

(Weston Longville Parish Council
c/o The Parish Clerk, 36 Acres Way
Drayton, NORWICH, NR8 6UT
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Minutes of the meeting held on
Monday 9 May 2016, 7.45pm in the Hall for All, Weston Longville

PRESENT:

Clare Morton (CM), (Chair), Ruth Goodall (RG), Justin Cohu (JC), Craig O'Brien (CO), John Staveley (JS), Anthony Thomas (in part) (AT)

Other attendance: Sonya Blythe (clerk)

1	To Elect a Chairman
	Clare Morton was nominated and elected as chairman for the ensuing year. The acceptance of office was signed.
2	Apologies for Absence
	Apologies were received and accepted from Peter Ross.
3	To Elect a Vice-Chairman
	Peter Ross was nominated and elected as vice-chairman for the ensuing year
4	Members' Declarations of Interests
	None declared. Register of interest forms were updated.
5	To approve and sign the Minutes of the Meeting held on 8 February 2016
	The minutes of the meeting were approved and signed.
6	To receive information on matters arising from the minutes not covered elsewhere on the agenda Members of the Wensum Valley cycling club, based at the Parson Woodforde PH in Weston Longville, notified the PC that a formal cycle ride event would be put on through the parish on 18 September. Traffic management may be an issue throughout the parish and so feedback was sought from councillors regarding this and a map showing suggested road closures circulated. Registration would be in the Parson Woodforde and parking marshalls would be available on the day. Despite the suggested road closures, access would be available for parishioners throughout the day. A discussion would be held outside of the meeting regarding the Hall for All providing catering.

7	To consider the draft Equality policy <i>AT left the meeting at 20:10.</i> The draft equality policy was proposed and agreed.
8	To confirm the standing orders, code of conduct and financial regulations of the Parish Council.
	The existing policies were considered and agreed.
9	Highways issues a) To receive an update b) To consider tasks for the next Highway Rangers visit c) NDR and traffic calming in Weston: Progress Report (Ruth Goodall) a) JS reported that recent traffic statistics demonstrate an increase of 100 vehicles a day in both directions through the parish, since last count. The average speed remains the same but peak speeds have increased. JS to circulate the information. b) The rangers would be asked to check that road signs were clear of leaves and branches and facing the right way and to replace the Paddy's lane road sign. In addition the "danger" sign where Wood Lane joins the A47 was missing and would be reported to Highways. c) An email update had been circulated by Gavin Broad from Highways with proposed changes to traffic management throughout the parish. This was discussed in detail and the response attached as Appendix A.
10	Village Hall and Play area a) Update (Ruth Goodall) RG reported that the Hall for All had paid some large expenses recently but was still running well.
11	Greener Weston a) To receive an update (Craig O'Brien) Nothing to report.
12	To consider Planning issues:
12.1	a) Planning Applications/Enforcement (Clerk) No new outstanding.

12.2	b) The Atlas Works application (C/5/2015/5007) had been amended by the applicants. Following consideration of the changes councilors decided to maintain their objection. CM to send a response to Norfolk County Council.
13	To receive correspondence and agree action/response (Clerk)
	Equestrian Centre on Morton Lane An anonymous letter had been received regarding users of local equestrian centre's driving through the parish. The clerk was asked to write to Top Farm and the Blackwater Centre regarding this.
14	Financial matters a) The final accounts for 2015/2016 were considered. £33000 remained in the bank accounts. b) Initial accounts for 2016/17 were noted. c) The annual return was read out to councilors, agreed, and signed by the chairman and clerk. d) The following payments were agreed: i) Clerk salary and expenses Apr - June (salary £437.80 (paid 1 April by standing order), expenses £327.29 tax £109.40) ii) Norse (grounds maintenance) £500.68 iii) Shelter Solutions (Bus shelter – Morton on the Hill) £5,316.00 iv) Emma Stone (internal auditor) £40 v) NALC (annual subscription) £99.31 vi) Ladywell Accountancy (annual payroll) £35.00 e) Receipt of the precept (£4,463), VAT repayment (£191.89) and transparency code funding (£318.98) were noted. f) To consider using some of the solar farm money to make up the £3k shortfall in funds for the 3 parishes party (only £2.5k available from wind turbines fund). To make the funds available to the group immediately so they can pay on-going expenses. An event for the three neighbouring parishes affected by the wind turbines was discussed, with the aim of helping to bring about community cohesion. It was agreed to use £3000 from the Luminicity fund towards this, to be paid to the chairman. g) To consider providing funding for double decker bus for NYD walk. AT requested that £350 be provided for a bus for the annual New Years Day walk. This was agreed.
15	Any Other Business (items for information only).

	a) A member of the public reported that the village was running out of burial spaces. Negotiation was being carried out with land-owners regarding this. b) Craig O'Brian advised that due to work pressures he would be standing down as councillor. The clerk would start the process to replace him.
16	To confirm the date of the next meeting: Monday 11 July Monday 12 September Monday 14 November
	Meeting closed at 22.00pm

Signed
Chairman.

Proposed traffic calming measures Weston Longville.

Thanks for the opportunity to debate the traffic calming measures which may be suitable for Weston Longville, prior to going out to public consultation. The Weston Longville PC met on Monday 9th May and we discussed the proposals in detail.

Firstly, may we do some name corrections for the Marl Hill detail map ? Marl Hill runs from the A1067, up the hill and then the road name stops at the crossroads. As it then goes on into the village (ie past the village hall) it has become Church Street. Church Street then continues into the village, past the junction with Field Rd and stops being Church Street near the entrance to Church Farm Close. At this point it becomes Woodforde Close as on your maps. On the Marl Hill map, the little road running across the back of the village hall is Ringland Lane.

