

LEINTWARDINE GROUP PARISH COUNCIL

OPEN TRAFFIC MEETING – 20th OCTOBER 2015

Report of the Open Traffic Meeting held on Tuesday 20th October 2015 in the Community Centre, High Street, Leintwardine.

PRESENT: Cllr Collins (Chair), Cllr Woolley (Vice Chair), Mr Ian Connolly (Police), PCSO Knight (Police) and nine members of the public.

Cllr Collins opened the meeting by welcoming those who were in attendance and thanked the Police for attending. The meeting had been called following concerns which had been expressed by residents regarding the speed traffic passed through the village especially by the Surgery and to discuss ways of slowing the traffic down. Enquiries had been made to Balfour Beatty Living Places (BBLP) concerning the possibility of moving the 30mph speed limit sign further north on the A4113. BBLP had advised that such a move would require a Speed Limit and Traffic Regulation Order which would take a long time to process because of the large number of requests that had been made. The cost of obtaining such an order would be approximately £8000.

An additional possible traffic calming measure that could be introduced in the future would be to improve the visibility of the Surgery exit and the pedestrian crossing point from Roman Close to the Leintwardine Surgery when viewed by drivers approaching Leintwardine village from the North . A possible source of funding to help the applicant meet the costs of any traffic scheme might be from the Community Infrastructure Levy. However this funding would not be available until building works had commenced as part of the implementation of the emerging Neighbourhood Development Plan.

Cllr. Collins then introduced Mr Ian Connolly, Acting Traffic Management Advisor, who briefly outlined his role within the police department and explained what actions could be taken to address the speeding problem in the short term.

Mr Connolly then briefly outlined his role and various options available. The main aim of the Police was to try to reduce casualties and in the last two years only two injury related traffic incidents had been recorded neither of which occurred due to speeding vehicles. One option that could be considered was Speedwatch scheme which was managed by the Safer Neighbourhood Team.

Prior to any scheme being implemented there was a need to obtain some speed data which The Safer Roads Partnership (SRP) would arrange. The data gathering units were normally placed on existing streetlights or other street furniture such as speed limit repeater poles and recorded the speed of vehicles travelling through the village. The data would include:

- The identification of vehicle speed;
- The times/periods when the highest number of speeding incidents occurred;

All the above information then helped mount an enforcement campaign that was intelligence led. All vehicles speeds would be recorded and help SRP decide what action was required. It was emphasised that enforcement was used to help slow down vehicles and educate drivers rather than raise funding through fines.

If the area was identified as a problem speed area then a focused enforcement action would be mounted to tackle the issue. If speeds were not high enough to warrant enforcement then a Community Speedwatch scheme could be considered.

The police would provide a radar device, "Hi Viz" jackets and appropriate warning signs and would train all volunteers. A minimum of six volunteers were required to enable two teams of three to operate independently. There was no legal enforcement action but warning letters would be sent to offenders speeding. All volunteers had to be 18 years or over and provided they had attended the training sessions were covered by the Police public liability and personal accident insurance.

The team of three recorded the speed, make and model of the vehicle and then submitted that information to Mr Connolly for action. There was a finite amount of equipment and currently there were four speedwatch initiatives operating in Herefordshire which accounted for all of the equipment currently available in the county.

SRP would provide Wheelie Bin stickers to help enforce the message on rubbish collection day. These would be distributed to local residents.

It was unlikely that any traffic calming measures would be installed due to the lack of collisions recorded and financial pressures.

Another measure was to improve the village entrances by installing a Treatment Gateway and create a highly visible feature. The Parish Council might consider whether it wished to help support this option financially.

Vehicle activated signage was also an option but this had a finite life so Council might wish to consider purchasing a unit and sharing the cost with neighbouring parishes. They would then share the sign. It was agreed to find out the cost of a Vehicle Activated Sign.

Concern was expressed that one of the main offenders were tractors travelling through the village at high speed especially during harvest time.

It was suggested that vehicles parked on the road, an option encouraged by the Safer Roads Partnership. It was acknowledged that this was potentially dangerous and vehicles may suffer damage from passing vehicles.

One issue with large vehicles was when they slowed down and speeded up they created significant vibrations which could undermine dwellings situated close to the highway.

With regard to enforcement kit this was currently housed in a transit van. However the SRP were awaiting the delivery of two motorcycles which were fitted with the same equipment and were far more versatile.

The SRP would review the highway and identify the best place to site the data collection equipment. This would be carried out within the next two months. They would also ensure that the highway met the criteria to carry out enforcement.

The example of Amestrey was highlighted. It has benefitted from SRP enforcement, repeater signage and coloured road markings reiterating the speed limit. However, local authorities were moving away from coloured tarmac due to long term maintenance issues.

The Parish Council would highlight the issue of speeding vehicles in the next issue of Leintwardine Life and would call for potential Speedwatch volunteers.

PCSO Knight requested residents to inform him of any road traffic incidents so that he could record them and develop an incident log.

Mr Phipps then gave a short presentation on the Middleton Village Speed scheme in Shropshire. The scheme cost £12,000 and included two solar powered Vehicle Activated signs costing £3,200 each installed with the remainder spend on improved signage which included input from the local school children. A main and social media campaign had been mounted and had been very effective. However, the impact of the scheme was now declining and consideration was being given to creating a 20mph village zone.

The Chair thanked everyone for attending and closed the meeting at 20:16 hours.