MICHELMERSH & TIMSBURY PARISH COUNCIL

A Meeting of the Parish Council will be held on Wednesday 23rd October 2019 at 7.30 p.m. in the Jubilee Hall, Timsbury

Members of the public and press are most welcome to attend.

AGENDA

Apologies

1. **Attendees**
2. **Declarations of any Interest.**
3. **Open Period**
4. **Confirmation of Minutes of the Parish Council Meeting 25th September 2019**
5. **Clerk's Report**
6. **Village Issues**
   - **6.1 Recreation ground issues**
     - 6.1a Annual ROSPA play inspection
   - **6.2 Jubilee Hall issues**
     - 6.2a Jubilee Hall Lease
   - **6.3 Highways and footpaths issues**
     - 6.3a Speed sign
   - **6.4 Lengthsman issues**
7. **Planning Applications**
   - **7.1 19/02411/FULLS**
     Removal of two conservatories and construction of extension to the rear and side to provide open kitchen/living/dining area; insertion of dormer window in place of rooflight to rear providing head room in bathroom
     Site: 1 St Andrews Close, Timsbury, Romsey
   - **7.2 19/02348/FULLS**
     Single storey flat roof extension to provide additional living space
     Site: 8 Mannyngham Way, Timbury, Romsey
8. **Consultations**
   - 8.1 Draft Affordable Housing Supplementary Planning Document
   - 8.2 Policy Consultation E-Briefing 12-19 Independent Review Into Local Government Audit Call For Evidence
9. **Correspondence**
10. **Finance**
    - **10.1** Financial Summary
    - **10.2** Invoices for payment
11. **Meetings attended or to be attended**
12. **Chairman's Mandate**
13. **Agenda items to be included in next month's Parish Council Meeting**
14. **Dates of future meetings**
    Parish Council Meetings: 27th November

Katie Hardy, Parish Clerk Tel: 01794 367289 email: mtparishclerk@btinternet.com 17th October 2019

Michelmersh & Timsbury Parish Council

Clerk's Report to PC Meeting of 23rd October 2019

1. TVBC and HCC Determinations

19/01825/VARS
Variation of condition 14 of 18/01808/FULLS (Phase 2 for B1 office accommodation in blocks 100 and 200) to substitute drawings to D-100, D-105, D-111, D-210, and D-305 to amend previous approved development linking the two buildings into a single structure, alterations to projecting elements to the north and south, and alterations to fenestration. -
The Grange , Romsey Road, Stonymarsh
Decision: Permission granted

19/01915/FULLS
Replacement single storey rear extension to provide kitchen/diner, utility/boot room, and replacement fenestration. -
Tytherley , New Road, Timsbury
Decision: Permission granted

18/02707/FULLS
Site: Little Meadow, Rudd Lane, Upper Timsbury, SO51 0NU
Decision Type: Delegated
Appeal Decision: Dismissed

2. Village Issues

Dog Fouling Concerns
The dog signs have been delivered. The Council will need to agree on where the sign will be installed and who will install it.

Community Garden Tree Works
SSE has made a start on the tree works. They will return the week commencing 2st October to complete. The Jubilee Hall and the Preschool has been informed.

Speed Sign
Please see separate document attached - researched and collated by Cllr. Steve Langford.

Churchyard Maintenance Grants

The Parish Council has received notes of thanks from both St. Andrews and St. Mary's Churches for the Churchyard maintenance grants.

Playground Concern

Following a concern raised about the rubber matting being slippery on the playground, I have instructed Mr Steve Medley to jet-wash all the rubber surfaces as soon as possible to remove this slip hazard. He will invoice in due course.

