

Kimblesworth and Plawsworth Parish Council

Minutes of the Council meeting held in the Community Centre, Nettlesworth, on

Thursday, 10 January 2019 @ 7:00pm.

PRESENT: Councillors G Kendall (GK - Chair), A Cole (AC - Minutes), P Beard (PB), L Walker (LW), L Walker (LiW), D Bruce, D Inman (DI) and County Councillor S Wilson (SW)

127. Apologies for Absence: None were received.
128. Declarations of Interest: None were declared.
129. Issues / Questions – General Public: No members of the public were in attendance.
130. Dispensations: None were made.
131. Minutes of the Meeting of the Council held 13 December 2018: Point 121a was discussed and the date was agreed to be amended to December 2018 and the account referred to is the KPPC Google account.
132. Matters arising
133. Chair vacancy: GK asked if anyone was interested in taking over the role of Chair. AC stated that she would consider undertaking the role if training was available as she was a new councillor and, as such, had not built very much knowledge and understanding in order to undertake the role without having some training. PB stated that AC had no Clerk or financial experience but had taken on those roles and done really well.
AC to establish whether any training is available. GK to continue as Chair until training is completed and new Clerk appointed. DI to continue as vice Chair and cover and GK absences.
134. Police Matters: No police representatives were in attendance.
135. Co. Councillor Report:
 - a) Additional litter bins would cost £259.30. The cost for servicing them on the same timescales as the other bins is still awaited.
 - b) SW is awaiting an update regarding the Visor (Traffic Speed display). SW to request details of charges for relocating the Visor. SW to investigate whether the Cross Lanes Visor can be relocated or is permanent. DB to contact Sacriston Parish Council regarding their willingness to share the cost of Visor moves when placed in near to Daleside and Westhills Close, which are in Kimblesworth and Plawsworth Parish.
 - c) SW advised that the white lines on the junction of Cedar Avenue and Tanmeads mean that Police can take action to move cars parked on the lines. SW to query the placement of white lines in the middle of the road in front of Tan Hills Post Office and on the junction at Acorn Close.
 - d) SW advised that Karbon are unwilling to give permission to create parking on green spaces.

- e) SW advised not to reduce the Precept in the coming year but to freeze it. Reserves were discussed and SW advised these should be 3 to 12 months revenue.
 - f) DB asked SW to establish the maintenance cost of maintenance of the playpark once extended. SW to request a quote should the playpark be extended and another should an adjacent park be built.
 - g) Five parking spaces next to the Primary School would cost £18,000. SW advised that it was not correct that the Parish Council should have a place on the School Governors. DB is to query when School Governor meetings take place.
136. Community Centre Report: Community Centre toilet refurbishment is being investigated.
137. Vice Chair update: There was no update to share.
138. Clerk update: Councillors L Gillhespy and P Graham have resigned from the parish council.
139. Parish Newsletter update: DI is aiming to have the next Parish Council newsletter completed for distribution in mid-March 2019. It will include projects to be focused on, budget requests (what parishioners would like the Parish Council to do/provide) and planters.
140. Planning
- a. Funds available under Section 106 of the Town and Country Planning Act 1990:
- County Councillor Heather Liddle responded to AC's query about S.106 funds saying
- "The S106 funding from this development is available for suitable projects anywhere in the Sacriston electoral division therefore KPPC will most certainly be eligible to apply.
- The funding is released in three or four phases after a certain number of properties have been sold. It is anticipated that the first S106 money from the West Farm development will be paid to DCC in approx 2 years time when Persimmons expect to have sold 25% of the homes. However if sales are slow, there will be a delay to the funds being paid.
- There is an application and consultation process. Once the application is completed, it is submitted to the S106 manager who will carry out the necessary checks before the application goes before the S106 panel. Approval is required from both County Councillors. Consultations will also be carried out with Ch le St AAP Board members, and usually the Parish Councils in the division where the S106 money is allocated to.
- I am happy to work with KPPC and support with a forthcoming project and application."
141. Speeding
- Email from Heather Liddle, circulated by AC prior to the meeting as requested on 17 December 2018:
- "Outcome from the site visit with DCC and Durham Constabulary.

I apologise that I did not get this information to you before the meeting last week, therefore I would be grateful if you could circulate this information to members via email.

DCC Highways have agreed to do some visual work along the road next to Tanhills shops. This includes painting road markings which will clearly indicate that two way traffic flows along this route. The idea is that it will make drivers more aware when double parking.

The police would like to encourage volunteers to be trained to carry out community speed watches in the Nettlesworth area. Could this request be included in the next edition of the Parish newsletter?

A separate complaint received from pupils at Nettlesworth Primary School was also dealt with at the site visit. A street sign is to be installed in an appropriate site near to Church Mews alerting drivers travelling along this stretch of road that they are approaching a junction which accesses The Green next to the school.

