodist chapel to dwelling, cycle store and provision for access and parking Methodist Chapel, Ibthorpe, Andover, Hampshire Mr and Mrs C Osmer. – No comment
09/00209/TREEN	3 Feb 09	Removal of Leylandii and Hazel mix hedge. Remove overgrown Leylandii (TGN trees.) Remove Spindle Shepherds Peace, Church Street, Hurstbourne Tarrant Mrs E Allinson. – No comment

11 Councillors' reports:

11.1 Councillor David Sullivan had nothing to report.

11.2 Councillor David Jopson reported that considerable improvements in the new village website (hbt.org.uk) had been achieved. He proposed a vote of thanks should be recorded for the support and work carried out by Tricia Andrews.

RESOLVED: Councillors agreed to fund a floral gift for Tricia Andrews and the chairman would write a thank you letter. – **DJ/DS to action.**

11.3 Councillor Fliss Davis reported that Upton residents were meeting later in the week to plan an Easter event.

12 Q3 Review of the correspondence log with HCC and TVBC

12.1 The correspondence log for 2008 with HCC and TVBC was reviewed. There were no outstanding items of correspondence to report. This represented a vast improvement in service provided by HCC and TVBC compared to recent reviews.

12.2 Councillor David Jopson request that an email should be submitted to HCC to request footway repairs outside Coopers Barn and Church St. – **DJ/DB to action.**

13 New notice board request

13.1 David Sullivan reported that he had sourced suitable materials for both the replacement of the Ibthorpe notice board and the installation of a new notice board on the playing fields. Work to install both notice boards would be commissioned shortly – **DS to action.**

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RESOLVED: Councillors agreed to install a new small notice board in King George Playing Fields to the rear of the primary school.

14 Next meeting and forward plan update

- 14.1 The next Hurstbourne Tarrant Parish Council Meeting will be held on Monday 16th March 2009 in the **Church Hall** at 7.30 p.m.
- 14.2 Agenda items agreed for 16 March 2009
- Agenda planning for the Annual Parish Council meeting
 - Agenda planning for the Annual Parish meeting and Annual Report
 - Safer Route to School / Hurstbourne Tarrant traffic management scheme.

15 Disbursements – 16th February 2009.

The following cheques were presented for signature:

Number	Payee	Amount
632	Fields in Trust Membership	£ 35.00
633	HALC Clerks Conference fee	£ 40.00
634	TVBC	£ 543.18
635	D R Baker consumables	£ 132.82

Total authorised: £751.00

Meeting closed at 9.05 p.m.

Signed.....

Chairman

Date:.....

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Appendix 1.

ACTION GROUP AGAINST SPEEDING THROUGH HURSTBOURNE TARRANT (AGAS)

REPORT TO THE PARISH COUNCIL IN FEBRUARY 2009

1. **Andover Airfield Planning Development number 07/01951/OUTN.** No Further news on this item for the present.

2. **Traffic Calming Project.**

Martin Wiltshire, Assistant Area Manager Traffic Management at HCC, has replied to the Parish Council's comments on the shortcomings of the proposed traffic management scheme for the village. As the proposed measures are on the whole welcome by the local community, these are to be implemented at the earliest opportunity. His comments on the additional issues raised are as follows:

a. **PC Comment 1:** The lack of the ability of pedestrians to see oncoming traffic for an appropriate distance from either direction when crossing from the South East side of the Safe Routes to School crossing of the A343 and the risk associated with the speed of vehicles at that point leads to the need was for improved line of sight for pedestrians combined with measures to slow traffic on the A343. The following suggestions have been put forward by councillors and the local PC beat manager for consideration.

5.1.

5.1. (1) Installation of 20mph flashing signs on the A343 linked to operate when the School crossing signs were active. This type of system is in use in several villages in Wiltshire.

5.1.