3. Financial Summary

Monthly Financial Report	19th September - 17th October 2019	
PAYMENTS		
Cleared Payments		
Katie Hardy	Salary - September 2019	£458.33
Katie Hardy	Printer paper - newsletter	£12.99
Katie Hardy	postage	£1.50
TVBC	Addional rent for pocket park	£5.17
NW Adams	Annual ROSPA inspection	£121.38
St Andrews PCC	Churchyard maintenance grant	£600.00
St Marys PCC	Churchyard maintenance grant	£600.00
Katie Hardy	Replacement Defibrillator pads	£37.14
	Total	**£1,836.51**
Invoices for Payment		
Katie Hardy	Salary - October 2019	£458.33
Katie Hardy	Ink toner for newsletter	£56.15
Appleton Signs	Dog signage	£212.96
5 Star Cleaning	Grass cutting - September	£90.00
	Total	**£817.44**
Uncashed cheques		
Green Urban	Admin - Defibrillator - replacement electrics	£151.99
5 Star Cleaning	Grass cutting - July	£144.00
5 Star Cleaning	Grass cutting - August	£144.00
	Total	**£439.99**
Alloted project funds		
Village improvements	Noticeboards, benches etc.	£5,000.00
Replacement of Assets	2017/18 & 2018/19	£10,000.00
	Total	**£15,000.00**
INCOME		
TSB	October interest	£7.19
TVBC	Precept	£7,500.00
	Total	**£7,507.19**
Account Balances		
Lloyds TSB	30 Day Savings Account	£25,718.25
Lloyds TSB	Current Account	£8,786.50
	Total	**£34,504.75**
Actual Funds available as of 17th October 2019		**£18,247.32**

Michelmersh and Timsbury Parish Council

Speed Sign Research

1. Background

As a result of complaints raised by members of the public of perceived high traffic speeds in the Parish (mainly on New Road and some on Rudd Lane), Michelmersh and Timsbury Parish Council are considering whether the installation of speed indicator signs (SIDs) and/or speed limit reminders (SLRs) are a worthwhile investment for the Parish.

SIDs display the speed a vehicle is travelling (together with smiley/sad face graphics as needed), while SLRs merely display and reinforce the current speed limit.

2. Local Parish Council Feedback

During this brief investigation exercise, it became apparent that many adjacent or nearby local councils are using or have used these devices. We are not alone in this venture, with many councils providing some insight.

a)**Braishfield**

Spoke with Jane Bennett, Chairperson and Michael Stubbs, Traffic Group Chair

A separate Traffic Group has been recently charged with looking at wider traffic management issues. They have used speed signs in the past, but that practice was ended several years ago. It is believed they used speed limit signs (SLRs) and not speed indicator signs (SIDs).

Michael added that, in his opinion, all efforts at traffic speed management are worthwhile, but the ultimate deterrent of fines is the only fully effective one. They would welcome us working together for mutual benefit.

b)Whiteparish

Spoke with Maria Pennington , Parish Clerk

They acquired a new SID for approx. £2,800 (not sure of funding but did not purchase themselves)

And this device is rotated across 5 sites, with the main and most visible site on the A27 just to the south of the village centre. They also have a Community Speed Watch group with volunteers and they work with the police to occasionally use hand held traffic speed readers as well. These have proved to be are highly effective if perhaps a little aggressive. They put in a lot of effort to manage speeding in their village and they are strong supporters of SIDs.

c) Awbridge

Spoke with Clerk Kelly Seymour and Ian Milsom.

They share a SLR (Speed Limit Reminder) device with Broughton. It is used in five separate locations and rotates between these within the 2 parishes. The device is currently operated by Awbridge & Broughton. It was purchased in November 2011 from: Westcotec Ltd,34, Bertie Ward Way,Dereham,Norfolk,NR19 1TE https://www.westcotec.co.uk/

At that time the cost was £2625 exclusive of VAT, the cost being shared equally between the two parish councils. Awbridge shares the sign with Broughton and both councils share equally the annual running costs of £922.

They have also pointed us to Mandy Ware, Team Leader Traffic and Safety, Hampshire County Council with a generic email, roads@hants.gov.uk

They seem happy with the process as is. When I enquired whether we might also share with them, the Clerk was unsure and will follow up. It is doubtful whether this will be possible.

Simon Nightingale manages the movement of the SLR for Awbridge.

Awbridge parish council holds no qualitative data about the benefits of the Speed Limit Reminder, although anecdotal evidence suggests that it can have a positive impact on traffic speed.

Separate from SID/SLR deterrents, there is a separate initiative called Community Speed Watch at https://www.communityspeedwatch.org/FRONT-Main.php?m=0) where active members of local communities join with the support of the Police to monitor speeds of vehicles using speed detection devices. Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds. In cases where education is blatantly ignored and evidence of repeat or excessive offences is collated (even across county borders), enforcement and prosecution follow.

