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## WALTON-IN-GORDANO PARISH COUNCIL

Walton-in-Gordano - Walton Down - Walton Bay

Clerk: Donald Hill

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### Minutes of the Meeting on Monday 11th September 2017 at 7.30 p.m. in the Village Hall

**Present:** Cllrs Brian Cannell (Chair), Mike Ralston, Rachel Dickinson

**In Attendance:** Colin Medus (NSC Liaison), PC Jen Clarke & SC Lucie Skinner, (Police), Don Hill (Clerk),

**Public Attendance:** 0

**4086 APOLOGIES** - Cllr Nigel Wyliman, Cllr Nigel Ashton

**4087 DECLARATIONS OF INTEREST** - none

**4088 LAST MEETING MINUTES** - (July 3rd) were agreed and signed by the Chair and Clerk.

**4089 MATTERS ARISING** - none

#### **4090 EMERGENCY SERVICES, TRAFFIC & TRANSPORT**

**Police:** There has been no recent reported crime, but speeding and SpeedWatch issues were covered, as well as the proposed Walton Street 20mph limit. The response from the Weston Bike Night organisers was positive, but it will be next Spring before their influence on the speeding element of their Thursday evening fraternity can be judged, as the meets in WsM are only during spring and summer.

**SpeedWatch:** New signage is either up, or permission from NSC and property owners is being sought to put it up. Of the large statistics signs, one will go on the end wall of the Village Hall, and other suitable locations are being sought. Cllr Dickinson suggested the Gateways Futures - white gates at village entrances - flower planters, etc as possible aids to motorist awareness. Clerk to add to the next agenda.

#### **4091 PLANNING**

**New:** 17/P/2073/WT The Manor - Work on 8 trees reviewed. No objections.

**Decision Due:** 17/P/1339/F Lorraine Field. In view of concerns about levels, the application paperwork has been reviewed by members and it appears that site levels on this new application are virtually identical to those on the original. This will obviously require a re-profiling of the site, to take it back to the original and adherence to the original levels will need to be checked by NSC as construction ensues. Our ward Councillor, Nigel Ashton, is monitoring the progress and outcomes.

#### **4092 PARISH MAINTENANCE**

**Cross Tree/Moor Lane Ash tree** - NSC's Jason Cox investigating. Clerk to chase.

**Walton St:** The Western Power electricity lines in Walton St have been excellently cleared by Hi-Line.

#### **4093 OTHER MATTERS**

**Broadband:** CDS contractor - Gigaclear - appointed. Workshop date still awaited. Frustration mounts!

**Speed Limits:** NSC's introduction of 20mph speed limits, will hopefully be completed during this financial year. Adjustments of 30mph limits are the subject of ongoing discussion.

**Quiet Lanes:** Yatton PC are promoting these (see attachment). The meeting felt Moor Lane should link to the Avon Cycleway along the back of the valley as part of the scheme. Clerk to so inform Yatton PC.

**Waiting Restrictions in Parishes:** Problems in Pill & EiG PC are not relevant to this parish and members therefore felt unable to make a contribution. Clerk to so inform Pill & EiG PC.

#### **4094 COUNCILLORS' REPORTS** - none

#### **4095 FINANCE**

**2017-18:** Accounts had been pre-circulated, were reviewed, and noted.

**2016-17 Accounts:** External audit complete and published. No audit fee due.

**Cheques:** 746 HMRC re PAYE £86.40. 747 Hall Hire £9.00

The meeting closed at 8.45pm

## QUIET LANES *(culled from the CPRE Brochure)*



This is the Countryside Agency's Quiet Lanes sign. It can be seen on signposts.

Country Lanes are an integral part of our rural environment but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating.

Quiet Lanes are a positive way of:

- providing a chance for people to walk, cycle and horse ride in a safer environment;
- widening transport choice; and
- protecting the character and tranquillity of country lanes.



**Read in conjunction with:** The Quiet Lanes and Home Zones (England) Regulations 2006 (Department for Transport Circular 02/2006) - summary included here.

**Speeding traffic** is a huge and increasing problem in villages and along country lanes. Under the *Transport Act 2000*, local authorities are able to designate roads for which they are responsible as Quiet Lanes. CPRE promotes the concept of Quiet Lanes, as part of a wider strategy to promote environmentally sustainable transport and lower speed limits on country lanes and through villages. CPRE would like to see more country lanes with higher traffic flows designated in order to deliver real change in people's transport choices and in driver behaviour.

**Walk, cycle and ride in safety:** Quiet Lanes are designated minor rural roads catering to the needs of walkers, cyclists, horse riders and the mobility-impaired, encouraging drivers to respect more vulnerable road users.

**Widen transport choice:** Quiet Lanes can encourage journeys on foot or bicycle, and for recreation. Lower speed limits (ideally 20mph say CPRE) and discrete signage can encourage drivers to slow down and promote a more tranquil rural environment.

**Quiet Lanes as a network:** Quiet Lanes work best as a network of lanes which can link local residents to, for example, the local shop or school, and connect lanes around a village centre or to a nearby village.

**Quality of life:** By reducing the intimidating effects of traffic on rural roads, building community links and encouraging healthy, recreational activities, Quiet Lanes play a key role in improving quality of life.

**Measures to deliver the aims of Quiet Lanes** should be in keeping with the local character of the area. Examples include varying verge maintenance, soft landscaping, removal of road signs, road surface treatments or even planting grass in the middle of the road. Traditional traffic calming measures such as speed cushions, humps and high visibility signs are often more appropriate to urban areas.

**The sign of a successful Quiet Lane** is that it looks similar to the existing lane. Quiet Lanes should be designed to protect and enhance the local character and distinctiveness of the countryside. Signs should be discrete whilst indicating clearly to road users that they are in a Quiet Lane.

**Approach signage** could route traffic away from a Quiet Lane, which might have a narrow lane entrance to deter through traffic. **False cattle grids** are raised parallel bars across the road surface which cause a gentle rumble as vehicles pass over them. These are aimed to raise driver awareness that they are entering a Quiet Lane. **Landscape features**, such as hedges, verges, walls and wayside trees can be sensitively managed to improve the landscape, retain local character and make travel easier for cyclists, walkers and horse riders. Examples include building verges out with logs or grass to narrow the lane width and facilitate better crossing, and planting shrubs at 's' bends. Good and well-planned design of Quiet Lanes is essential and the local community should feed into this process from an early stage.

**Who has priority on a Quiet Lane?** Currently, no user group has priority. CPRE believes motorised traffic it should respect the presence of walkers, cyclists and horse riders who should have priority.

**What about enforcement?** Quiet Lanes are essentially self-enforcing. Enforcement largely depends on advertising the Quiet Lanes and maintaining public awareness about their purpose.