The PC is very supportive of the proposals but we would like to see one or two tweaks (!!). We would really like to see a physical 6'6" width restriction at the north and south ends of the village, leaving HGV access to the village to be from the HGV route via Morton Lane and Field Rd. If this is not possible then we would want the pinch points on the map to be at the 2.5 m widths not 3 m. We are not finding that the current signed restrictions are being adequately adhered to.

In terms of feedback, I hope I am not overcomplicating our response in that I have sectioned the maps up and will comment on each section, starting at the north end ie from the Marl Hill crossroads, and then travelling down Church St towards the village.

Section 1: The map shows a change of priority at the cross roads ie with Give Ways being on the 'up Marl Hill' arm and the 'Church Street from the village' arm but we understand from your discussions with John Hurst that this is not now to be the case and that it will be Give Ways on the side Morton Lane / Ringland Lane roads as now. However a Give Way to oncoming traffic sign will face those coming up Marl Hill ie the priority is to leave Church St. This we support.

Section 2: The map currently shows the road narrowing near the 20 mph symbols, and then is followed by a layby to the south side of the road. We understand that the new proposal is that there is a 4 car layby on the south side of the road (inset C) and then a kerbed road narrowing (inset D). We support this change in feature order and we would like to see the road narrow to be down to 2.5m

Section 3: Kerbed road all the way through to the entrance to the playing field (inset B). We support this.

Section 4: From the playing field access, to south of the village hall entrance (prior to the disused gateway into York Cottage). We understand that, following discussion with John Hurst, that the road will be widened such that there is a pull in spaces on both sides of the road – the inset B at the gateway to the playing field as currently shown on the map, then a pull in on the opposite side (north) of the road to the village hall car park opening, and then a pull in on the south side of the road to the south of the village hall entrance. This pull in is essential in order to give a line of sight around the oak tree at the edge of the Parson Woodforde car park. We support this.

Section 5: From the inset A passing place to the junction of Church Street with Ringland Lane. This to be high kerbed along the full length, including across the disused entrance to York Cottage, and along the length of their hedge line. The kerbing to stop, on both sides of the road, at the oak tree on the corner of the PW ground. We support this.

With regard to speed and signage, we support the 20 mph proposal and the locations of the signs.

Concerns have been raised by two of the properties on Ringland Lane – that their road would then become a bypass for the Church Street section if cars wait to go round the oak tree (as happens now if a large vehicle tries to come down past the front of the hall). The residents ask if this road could be closed completely at the non-village end ie where this section of Ringland Lane joins the 'main' Ringland Lane. This would reduce the volume of traffic which passes the pedestrian access to the village hall and playground and again reduce the traffic route options within the village, making it less attractive. If closure was not possible then could the road be designated a Quiet Lane? The PC would support such either option.

Moving onto the Village Centre traffic calming measures map.

Section 1: The PC does not support the removal of the centreline marking around the Field Rd junction with Church Street. The PC is not convinced that the removal of the lines on sections where visibility is poor has the effect of slowing traffic. The current scuff marks across the lines clearly indicate that traffic is often over the centre line now, causing great consternation to oncoming traffic coming round the blind bend and we do not believe that removing the line will improve the road hogging.

Section 2: crossing point. The PC would support a road narrowing to aid the crossing point but would like to see this with a carriage way of 2.5m rather than the 3m shown.

Section 3: The existing chicane. All the recent traffic monitoring has shown that the width and spacing of the current chicane can be navigated at speeds of at least 60 mph and if it is possible, the PC would like to see the carriageway width reduced down to 2.5m from the 3m. The PC supports the current 'no priority' policy.

Section 4: New chicane arrangement. The PC debated this at length. We are unclear as to the extent of improvement in speed reduction the addition of the extra chicane will have and whether it is in the right location or whether it would be better moved closer to the edge of the village. We support the addition of a narrowing on the entrance to the village (inset A) but would like to see this as a 6'6" restriction but if not that, then at 2.5 m. Is the location of the new chicane then dictated by the relative positions of this narrowing and the existing chicanes so as to optimise the compliance with the 20 mph speed restriction ?

Moving onto the speed limit map.

The parish council support the locations of the speed limit signs with the exception of the pair at the non-village end of Post Office Lane. The road reduces down to a bridleway at this point so there is no need to have signage here as no motorised traffic will be coming from the bridleway.

The Parish Council are still anxious to see some means of reducing traffic speeds at the Weston Green crossroads to the south of the village. We would like to see the '4 STOP' option pursued but if this is not practical then a change in priority such that a 'straight across' option is not adopted. The parish council have also debated the option to close Paddy's Lane at the junction with Wood Lane / Walnut Tree Lane and would be interested if this could be done on a trial basis, so that the redistribution of traffic it would cause could be evaluated. This would not be instead of any of the village based calming already discussed, or for changes to Weston Green.

With regard to changes in 7.5 t or 6'6" restrictions, the PC will need to give this greater thought. Our initial thought is to concentrate on the 6'6" restrictions but there are several other roads in the parish which are also 7.5 t restricted and we are concerned as to how a change at just the village would fit in with the scheme.

If it is possible to adjust the scheme to accommodate our discussions then the Weston Longville PC is very supportive and we thank you for your work so far.

Yours sincerely

Clare Morton
Chair WLPC.