Awbridge has been unable to form a community speed watch group due to insufficient volunteers willing to devote time to training and operation.

d) Andover Town Council (from Andover Town Council Minutes supplied via John Rhodes)

"The Picket Piece' area is looking at a SID.
SID devices are used successfully by Hurstbourne Tarrant Parish Council, Tangley Parish Council, Charlton Parish Council and Enham Alamein Parish Council have purchased devices which are soon to be put up. They can be purchased by towns or parishes and used to alert drivers to their speed, some use a smiley face, others display the speed you are travelling.

Hampshire County Council support the installation of these signs and if you were to choose to purchase one, one sign can be used in multiple locations which the County will approve as they would be mounted to signposts along the Highway. The signs are most effective when they are not permanently sited in one place, which is why HCC advise you must use multiple locations. This works well as it helps reduce speeding in lots of places."

e) Hurstbourne Tarrant

"Our SIDs (we have 2, back to back) are on the main A343. There is a good 'sight line' for them, so they pick up traffic speed from some considerable distance and begin flashing the speed number. They are solar powered with rechargeable batteries inside (we did have to get one replaced recently but it lasted well). We don't move ours around - they could be if we so wished, but it's recommended that you don't fiddle with them too much otherwise parts could get damaged etc. But it's not unfeasible to move them. You wouldn't want to site a SID where there isn't a good sight line, as it won't calculate a vehicle's speed properly and will be fairly useless.

They aren't cheap - over £2k. My councillors are fairly 'hands on' and my chairman, who has speeding and traffic as one of his portfolios, was competent enough to attach the SID to the pole and get it up and running. I think with accompanying instructions it wasn't too onerous. But if you don't have anyone up to it, I'm sure Simon would advise/assist. He is about to leave TVBC as they are unable to pay for his services any longer and is setting up alone, and the Bourne Valley ward, which part-share SLRs, are retaining his services privately. "

The SIDs were bought from Pandora Technologies (based in Cumbria) http://speedsigns.co.uk/speed-signs/ - they have been really helpful and no hassle to deal with.

Both SIDs were bought on the agreement of members of the parish council in response to residents' concerns about speeding along the main A343 through the centre of the village. We did used to borrow St Mary Bourne's mobile device to carry out Community Speed Watch patrols, and note down registration numbers of anyone speeding and pass it to the police. However, in our area, CSW has come to a bit of a halt owing to lack of policing resources, so residents haven't been able to get trained and authorised to carry out these speed checks. In the future though, we hope to make use of our fixed SIDs for this project."

f) Stockbridge Parish Council

Followed up on the information supplied by Cllr Nick Adams-King . Specifically, "Stockbridge Parish Council has asked TVBC to see if there would be any interest from any of the other Parishes for an electronic Speed Limit Reminder (SLR) sign? One of their SLRs is currently with the manufacturer, Westcotec, awaiting repair. If councillors know of a parish council that is willing to cover the cost of the repair (approximately £600) then they are able to have the sign to use in their parish to deter speeding motorists. The sign is similar to a Speed Indicated Device (SID) except that it flashes up the speed limit rather the speed of the vehicle passing the sign."

It is suggested (by Simon Nightingale) that Stockbridge have now acquired a SID, making their (currently faulty) SLR redundant. I followed up with (recently appointed) Clerk Belinda. On the faulty SLR, she advised that "TVBC's quote to repair was too expensive. It is currently thought to be in a barn somewhere so we may be able to dig it out but I wouldn't vouch for the state it is in".

They pay to have the SLR/SID moved/maintained as needed at a rate of c.£30 per hour.

They also have a Speed Gun on their asset register which was acquired by previous Councillors. Apparently, it is not used anymore.

3. Indicative Costs

Please refer to detailed quote from Simon Nightingale in Appendix 1.

a) Acquisition/Installation of SID/SLR
   1-In the region of £2,800 - £3,000 net . Various funding sources may be available.

   2-Erection of mounting posts (if not already available close to identified spots), allow for 3 at £100, £300

   3-Mounting brackets, allow for 3 at £25, £75

b) Operating costs
   1-Manage the sign (with regular battery change) and move every month, £1125 or

   Manage the sign (with regular battery change) and move every other month, £1062.50

   2-Maintenance of device £400-£500 across approx 10 year life

4.SIDs v SLRs – Which one to choose ?

As suggested by Simon Nightingale,
"SIDs are more interactive in that they give a precise speed and this also changes as the approaching vehicle (hopefully) slows down. This maybe gets the motorists attention a bit more at times.
I have also had quite a few people come up to me while working on the SLRs saying they like the SIDs with the happy / sad faces as it creates a guilty feeling for the driver, encouraging them into slowing down or their children in the car moan at them!

