



## Shalden Parish Council

**Minutes** of Shalden Parish Council meeting held in the Village Hall on Wednesday 27<sup>th</sup> November 2019 at 8.00 pm.

**Present:** Andrew Shirvell, David Orme, Rosemary Hartgill, Bernard Stewart and Peter Wilson.

**Also in attendance:** Rob Wood (Clerk)

**1. Apologies:** None.

**2. Open Session:** No residents in attendance.

**3. Minutes:** The minutes of the Parish Council meeting held on Wednesday 25<sup>th</sup> September 2019 were reviewed, agreed as a true record and were signed by the Chairman.

**4. Matters arising:**

- i. The Clerk prepared and agreed a hire agreement for the Shalden Fireworks Display with Ian Holiday.
- ii. HGV usage of the 6'6" restricted section of the Old Odiham Road: Clerk discussion with HCC and EHDC has resulted in new 'Not suitable for HGV's' signage being erected on the Old Odiham Road. The Clerk had received thanks from two residents for this who felt that it was already making a difference. The Clerk is still investigating whether this route might be removed from the TomTom database, but felt that this was unlikely as he has been advised that it is not legally a 'no HGV' route.
- iii. The Parish Council's thoughts regarding a potential community wide CCTV system were shared with the community after the last meeting and were well received.
- iv. The Clerk invited District Councillor Tony Costigan to this meeting but received no response.
- v. Cllr Stewart shared copies of feedback that he had returned on the Parish Council's behalf in response to the consultation on EHDC's Local Plan 2017-36 large development sites.
- vi. Cllr Stewart asked the Clerk whether there was an update on the investigation being done by the Clerk into the Parish Council's ability to continue to make donations to Shalden Church PCC for Churchyard maintenance, the 'Villager Magazine' and Alton Citizens Advice Bureaux. The Clerk responded that he had sought advice from the SLCC and used the HALC and NALC resources and that all three donations were allowed to continue should the Council wish to do so. The Council unanimously agreed that this should be the case, Clerk to send payment. The legal basis for these donations is below:

a. Donation of £220 to Shalden PCC for Churchyard maintenance: It is the opinion of the HALC that Parish Councils have powers to provide financial contributions to their local Church, but the ALC recommends that the purposes of the grant are clearly specified and demonstrate a benefit to all or some of the community. An example being general maintenance of a Churchyard (open or closed).

Relevant powers; Local Government Act 1894, Section 6(1) (c) and Local Government Act 1894, Section 8 (k), Open Spaces Act 1906, Sections 9-12, Local Government Act 1972, Section

111 (Ancillary powers), Local Government Act 1972, Section 137 (1) (Power to incur expenditure, for certain purpose not otherwise authorised), Local Government Act 1972, Section 137 (3) (powers to contribute to charities), Local Government Act 1972, Section 214 (6), (8) (Power to contribute towards any expenses incurred by any other person in maintaining a cemetery (which includes a burial ground), which the inhabitants of the authority's area maybe buried), Local Government Act 1972, Section 215 (Duty to maintain a closed churchyard in the council's area if requested to do so by a parochial church council), Charities Act 2011, Section 297 and Localism Act 2011, Section 1, General Power of Competence.

b. Donation of £200 to the 'Villager Magazine'. Under section 111 of the Local Government act 1972, the Parish Council have the power to do anything which is calculated to facilitate, or is conducive or incidental to the discharge of their functions. The Parish Council use the 'Villager' as a mouthpiece which is distributed to the majority of the Parish and use of this is felt to be a very important and effective communication method with residents.

c. Donation of £200 to Alton CAB. Local councils are empowered under s. 142(2A) of the Local Government Act 1972 to assist voluntary organisations (such as Citizens' Advice) to provide individuals with information and advice about their rights and obligations, and to provide certain assistance in asserting those rights or fulfilling those obligations.