5.1. **HCC Response:** Towards the end of 2006 the County Council adopted an amended speed limit policy in response to the revised guidance issued by the Department for Transport (DfT). Requests for new speed limits and speed limit amendments are assessed in line with the advice contained in the DfT Circular 01/2006. The amended policy considered the 20 mph speed limits and zones and in particular the use of variable 20 mph limits. He attached a link and an extract from the report

5.1. *"4.2 There has been no change in the national guidance on 20 mph speed limits. These can be implemented as 20 mph zones in traffic calmed areas (i.e. with supporting engineering measures) or simply as signed 20 mph limits where the character of the road network is appropriate, as demonstrated with low existing traffic speeds. There was a national trial a few years ago of variable 20 mph limits outside schools at school opening and closing times, one of the trial sites being at Velmead Road, Fleet. The trial showed that these were not effective and were relatively expensive since the variable message signs required put the cost up to some £10,000 per site. The DfT does not therefore commend their further use to highway authorities. Short lengths of 20 mph speed limit in force at all times outside schools, although cheaper to implement at some £2,000 per site, would not be respected and could not be effectively enforced. At non-school times when there was clearly no need for the limit to be in force, it would be seen as*

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unreasonable by drivers. A list of existing 20 mph limits is attached as Appendix 3."

5.1. Additionally the DfT advises that 20 mph limits or zone should not be implemented on roads with a strategic function or on main traffic routes. The A343 is an important link in the local highway network. and therefore would not really be suitable for such a limit.

5.1.

5.1. **AGAS Comment: This quite reasonable suggestion for temporary 20mph signs to flash whilst children go to and from school will be presented again when evidence of where similar schemes are in use and their effectiveness has been obtained. It is likely that the cost of replacing the existing flashing lights with a "Children Slow Down 20 mph" at the two sites on the A343 would not cost as much as quoted above.**

5.1.

5.1. (2) The use of road markings and/or rumble strips on the A343 designed to slow traffic at the safer route crossing point.

5.1.

5.1. **HCC Response:** The area of the safer route crossing point is already extensively covered with anti-skid contrasting coloured surfacing throughout the double bend. Whilst rumble strips can be installed to alter drivers to the speed at which they are travelling a major disadvantage to these measures is that they can generate noise over a large area, which can cause nuisance for local residents.

5.1.

5.1. (3) To extend out the footway on the South East side of the safe route to improve line of sight for pedestrians.

5.1.

5.1. **HCC Response:** The existing width of the carriageway at the crossing point is already relatively narrow when taking into account the swept path of vehicles negotiating the tight bends. In these circumstances the width of the carriageway could not be reduced further by extending the footway on the south east side alone. The kerb line on opposite side of the road would need to adjusted accordingly to maintain the carriageway width. This would inevitably reduce visibility for pedestrians on the opposite side of the road. Bearing in mind the physical constraints of highway at this location, the design of the crossing point is a careful balance of all the relevant factors.

5.1.

5.1. **AGAS Comment: The existing width of the carriageway need not be reduced as a similar distance could be taken off the kerb on the North West side of the crossing. The visibility on the North West side of the road would not be significantly reduced. This needs to be followed up. It is felt that the main reason that this is not being implemented is the potential cost.**

5.1.

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b. PC Comment 2: The complaint of vehicles driven on the footpath in Upton Road thereby endangering pedestrians had not been addressed in the proposed scheme. The importance of this concern was highlighted by the recent incident of a near miss involving Helen Levy and her children. The following suggestions have been put forward by councillors and the local PC beat manager for consideration:

- (1) The installation of a clear signed traffic priority system in Upton road with priority set in favour of traffic entering Upton road from the A343. This will avoid tail backs onto the A343 and reduce the likelihood of vehicles competing to pass each other at pinch-points and the need for vehicles to mount the footway.

HCC Response: There are no proposals at present to introduce a priority working system and such a scheme would need careful consideration. The location of the give way line would need to be positioned so that vehicles could pass by each other, take into account location of accesses/driveways, inter-visibility between drivers at the give way line and vehicles entering from the A343, location of signs which are visually intrusive etc.

AGAS Comment: Residents of Upton Road and in The Square have been asked to discuss and propose a solution to reduce the risk of accidents at this junction. It is hoped that a proposal will be available before the next PC meeting.