The disadvantage with them is that they can encourage motorists to race by them to try and get a high speed. They also normally come on with every passing vehicle so can sometimes be ignored as they are effectively on all the time when you have a reasonable amount of traffic passing by (although maybe not so much of an issue in quieter areas).

The SLR advantage is that it only flashes when a speeding motorist goes by which is then obviously targeting a specific vehicle and makes it obvious they are speeding (and possibly embarrasses them in front of other motorists).

The disadvantage is that they are normally quite basic signs that repeat the same message on every activation."

5.Summary Conclusions and Recommendations

Please also refer to Best Practices Paper Summary in Appendix2.

General

-Most councils that use them see benefit in the use of SIDs/SLRs. None can point to any measurable quantitative benefits but none (bar Braishfield) have dispensed with them.

-The closer they are managed and supported , the more effective the process will be. In this regard, consideration may also be given to the formation of a Community Speed Watch group. As this requires volunteers to train and run the process in conjunction with the police, it may be unlikely that M&T could resource this effort.

-If SIDs/SLRs are to be used, it is recommended that a purchased service is acquired to manage the regular movement and maintenance of them.

-Costs for SIDs/SLRS for small Parish Councils may be considered high. Sharing the facility and costs with nearby PCs would be ideal, if hard to identify at present. More effort to find a partner PC should be made.

SID Specific

-From what feedback I have gathered, SIDs are more effective than SLRs . Also, Councils seem to be moving more in favour of SIDs over SLRs.

-At this stage of development, battery operated SIDs are considered most reliable and practical.

-Several locations (up to 5, no less than 3) for a SID should be identified so that regular rotation can be carried out. In M&T , I would suggest at suitable locations in New Road and Rudd Lane (going both ways), which could provide 4 places. We should identify other locations if possible. I'm not sure whether we should consider Stockbridge Road as well .

-As SIDs are primarily temporary signs, a SID should be moved every 2-4 weeks and not return to the same site for 12 weeks. A SID needs to be situated on a relatively straight road for it to register vehicles at an appropriate distance and for drivers to observe the sign early enough to adapt their driving behaviour.

APPENDIX 1 - QUOTE FROM SIMON NIGHTINGALE

Dear Steve

I write further to our telephone conversation last week regarding your parish's proposal to purchase a portable battery powered SID. These generally cost around £3000 with solar models normally costing more.

I currently manage about a dozen signs for parishes in Hampshire and Wiltshire and thank you for the opportunity to allow me to provide details about my services and some general information.

I have been managing Vehicle Activated Signs (VAS) for almost three years and attach my CV and confirmation of public liability insurance for your records.

You requested quotes to move a SID around your parish from one site to another once a month and every other month with a battery change each week (as recommended by most manufacturers). The cost to visit the sign each week for a battery change is £20 and to move the sign (and change the battery at the same time) is £30. I work on a 50 week a year basis with two weeks off at Christmas.

Therefore the annual cost to manage your sign on a monthly move basis would be £1125.

The annual cost to manage the sign on the basis of a move every other month would be £1062.50, so not a great difference.

This is assuming you purchase a portable battery powered unit rather than a solar powered unit for example as these generally take far longer to install and remove at each site. There are some portable solar versions on the market and I can go into this shortly but I'm afraid I don't currently have the capacity to manage this type of sign.

The signs I manage in Hampshire are manufactured by Westcotec and they are quite easy to install and take down and appear to have very good reliability over the 10 or so years they have been used in Test Valley (I would say on average they have been returned for maintenance once each in that period at an average cost of approximately £400 to £500. They have a 3 year warranty and the product is designed and manufactured in the UK. They have various SIDs and SLRs with different displays and cost around £3000 plus VAT each depending on the model - www.westcotec.co.uk

I'm aware in Wiltshire that a couple of parishes have recently purchased SIDs from a company called ElanCity, model range Evolis. This appears to be an all singing all dancing model where

you can manipulate the message that is displayed. I can see a benefit in this that the message can be changed from time to time to attract the regular motorists' attention but how much more effective this really is over the long term I don't know. They offer a 2 year warranty and estimate their product to have a lifespan of between 5 and 10 years but with models still working after 10 – www.elancity.co.uk

