**Temple Guiting Parish Council**

Clerk’s Report for

**Wednesday 5th April to 2nd May 2017**

(Points numbered according to the minutes of the last meeting.)

6 c) Planning ref 17/00948/ADV Temple Guiting Tea Rooms. CDC Planning portal comments updated to include TGPC agreement with Highways comments.

 f) Planning Investigations officer informed re: large flue to Manor Annexe,who has since confirmed that this is a breach and that it is being investigated.

7 a) Bank account forms acquired for change to signatories. To be signed by current signatories.

8 CDC has confirmed that, as there was no demand for an election, TGPC can co-opt a replacement Councillor..

10 Clerk has contacted Bob Skillern several times by email and by phone without success, so has been unable to arrange a further meeting so far.

- ENDS –

**Temple Guiting Parish Council**

Clerk’s Report for meeting with

**Bob Skillern, Highways Officer**

Held on 16 March 2017

**1. Trees**

Decay and safety issues are the main reasons for tree work carried out by Highways, which has a team of tree inspectors. Recent work includes cutting trees right back to the landowners boundary on the A44.

In terms of safety, trees will not be cut back where driving ‘to the conditions’ enables safe travel. E.g. when driving through tree tunnels vehicle lights and slower speeds should be adopted.

Highways may also carry out tree work to match the work of landowners. This creates a consistent tree line along the road.

**2. Scope of Highways**

Highways has rights but not ownership over all verges. These rights override those of landowners and take precedence over any maps or deeds. Highways rights extend from the boundary on one side of the road to the boundary on the other. The boundary might be a hedge, fence, wall or side of ditch nearest the road.

Ditch cleaning is not the responsibility of Highways but of the landowner.

**3. Fiddlers Green**

Highways can provide maps of Fiddlers Green to show boundaries if required.

**4. HGVs**

The current ’unsuitable for HGVs’ signs have not stopped the problem of heavy vehicles using local roads. The situation seems to have worsened since Bredon took over Huntsmans Quarries. Bob Skillern met Bredon recently to discuss the issue. He is also considering a weight limit (except for access).

**5. Speeding**

Bourton and Little Rissington have recently implemented 20 mph limits. This lower limit can only be implemented with police support. Data showing that actual speeds are around 24 mph must be provided as the change in upper limit must be reasonable for the location.

The first step is to carry out a speed data survey in three locations for 7 days 24/7. This will either be done with radar equipment or using black strips across the road. Mean speeds are then calculated. Locations are important and we can suggest them or Highways can do that. The equipment has to be tethered to street furniture such as a telegraph pole or other. The cost is £3 – 400). County Councillors have a fund for highways works which we could access.

If above 24 mph then traffic calming should be considered. Different solutions succeed in different places. ‘Slow etc’ signs do not appear to be effective. Build outs can be very successful. Speed humps need lighting so are difficult/expensive to install. White fences on entering and leaving a village are thought to have been partially successful in Bourton on the Hill and are being implemented in Cutsdean.

If villagers want to use verges for plantings (e.g. trees or large bushes) which can help slow traffic down, then they need to apply for a ‘license to cultivate’ to prevent the flayers killing the plantings. Parish Councils can apply, as can individuals (then it only applies to the verge outside their houses).

Some schools have found it effective to tie inflatable ‘bollard children’ to the ends of the guard rail outside the school.

**6. Damage to verges**

FYI – the large boulders outside Moore cottage past Barton are being removed and replaced with reflective posts.

There is no specific requirement for planning permission to be granted with a ‘do not damage the verges’ condition but it is thought to be implicit. Under the Highways Act a development which expects to cause damage to the verges can (should?) have a pre works survey followed by a conclusion survey carried out by Highways.

Reducing the numbers of HGVs should help prevent further damage. Harry is still working on the case involving Duck Hollow. Bob Skillern visited the site 16 March.

**7. Diversions**

When rerouting diverted traffic Highways must only use a replacement road of the same or higher grade as the road being closed. This spring, the works on Buckle Street towards Trafalgar will not be signed via Kineton, but through Stow.

- ENDS -