Please see other responses received below.

Response received from Highways policing unit.

Following on from our site meeting this morning (14/11/18) as requested I have taken a look to see what data we have recorded since 01/01/16 in respect of speeding in Nettlesworth.

From a Community Speed Watch perspective we have 10 activities recorded on our central recording system. I have put the information in the below table. The activities shown in red are those which met our escalation levels for further consideration. As can be seen this was only 2 out of the 10. The remaining 8 while showing a degree of speed limit offending did not meet our escalation levels for further consideration.

<u>Date</u>	<u>Road No.</u>	<u>Place</u>	<u>Road Name</u>	<u>Speed Limit</u>	<u>Start Time</u>	<u>Finish Time</u>	<u>Time On Site (hh:mm)</u>	<u>TOTAL Vehicles Through Check</u>	<u>Warning Letters Sent</u>	<u>Percentage Offenders</u>
18/04/16	B6312	NETTLES WORTH	PARK VIEW	30	09:25	09:40	00:15	25	5	20%
07/07/16	B6312	NETTLES WORTH	THE GREEN	30	10:20	10:40	00:20	40	1	3%
02/08/16	B6312	NETTLES WORTH	PARK VIEW	30	10:35	10:50	00:15	50	1	2%
28/02/17	B6312	NETTLES WORTH	PARK VIEW	30	09:30	09:50	00:20	50	6	12%
04/05/17	B6312	NETTLES WORTH	MAIN ROAD	30	10:25	10:45	00:20	50	3	6%
15/09/17	B6312	NETTLES WORTH		30	13:45	14:05	00:20	25	2	8%
23/02/18	B6312	NETTLES WORTH	MAIN ROAD	30	10:35	10:45	00:10	25	3	12%
30/05/18	B6312	NETTLES WORTH	THE GREEN	30	09:05	09:29	00:24	50	3	6%
02/07/18	B6312	NETTLES WORTH	THE GREEN	30	09:10	09:25	00:15	50	4	8%
31/08/18	B6312	NETTLES WORTH	THE GREEN	30	09:10	09:30	00:20	50	14	28%

With regard to attention by our Roads Policing Unit the attention recorded centrally was in response to the two escalation referrals highlighted in red above.

28/04/16 to 02/06/16 officers attended the location at various times and days within this period where speed survey data showed the main problem times for offending to be. During the time spent on site officers found it necessary to issue only one driver with an endorsable fixed penalty notice and verbally warn a further 5 drivers with regard to their anti-social tendencies to speed.

24/09/18 to 07/10/18 officers attended the location at various times and days within this period where speed survey data showed the main problem times for offending to be. During the time spent on site officers found it necessary to issue only one driver with an endorsable fixed penalty notice and verbally warn a further 4 drivers with regard to their anti-social tendencies to speed.

As discussed, the main road through Nettlesworth will no doubt have been targeted at other times during routine patrols by our Roads Policing Unit but we do not hold that data. It is only when specific periods of enforcement are undertaken (normally following Community Speed Watch referrals) that we keep detailed data.

Information received from DCC Highways

At our site meeting I said I would send you some information on Speed Visors and this is provided below

The Council operates a rotational 'Vehicle Activated Sign' or 'Speed visor' programme across the County as a means of educating motorists to moderate their speeds. The speed visor rotation programme has operated at capacity for a number of years and unfortunately there is no scope at this time to extend this programme from our traffic budget. A new location on this programme is typically at the expense of an existing site in the same Ward.

Research nationally by the Department for Transport and Transport for London indicates that the rotation of speed visors is far more effective than the erection of permanent speed visors, which over-time, begin to lack driver credibility. However, should funding be secured for both the initial capital cost and future revenue costs for speed visors from other sources, we would be able to consider the use of speed visors further. This has been done at other locations within the County on behalf of Town and Parish Councils. However, we prefer to try and keep speed visors as an absolute 'last resort' as we do not want them to become so commonplace that they lose their impact and just add to street clutter that motorists ignore.

In order to assist with speed complaints we worked in partnership with Durham Constabulary to develop the Community Speed Watch scheme to provide more targeted action. As you may know this uses the 'stick and carrot' approach to provide a warning to motorists via a letter from the Police and as a way to educate the motorist. This is the preferable method to address speed complaints in light of the above research before progressing to other traffic calming methods (such as chicanes, humps etc.). It is also a method of gathering useful data and providing an active reminder to motorists. This scheme has been extended to allow local communities to be more active within the protocols established by the Police.

The request for the provision of speed visors should be made to us.

When considering speed visors, first of all there needs to be a proven need in terms of traffic speed and the number of vehicles that are travelling at speeds whereby prosecution would be considered, having all other avenues been exhausted. This would need to be progressed through the partnership that exists between the Council and Durham Constabulary's Traffic Management Unit and would typically be linked to the outcomes and escalations of Community Speed Watch (CSW) operations on the roads in question. We would wish to see that the community has

participated in CSW and are committed to continuing involvement; in other words, the speed visor is not to be seen as an alternative to CSW.