I believe Penton Mewsey bought some solar signs from a company called Coeval but if my memory serves me correctly they had issues after about a year. It might be an idea for you to speak to the parish to clarify if you're interested in solar. I don't believe the company supplies battery powered models though - www.coeval.uk.com

I understand Hurstbourne Tarrant bought their solar signs from Pandora Technologies but as you may have seen they are quite cumbersome and not very mobile by the looks of it. I believe they do however supply battery powered models - www.speedsigns.co.uk

Another company I am aware of is Swarco which supply both SLRs and SIDs and claim exceptional battery life but don't know what circumstances this statement is based on (100 triggers a week or 10,000?) – www.swarco.com
Some signs can also collect volume and speed data which I appreciate may be quite useful at times but realistically probably isn't a function that is going to be used very often. I personally would make a charge

for this if you asked me to collect the data as it takes a while to set it up and transfer it to a legible format. Just something for you to consider.

I would recommend you have several different sites / locations to install the sign and once you have identified these they would need to be formally risk assessed which I can do for you. Parish Councils are able to use Hampshire County Council's sign framework agreement which gives you access to good prices for posts to be installed should they be required, ie if you cannot identify suitable existing street furniture to temporarily attach the sign to. Evidence suggests that the signs work best when regularly moved around and I would suggest they are rotated on at least a monthly basis.

Brackets will also be required to mount the sign onto and these would generally be required at each site. Costs vary from between about £25 to £50 each depending on the sign manufacturer you choose.

Many of the parishes I work for have had their signs for approximately 10 years and they obviously feel there is a great benefit to having a sign in their area as speeding vehicles are a big concern for many residents.

I appreciate there is a lot of information here but I hope you have found it useful. I have just tried to give you the main points to consider but please do let me know if you have any queries.

I look forward to hearing from you after your parish meeting and hope that we can work together in the future.

Regards,Simon

Hello Steve,
Just a couple of things to add ….

Firstly that parish councils can potentially apply for community funding towards certain projects and I believe the Community Grant Scheme is applicable to SID signs. You can see more information on the TVBC website if you search for Community Grant Scheme.

Secondly should you wish to proceed with a sign then you will need a (free) licence from Hampshire County Council to install it on the highway. They have a guidance document which includes the licence application which I can forward to you if you require. Although the document is quite lengthy in practice it is all fairly straight forward and I can help the parish with things if needed.

Regards,
Simon

Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London by LK Walter and J Knowles

Conclusions

Research questions

Q_1: Do SIDs have an effect on vehicle speeds in free flowing conditions? An overall speed reduction of 1.4mph was detected across all sites whilst the SIDs were activated. The speed reduction at all sites was significantly better than no effect. The effect varied across sites from 2.6mph at site B where the SID was installed for three weeks to 0.6mph at site I where the SID was only implemented for one week. The proportions of drivers exceeding 30mph and 36mph (ACPO guidelines) were significantly reduced at all sites (except K) whilst the SID was in operation, showing that speeding drivers are affected by SIDs. The Texas Transportation Institute report (Rose & Ullman, 2003) suggested that SIDs are more effective on speeding drivers. Overall the proportion of drivers exceeding 36mph in the during period was 13.1% compared to the 18.8% exceeding 36mph in the before period. The overall reduction of 1.4mph has been used to estimate that a 5.6% reduction in collisions could occur at sites whilst a SID was operational for a short period of time.

Q_2: How long does the effect last: 1, 2 or 3 weeks? The SID was in operation for at least two weeks at seven sites (sites B to H). There is evidence to suggest that there may be a 'novelty' effect of the SID in week 1 at site B, F, G and H, and overall at all sites combined at weekdays (allowing for missing data by weighting). At all four sites the SID was the most effective in the first week of operation with a significant reduction in effectiveness during week 2. The SIDs at sites B, C and D were in operation for a third week. There was no observed change in mean speed between week 2 and 3 for site B, while the effect tailed off towards the end of the three-week period for site C. Royal Borough of Kingston-upon-Thames have a policy of removing the SIDs after three weeks, and this report presents some evidence to suggest that the effect of the SID does diminish soon after installation.

Q_3: Is the SID effective when in place but not in operation? At four sites the SID's battery failed for a period of three days or more which means that drivers were not informed of their speed. There was no consistent picture on the effect of the mean speeds, except that overall and at all but one site vehicle speeds were higher than when the SID was operational (0.5mph reduction compared to the 1.4mph reduction when the SID was operational at all sites). As the SID batteries were found to be unreliable and maintenance costly, it is suggested that SIDs are mains operated, taking power from the lamp column that they are placed on as the Royal Borough of Kingston-upon-Thames policy requires (Section 4) or use solar panels.