## **5. Correspondence:**

- i. 'Court', Southwood Rd licence for access over the Village Hall car park: agreement has been completed, payment received from the owners and the agreement is now active.
- ii. Helen Dudley, our Parish footpath warden has contacted the Clerk with a number of issues relating to footpaths 1,8 and 13 as well as BOAT 12 to investigate. Clerk to inspect and follow up.
- iii. PCSO David Sinclair contacted the Clerk to draw attention to training courses that might be appropriate for residents in our parish which cover in CPR and defibrillator use, which he had spoken with Cllr Wilson about recently. Cllr Hartgill said that the Village Hall committee have already organised a community defibrillator session, which will be in the Village Hall on the 13<sup>th</sup> of January which is advertised in the Villager and is open to all. Cllr Wilson asked for this to be advertised on the Parish Council website.
- iv. The Chairman and Clerk met with Silvia Blake and Jane Warwick who had contacted the Clerk asking to discuss their ideas for improving the Recreation Ground and making it more usable for all in the Parish. These in particular were installing a children's playground and new pavilion. The Chairman reported back that the role and finances of the Parish Council were explained and that these projects were not something currently under consideration. The potential costs and fundraising issues were discussed and residents will give the idea further thought.

**6. Planning:** Three planning applications were currently active (23582/006, 29267/005 and 28652/020) the Parish Council had no comments to return.

## **7. Finance:**

**a. Current position and projection for year end:** The current financial position is healthy with £4504.27 in the current account and £2065.80 in the business reserve account, with income and expenditure overall on budget. The projected total end of year balance is £5573. The mowing of the Recreation Ground for the year is now complete and a cheque for £630 requested to pay for cutting from July to November.

**7b. Bank Reconciliation:** The current bank balances were reconciled with the running account income and expenditure, an actual balance of £6597.14 was reconciled with a balance of £6597.12 in the accounts by the Chairman.

**7c. Budget and Precept for 2020/21:** The budget for 2020/21 was presented by the Clerk and after discussion a precept of £7000 will be requested from EHDC, which was agreed unanimously and is the same amount as the current financial year. This precept is expected to maintain the overall balance in the £5-6000 range at the 2020/21 year end, which gives the Parish Council the working capital available to cope with unexpected expenditure that has arisen such as repairs to the Pavilion.

**8. Recent Criminal Activity:** Following on from continued reports of criminal activity in our Parish (in particular outbuilding break-ins and theft), a group of local residents organised a community meeting to discuss both personal and community options as to what might be done to reduce crime in our area. The meeting was also attended by local PCSO David Sinclair. Cllrs Stewart and Wilson attended and summarised that as a group, it was decided to approach the problem using personal rather than community security solutions such as improved locks, addition of alarms or CCTV to outbuildings and signage to advertise this which was felt would present a united front. The other idea, which the Chairman had suggested prior to the meeting was the use of a community WhatsApp group which could be used not as a reporting tool but to warn other residents for example of suspicious vehicles in the area at the time of the sighting.

PCSO Sinclair asked that residents ensure that they report any break-ins successful or not either by dialling 101 or using the Hampshire Police website. He also suggested that suspicious vehicles be reported to the police using 999.

There was no request from the group for the Parish Council to take any action.

**9. Golden Pot Crossroads Safety:** Following on from a recent serious accident at the Golden Pot Crossroads in our Parish, the Clerk contacted our County Councillor Mark Kemp-Gee for an update on planned works at this site aimed to improve safety. Cllr Kemp-Gee reported back that there would be a meeting at the Golden Pot Crossroads on Monday 2<sup>nd</sup> of December, to which representatives from the County Council, Hampshire Highways, EHDC and selected local residents had been invited, an invitation was also given to the Clerk to attend. The aim of the meeting was to discuss the planned works by Hampshire Highways as well as any other ideas to improve safety at the site. This item was added to the agenda to gain the Parish Council's view on potential improvements that might be made. The Chairman asked Cllr Orme to lead this part of the meeting.

In summary, this has been an area of concern for the Parish Council (in collaboration with HCC and EHDC Councillors) over many years. The view of the Parish Council has been that the best solution here would be the installation of a traffic light system which they felt would resolve many of the issues at this junction. In 2016 after the last concerted effort to have traffic lights installed at the site was turned down, the Parish Council, Glynis Watts (EHDC) and Mark Kemp-Gee (HCC) approached an ex highways consultant (David Alan) to work for them to assess the site and make recommendations. He declined as in retirement but he wrote a precis report after walking the junction and approach site lines which can be found in Appendix A. In his opinion, the introduction of traffic lights at the site would help to solve many of the issues at the site and would reduce accident rates. This report once returned unfortunately was not shared back to EHDC and HCC.