- (2) Local PC beat manager agreed to investigate any formal statements of complaint against vehicle registration owners who were reported for driving recklessly along the footway.

HCC Response: I am aware that the scheme was designed to be overrunnable as the low kerbs were provided with an up stand height of 50mm. I would support this initiative by the local PC beat manager.

AGAS Comment: In the event of dangerous driving in the village, residents are encouraged to note the registration number, type, make and colour of vehicles and a brief description of the incident and to report to the police.

c. PC Comment 3. A more defined boundary to the built-up area at the north end of the village to stress the 30mph zone where children cross the road to get to the bus stop.

HCC Response: Gateway features to increase drivers' awareness of a speed limit are usually associated with the start of the speed limit, which in this instance is some distance north of the bus stop. In the past there has been initial discussions about reducing the extent of the 30 mph limit, bringing it closer into the village and introducing a 40 mph buffer speed limit. I have attached previous correspondence regarding this matter. The speed limits along the A343 will be reviewed as part of the Countywide review of all speed limits on the entire A & B road network. This is required to meet the Department for Transport target of 2011 for this work to be completed and amended limits, where appropriate, to be in place. The review is likely to commence at the earliest opportunity in the 09/10 programme year. It would therefore be sensible to await the outcome of this review before developing any gateway enhancement features in the meantime.

AGAS Comment: This matter will be followed up. There is another real danger point here where school children cross the A343 to await the school bus on a very narrow strip of grass. Vehicles, with good visibility and the

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steep hill ahead, accelerate past this point and are travelling in excess of 50 mph only a few inches away from the waiting schoolchildren.

HCC Final Comment: The accident record for the Hurstbourne Tarrant in the vicinity of Safer Routes to School scheme remains very good indeed with no recorded injury accidents for the latest three year period. This is a record which is very difficult to improve upon. Nevertheless I shall ensure that the additional suggestions where appropriate are considered for investigation as part of a future years Traffic Management Programme in accordance with locally determined priorities. These priorities will be established by the Test Valley Hampshire Action Team (HAT).

AGAS Comment:

The Safer Routes to School crossing remains extremely dangerous, so we must not be complacent. We must not wait for an accident to happen, but continue do all we can to ensure that pedestrians and vehicles can move through the village with safety.

3. David Jopson and Rupert Conder met with Ray Alborough of TVBC on 22nd January to discuss the following:

- a. Ibthorpe Road/ A343 junction. The proposed plan is to install a further 3 gladiator posts, though it is doubtful that this will provide the level of safety which is needed to prevent an accident at this point.
- b. A 20mph limit to flash when the children are going to and from school. The existing School Warning lights which flash as a warning could be replaced.
- c. The ownership of the bus stop area, which needs to be resolved.
- d. Extension of the side hatching Northwards on the North West side of the A343 to give some protection to school children waiting at the bus stop on the North West side of the road. The standing area there needs to be improved.
- e. The removal of the central hatching and its replacement with a solid centre line which is in hand. The hatching is to be split and moved to the side(s) of the road as appropriate.
- f. Removal of the temporary signs erected to notify road users of changes and "new road layout".
- g. Authority for the erection of the PYO sign in The Square which attached to one of the road signs.
- h. The erection of a new pole for the Speed Limit Reminder sign by replacing the South East pole of the "Andover 6" distance sign on the A343 beside the bridge.
- i. Removal of an old knocked down 30mph reminder sign which is in the hedge and to replace it with a new sign closer to the verge.
- j. The visibility problem of the Safer Routes to School crossing point of the A343; enhancing it by pushing out the South East side kerb, preferably by at least a foot.

4. **Speed Limit Reminder Device.** We are still awaiting the installation of a painted post in Ibthorpe. The post on the Andover hill has been sited where it will replace and extend one of the posts holding the Andover 6 miles distance sign. Enham will join our syndicate, but an initial meeting arranged with their representative for the first week in February had to be postponed due to the snow.