Q_4: How far beyond the SID does the speed reduction last? At most sites and overall there was a statistically significant small reduction in mean speeds at 200m downstream from the SID (a reduction of 0.2mph in the during period compared to the before period). This effect was less than a quarter of the effect recorded at the SID (loop2) at most sites. An even smaller effect or an opposite effect (increase in speeds of 0.6mph) was observed 400m downstream implying that any effect after 400m is likely to be negligible.

Q_5: Does the effect continue after the SID is removed, and for how long? In general, there was no lasting effect after the SID was removed. A small reduction in speeds remained at those sites where the SID had most effect when in place.

Q_6: How does the effectiveness of SIDs vary between locations and where are they most effective? The evaluation of Vehicle Activated Signs (Winnett et al, 2002) suggested that the size of effect and how long the effect lasts depends on the type of site. Section 10.6 showed that at sites classified as residential, the SID was significantly more effective at reducing speeds than at sites where there was a combination of commercial and residential land. A larger effect was also observed at sites without parking and at sites with a lower traffic flow (fewer than 7,000 vehicles per day). These conclusions were not consistent when adding or removing sites. However, it can be concluded that for every category within each road environment factor tested, vehicle speeds were reduced whilst the SID was operational.

Q_7: Under what conditions are SIDs most effective? Overall, the SIDs were most effective at reducing mean vehicle speeds during the day at weekends and least effective during the day during weekdays. There was no significant difference in their effectiveness between light conditions in the weekday weighted data, but speeds were reduced more in the day than at night according to all the data

combined. The largest speed reductions were seen for cars. As with Q_6, these results depend on the sites included in the analysis and conclusions are not consistent when sites are removed or added.

Good practice

For detailed practical recommendations, the reader is referred to Section 4, where the Royal Borough of Kingston-upon-Thames SID programme is described. Royal Borough of Kingston-upon-Thames currently own 13 temporary SIDs which are deployed on roads around Royal Borough of Kingston-upon-Thames in a rotation programme. As SIDs are primarily temporary signs, a SID visits each SID site for three weeks approximately every 15 weeks. In general, a SID should be positioned on a lamp column or a separate post near a lamp column in order that mains power can be supplied to the SID. Experience in the Royal Borough of Kingston-upon-Thames and during this study has shown that battery powered SIDs are not reliable, and when the SID is not working the effect on speed reduction is, of course, much less. The SID needs to be situated on a relatively straight road for it to register vehicles at an appropriate distance and for drivers to observe the sign early enough to adapt their driving behaviour. Vandals, private property and wide vehicles should be taken into account when positioning a SID. In Royal Borough of Kingston-upon-Thames SID sites are near speed limit changes or sites with high collision rates. SIDs should not be situated near junctions or pedestrian crossings.

Recommendations

The number of sites in any area that form a rotation programme for SIDs depends on speed behaviour, site characteristics and resources. The number of SIDs required to fulfil a rotation scheme in that area also depends on the length of time the SID is installed and the time between removing and reinstalling the SID at any site. It is suggested from the results of Q_2that SIDs should remain at each site for at least two weeks and no longer than three weeks. Once the SID is removed there is little or no residual effect on vehicle speeds according to Q_5 and so they should be replaced regularly with a reasonable gap in order that drivers forget about the previous installation. Each site is different, as demonstrated in Q_6, and so expert judgement should inform how regularly signs are rotated. In the Royal Borough of Kingston-upon-Thames's rotation programme, SIDs are reinstalled at the same site every 15 weeks and in the absence of any scientific evidence this should be used as a guide. It would be informative to assess the effect on a route of a regularly recurring SID, and compare the differences in effectiveness of different types of SID display in reducing vehicle speeds. In conclusion, SIDs have been found to be effective at reducing vehicle speeds on 30mph roads in London and the effectiveness varies depending on site characteristics.

MICHELMERSH & TIMSBURY PARISH COUNCIL

Minutes of the Parish Council Meeting held on Wednesday 23rd October 2019 at 7.30 p.m. at the Jubilee Hall, Timsbury.