The Parish Council decided that their opinion was still that the introduction of traffic lights at this site would be the best solution to improve user safety in line with the 2016 report. It was agreed that Cllr Orme share the report with County Councillors Mark Kemp-Gee and Andrew Joy as well as our new District Councillor Tony Costigan ahead of the meeting at the Golden Pot, so that they have this information in hand ahead of the meeting.

The Clerk is to represent the views of the Parish Council on their behalf at the Golden Pot crossroads meeting on the 2<sup>nd</sup> of December.

**10. AOB:**

- i. The date of the next Parish Council Meeting will be Wednesday 29<sup>th</sup> January 2020.

## **APPENDIX A: Golden Pot Crossroads assessment and recommendations**

Shalden Parish Council, Glynis Watts our previous District Councillor and our County Councillor Mark Kemp-Gee have been through the loop of trying to improve user safety at the Golden Pot Crossroads a number of times, the last concerted effort being in 2016. After the last time that the traffic light proposal was turned down for various reasons, the Parish Council, Glynis Watts (EHDC) and Mark Kemp-Gee (HCC) approached an ex highways consultant (David Alan) to work for them to assess the site and make recommendations. He declined as in retirement but he wrote this precis report for us after walking the junction and approach site lines, these notes can be found below:

‘Having visited the site, I would offer the following comments; they are empirical and subjective, but based on considerable professional experience.

### **Maintaining the current Priority Junction**

- 1) B3349 has no speed limit, so the National Limit of 60mph (50mph for trucks and buses) applies. Drivers on the main road can see little reason for reducing their speed at this location, despite the existence of vehicle-actuated crossroads signs.
- 2) The sight lines for traffic emerging on to the B3349 are badly restricted, one being "Give Way", the other "Stop" sign regulated. There is therefore little tolerance for driver error when making gap acceptance decisions.
- 3) The situation is further complicated in that the two side roads are not directly aligned, and when vehicles are wishing to emerge from both roads simultaneously, with one (or both) drivers wishing to turn right, there is often misunderstanding of priority and thus considerable driver hesitation.
- 4) Introducing (and enforcing) a 40mph limit on B3349 would help, by increasing the time gaps for crossing traffic. However, the uncertainty and the potential for hesitation remain

### **Introducing a Roundabout**

In my view, this is unlikely to be feasible, given the topography and the road geometry.

### **Introducing Traffic Signals**

- 1) The introduction of traffic signals would fully address these problems, but, as at any signal-controlled junction, it would create a higher risk should a vehicle fail to stop at a red light.
- 2) I believe that it should be possible to operate a signalised junction on a three-stage basis, with North-South flows on B3349 running concurrently. Right turns from the south into Froyle Road (less than 15 per hour at peak periods) would probably need to be prohibited, and the carriageway would need to be marked out to permit the occasional southbound vehicle right-turning into The Avenue (less than 40 per hour at peak periods) to wait safely in the centre of the junction.
- 3) With three-stage operation, I estimate that there should be adequate capacity in the morning peak period, and that there should still be some spare capacity during the heavier evening peak period. Four-stage operation, however, is likely to lead to significant overloading of the junction. (Note that these comments are based on present-day traffic levels, and take no account of the 25% population increase forecast for Alton in the current Plan period.)

- 4) Adequate sight lines to the primary signals should be obtainable; if those on B3349 prove to be less than adequate, consideration could be given to introducing a 40mph speed limit on this section of the road, by a north-south extension of the existing limit on Froyle Road.
- 5) Consideration may have to be given to introducing box junction markings at the Old Odiham Road / Froyle Road junction.
- 6) Pedestrian signal facilities should not be required at this location, as there are almost no pedestrians and no verges or pavements. It is however noted that bus service 13 passes this point, and bus stop arrangements on B3349 should properly be reviewed.
- 7) A considerable-sized rough area lying to the north-west of the junction appears to be highway land, and consideration might be given to clearing the vegetation. Some local road realignment might also be possible.

In my view, the introduction of traffic signals would be beneficial, and would help to address the current driver uncertainty at this location. I would expect accident rates to fall.

I would recommend that a topographical survey be undertaken, and a detailed signal layout and phasing prepared and tested'.