If the above can be satisfied then a suitable safe location for deployment of the unit would then need to be found, which is done through a joint risk assessment between DCC/ Police. I hope it can be appreciated that it is not always possible to locate a sign exactly where people want it (or the issue is) due to the need to identify a suitable location. The visor should not be located such that a motorist's attention is diverted away from where it should be focussed on.

Should the practicalities of deployment be supported then funding would have to be secured through external funding such as Neighbourhood Budget, AAP's or Town/Parish Council etc. The initial capital investment for a speed visor which includes the purchase cost, installation cost including cabling, ducting, reinstatements, commissioning and a Northern Power Grid Metered Supply & Feed Pillar and design costs, is an Initial Capital Cost of **£7500** (although this figure may vary subject to unit type, location, proximity/type of power supply etc.).

In addition to the Capital Cost a 'Commuted Sum' is required based upon a 8 year lifespan of the speed visor which includes energy, maintenance, decommissioning at end of the life cycle - the Revenue Cost/ Commuted Sum is approx. **£3100**.

It should be noted that the above costs are only for the initial provision and life of the sign, the Commuted Sum does not cover subsequent signs if it is replaced (after 8 years) – this would have to be a consideration; in other words, the Highway Authority (DCC) does not take ownership of the sign and continual provision.

It is often suggested that solar powered signs are a good alternative to the powered type in order to save on capital and revenue costs. Solar powered signs can be utilised in some situations and may be the only practicable choice where there are not nearby electrical supplies. However, solar powered visors have a number of disadvantages which must be considered.

- The location must attract full unobstructed sun for the batteries to be charged, there should be no tree canopy or shade from buildings
- If the sign is subject to many activations (both day but particularly at night), the solar panel is unlikely to provide sufficient charge to maintain the batteries in an operational state – particularly if the first point can't be satisfied
- Solar panels are prone to damage, vandalism and theft
- Solar panels should not be installed where there is an adjacent fence, wall or other structure which would enable someone to easily reach the panel
- If the power fails on a regular basis (due to depleted batteries), the sign will be providing a very inconsistent message to drivers which could detract from road safety
- Mains electric power may still be required to keep the batteries 'topped-up' if the solar panel is not capable of providing sufficient charge
- If a mains connection is required in addition to solar panels, the Initial Capital Cost will be higher by approx. **£1300**
- A larger post and space around the sign are required to take into account the increased size of sign and the overhang of the solar panel

If you have any queries relating to the responses above, please let me know.

I would like to take this opportunity to wish yourself and members a very lovely Christmas and the very best wishes for the New Year."

DB is to contact 101 regarding speeding through the parish.

142. Website updates: DI informed the meeting that there are 2 websites. The first is a map to the website which is secure. The second is the website visible to the public which is not secure. DI

is to review the settings to secure the public website.

143. Facebook updates: AC gave an update about items posted to the website and responses including a request for a permanent Christmas tree to be planted. LiW informed the meeting that the Plawsworth and Kimblesworth Community Association has this in hand for the area where this parishioner resides.

144. Finances

- a. Bank account update: The bank balance on 7 November 2018 was £22,036.71. PB is to update the address that statements are issued to and request copies of subsequent statements.

DI is to contact HMRC to check that PAYE and National Insurance contributions for the former clerk are up to date.

- b. AGAR update: AC advised that she had been advised to take a copy of the AGAR to Mazar's as soon as possible. There have been no requests made to view the Council's financial information.
- c. Invoice for support with AGAR: An invoice for £150 has been received from D Shingleton and this will be paid as soon as the signatories on the bank account have been updated.
- d. Precept update and agreement: DI gave an overview of requests for expenditure that have been received or considered in the past 2 years:
- i) 5 parking spaces adjacent to the Primary School would cost £18,000.
 - ii) Parking opposite Acorn Way would cost £25,000.
 - iii) Parking at the Crescent would cost £31,000.
 - iv) 2 spaces on the grassed areas adjacent to 14 and 16 Tanmeads would cost £10,000.

Additional parking provision would cost a total of £84,000.

- v) Play equipment would cost £30,000.

- vi) Speed Visor cost would be £10,800.

The total cost of all items would be £124,800.

DB to establish whether there is suitable space and power in Kimblesworth on the B6312 for a Visor.

AC to complete the financial predictions and circulate to Councillors.

DI proposed no increase or decrease. This was voted upon and was approved unanimously.

145. Documentation update:

- a. Risk Assessment: An extraordinary meeting is to take place on 24 January 2019 at 7pm to cover the Risk Assessment and Auditors task list.

146. Date and Time of next meeting - 14 February 2019

147. Such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration: Nothing was raised.