Apologies: TVBC Cllr. Gordon Bailey, TVBC Cllr. Nick Adams-King, Cllr Peter Clarke

1. Attendees: Cllr. Bob Davis (Chairman), Cllr. John Rhodes, Cllr. Steve Langford, Cllr. Donald Cowling, Cllr. Sharman Ferguson, Cllr. Helen Palmer and Clerk, Katie Hardy

2. Declarations of any Interests
Cllr. Donald Cowling declared an interest in any matter relating to the Jubilee Hall as he is a member of the Jubilee Hall Management Committee.

3. Open Period
No comments

4. Confirmation of Minutes of the Parish Council Meeting 25th September 2019
Agreed.

5. Clerk's Report
It was agreed that Cllr. Bob Davis would measure up for an additional piece of rubber matting to be laid in the sunken area on the corner of the recreation ground car parking area to prevent it flooding. BD

6. Village Issues
6.1 Recreation ground issues
6.1a. Playground Maintenance
It was agreed that the Clerk request a quotation from TVBC to address the maintenance issues highlighted in the annual ROSPA inspection. It was also agreed that the Clerk as TVBC if they can supply a plastic wheelie bin on a secured post for the play area. KH

6.2 Jubilee Hall issues
6.2a Jubilee Hall Lease
Cllr. Bob Davis reported no further action at this time, as he hasn't yet heard anything more from either party's solicitors.

6.3 Highways and footpaths issues
6.3a Speed Sign
Following a review of Cllr. Steve Langford's report on Speed Signs, it was agreed that the Clerk contact surrounding Parish Councils to see if they would like to partner with M&T Parish Council to share the cost of an SID/SLR speed sign. If the ownership is to be shared, Cllr Langford has identified that the cost should be no more than £1500 capital with a potential annual running cost of approximately £500. KH

It was also agreed that the Clerk research any potential funding sources for this project.

6.4 Lengthsman issues
It was agreed that the Lengthsman install the dog fouling signs and trim back the ground level overgrown foliage which is narrowing the cycle path. KH

7. Planning Applications
7.1 19/02411/FULLS
Removal of two conservatories and construction of extension to the rear and side to provide open kitchen/living/dining area; insertion of dormer window in place of roof-light to rear providing head room in bathroom
Site: 1 St Andrews Close, Timsbury, Romsey
Decision: No objection

7.2 19/02348/FULLS
Single storey flat roof extension to provide additional living space
Site: 8 Mannyngham Way, Timsbury, Romsey
Decision: No objection

7.3 19/02499/TPOS
Oak-fell
Site: Burwood, New Road, Timsbury
Decision: The Parish Council objects to a tree subject to a Tree Preservation Order being felled without good grounds relating to either the health of the tree or the safety of the tree to residents or members of the public. The Council would like to request a site visit from TVBC to verify if either of these considerations apply in this case.

8. Consultations
8.1 Draft Affordable Housing Supplementary Planning Document
No response to be submitted.

8.2 Policy Consultation E-Briefing 12-19 Independent Review Into Local Government Audit Call For Evidence
The Parish Council agreed that, after reviewing the questionnaire, the Call for Evidence is more targeted towards larger local authorities and therefore the Council does not consider that it can provide relevant feedback. No response will be submitted.

9. Correspondence
9.1 Scope request
The Clerk is awaiting a response from the Jubilee Hall Committee following a request for suggestions on where to place the Scope clothes recycling bin. KH
The Clerk is also awaiting feedback from HCC Highways to see if an application is required if the bin is to be sited on the side of a road.
9.2 Ambulance Service – verification of defibrillator
It was agreed that the Clerk respond to the request from the Ambulance Service to confirm that we have a defibrillator outside the Jubilee Hall, Timsbury. . KH
9.3 Resident Reporting
It was agreed that the relevant contact numbers & weblinks for HCC and TVBC be put in the village newsletter so that residents can report directly issues concerning footpath stiles, pot holes, road obstructions etc. BD
9.4 Village Improvements
It was agreed that the Parish Council invite resident suggestions on the Facebook group for possible village improvements, such as outdoor gym equipment, tree planting, a village shop, a speed sign etc. KH

10. Finance
10.1 Financial Summary - reviewed
10.2 Invoices for payment- agreed

11. Meetings attended or to be attended
None

12. Chairman's Mandate
Agreed

13. Agenda items to be included in next month's Parish Council Meeting
Speed sign

14. Dates of future meetings
Parish Council Meetings: 27th November

Meeting Closed 9.30pm