

# ANNUAL PARISH MEETING

May 12th 2025 - 8pm - The Village Hall

This is an open forum for Parish Electors to air their views and concerns about, and aspirations for our community. Possible topics are transport, policing, highways, planning, relations with neighbouring parishes, parish facilities, volunteering... you name it and you can add it to the list.

## AGENDA

**1. Apologies**

**2. Matters arising from minutes of last year's meeting**

*The 2024 agenda and minutes can be found on the minutes and agendas page of our website at [waltoningordanopc.org.uk](http://waltoningordanopc.org.uk), under May 2024 Annual Parish Meeting.*

The Chair will read key points from the minutes and confirm that any actions called for were passed to the Parish Council, followed up, and reported via their minutes. After Any matters arising will be discussed.

**3. Reports from Interest Groups if Available**

Parish Council Chairman's report / Financial report  
North Somerset Council  
The Village Hall  
Any other reports

**4. Discussion**

An open forum on issues of concern to the parish and its electors

## **Minute APM 24/04 Open Discussion**

### **Road and Traffic Issues**

The question was raised as to what the Parish Council are doing about traffic and speed issues in the Parish. The problems affect all four of the Parish's roads, but, although not specifically mentioned, it is implicit that the key worry relates to the B3124 and its Cross Tree and Moor Lane junctions together with the objective of achieving a 20mph speed limit on the B3124 through the Parish.

Claire Flower, who is impatient to achieve these aims, and leads on the matter as a Parish Councillor, explained that nothing will happen unless we can persuade NSC to move away from its reliance on government prescribed notions of best practice, and to consider the urgent needs of local road safety, and the needs of non-motorist highway users. Key to this is the gathering of traffic volume and speed data on a 24 hour a day basis. It will require volunteers to operate the system, and probably require a year's worth of data before a robust enough case can be presented to NSC. This is largely because NSC highway regulations do not allow for a mobile SID to remain at the same location for more than two weeks (although this can obviously be a point of discussion with them), and because it is a given that motorists become used to such kit after a time and start to ignore it. To keep a SID productive throughout the year we will need a total of six locations, each with a sight line of at least 60 metres, at which to place it. Dave Wherrett pointed out that a recent SpeedWatch exercise supported the expectation that these other locations will have the benefit of supplying data on traffic feeding onto and off the B3124).

The data gathering kit of choice is a speed indicator device (SID), that will cost around £6000, of which the Parish Council will be able to ring fence £3000 within its 2025-26 budget. Further funds could be provided by ring fencing them in future years, but it will take several years for such a small council to accumulate the amount needed. An alternative will be to seek donations or grants to make up the the funding need and this is being investigated. It was pointed out that, at best, this would mean at least two years before enough data could be collected and yet further time for a project to be put together, possibly via specialist consultants at a further cost of some £2000. Success will then turn on NSC's accepting and implementing the plan. Whilst this delay on a matter of such urgency is reasonably deemed as unacceptable, it is probably the most realistic route to planning and achieving the desired outcomes in the local government world of regulations, best practice and a funding crisis. (It does not mean that every opportunity that presents itself should be sought to speed the process up).

The view was expressed that the outcome of all the proposed time and expenditure would not cure the problems. It was countered that if the reduction of the speed limit from 30mph to 20mph resulted in real speed limits dropping from 40mph to 30mph, that would at least be a positive result. Apparently in Weston-in-Gordano, where a 20mph speed limit is in place (which is regularly monitored by SpeedWatch), it is quite closely adhered to.

The longer term outcome might be for fixed data collection devices to be located at each B3124 entrance to the Village, although these would be significantly more expensive. It was also suggested that some of the SID cost could be recouped by hiring out, or even selling, it to another needy parish or parishes.

## Highway Stability at Walton Bay Bus Stop

A question about this was raised. Don Hill said that the matter was reported to him and handled as reported in this evening's draft Parish Council meeting minutes:

*This problem was reported to the Parish Council yesterday, May 12th, by a resident who supplied Cllr Wherrett with pictures of soil erosion eating under the pavement around the bus stop. This small stretch of land between Sunny Bank and Two Acres Drive contains a notice board (belong to the Parish Council and positioned on the land of EMM Properties Ltd, owners of The Bay and Sandbanks), a mail box, a seat (belonging to NSC), a bus stop and a telegraph/electricity pole. This erosion could eventually start undermining the highway and cause danger to traffic. Any underpinning will need to be done on EMM land and will involve liaison with the various utility owners on the site. All this falls to NSC to manage and to repair, so the Parish Clerk informed them of the position on Sunday 12 May, and provided the name and address of EMM. A response from NSC will be keenly awaited.*

## Golf Course Footpath

After the state of the path had been reported to the Parish Council by two residents, NSC undertook to check on it and cut it back as it has done on occasion before. Staff shortages and financial pressures have led to NSC being less able to respond effectively, if at all, to requests in several areas of its activity and this path seems to have fallen victim to that problem. However, the Parish Council's remit is to care for the needs of *this* Parish, so it will continue to press for action re this footpath's maintenance. It will also raise the issue of gates along the path that are falling into various states of disrepair. **This topic will be returned to the Parish Council Agenda.**

## Other Footpaths

A question was raised about the footpath from the B3124 (halfway between Clevedon and Walton): it is routed down across Home Farm alongside the square wood below the railway line and then across the moor to Norton's wood. Also raised was the issue of the footpath from Plumtree to The Common in the woods above the fields. Rachel Dickinson confirmed that Avon Wildlife Trust manage this area and are responsible for keeping it clear.

## Car Parking on B3124 Verge by the School Sports Field

Careless parking is a habit along that stretch of the B3124 that runs past the Clevedon School playing fields lying within our Parish. Could anything be done about it? Brian Cannell reported that he recently past this spot and saw police apparently issuing tickets to each of the cars parked there.

## NSC Waste and Car Parking Consultations

Someone asked if the Parish Council had responded to these consultations. The original consultation website only provided for responses from individuals, so the Parish Council sent its responses, as in its April meeting minutes, directly to the NSC Councillor leads on each of the Waste and Car Parking consultations. Each of the leads responded to the Clerk confirming that the Parish Council comments had been passed to the responsible teams.