

NORTHWAY PARISH COUNCIL

Minutes of a meeting of the Road Safety Committee Meeting held on Wednesday, 23rd September 2020 via Zoom, commencing at 7.05 p.m.

Following the passing of the Coronavirus Act 2020 (c.7) Councils are unable to meet in person during the COVID emergency. This meeting was therefore held via a Zoom link, with Councillors connecting remotely.

Present: Cllr J Roberts (Chairman) Cllr P Mackenzie (Vice-Chairman)
Cllr M Barnes Cllr S Ward

In attendance: County Councillor Vernon Smith
Mrs C Woodward, Clerk of the Council

RS/01/20 **Election of Committee Chairman**

Cllr Mackenzie PROPOSED that Cllr Ward should be elected as the Committee Chairman for the current municipal year. Cllr Roberts SECONDED. Cllr Ward accepted the nomination.

FOR: UNANIMOUS

RS/02/20 **Apologies for Absence**

Apologies had been received from PC Francis Ward and PCSO Karl Simpson. No further apologies for absence were received.

RS/03/20 **Election of the Committee Vice-Chairman**

Cllr Ward PROPOSED that Cllr Mackenzie should be elected as the Committee Vice-Chairman for the current municipal year. Cllr Barnes SECONDED. Cllr Mackenzie accepted the nomination.

FOR: UNANIMOUS

RS/04/20 **Declarations of Interest**

Cllr Mackenzie declared an interest in item 7.b on the Agenda relating to the Vehicle Activation Sign. No further declarations, as required by the Code of Conduct adopted by the Parish Council on 11th July 2012 (Minute Ref C/159/12), including paragraph 12(2), were made.

RS/05/20 **Minutes of the Previous Minutes**

The previous Minutes dated 2nd May 2018 meeting were unable to be approved as there was not a quorum of Councillors present who attended that meeting. They would, therefore, be referred to Full Council for approval.

RS/06/20

Matters Arising from the Previous Meeting

RS/05/18 Sycamore Road / Elm Road – Following reports of the bad condition of these verges an area of concrete, overlaid with tarmac was added to the most damaged area of Sycamore Road.

RS/05/18 Grit Bins - Grit bins have been purchased and a Winter Action Plan produced.

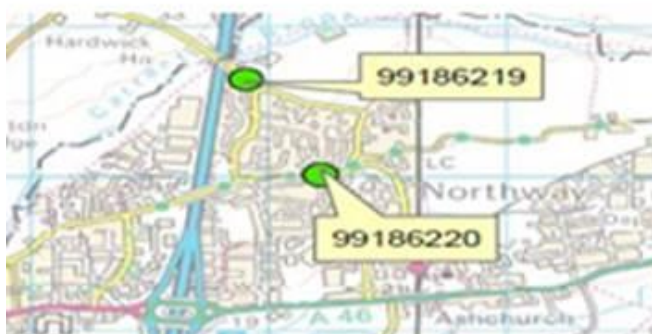
RS/05/18 The Park /Northway Lane – Draft plans for changes to this junction were tabled at the previous meeting and these works have now been completed.

RS/05/18 Gould Drive / Tug Wilson Close footpath – Following complaints of cars driving along this path a bollard was installed by Gloucestershire Highways to prevent this.

RS/07/20

Highway Matters for Reporting / Consideration in Northway

- a) **Speed Tubes** – The Local Highways Manager had forwarded the results of the latest speed tube results, one tube was placed in Northway Lane (by The Sandfield junction) and the other on The Park where it joined Hardwick Bank Road (see map for details). The results were as follows:-



	Site 99186219 The Park (30mph)		
	N/b	S/b	Combined
Mean speed (mph)	28.1	27.7	27.9
85 th %ile speed (mph)	33.5	33.3	33.4
Average Mon-Fri Volume (rounded)	2250	2000	4250
Average Mon-Sun Volume (rounded)	2100	1850	3950
(volume flows rounded to nearest 50 vehicles)			

RS/07/20

Highway Matters for Reporting / Consideration in Northway (Continued)

	Site 99186220 Northway Lane (30mph)		
	E/b	W/b	Combined
Mean speed (mph)	28.3	26.9	27.7
85 th %ile speed (mph)	34	32.6	33.4
Average Mon-Fri Volume (rounded)	1750	1500	3250
Average Mon-Sun Volume (rounded)	1600	1350	2950
	(volume flows rounded to nearest 50 vehicles)		

Members noted the volume of traffic and felt it was quite significant, the period in which the tubes were down was when the initial Covid-19 lockdown was being 'opened up'. County Cllr Smith pointed out that they have found that there was only a 2% reduction in traffic from the pre-Covid-19 situation. This was probably attributed to the fact that more people were using private cars than public transport.

Cllr Barnes added that it was very important the Council took note of the figures so that this information could be used when discussions regarding future development and the Ashchurch/Northway bridge were being considered.

Cllr Roberts asked that the Clerk clarify with the Local Highways Manager what the volumes referred to ie. weekly, daily readings.

Members again expressed frustration that the figures only show the 85th percentile and wondered what the 15% not showing might have read. Cllr Mackenzie said that when the Council had been out with the County/Police Speed gun they had recorded vehicles travelling up to 60 mph.

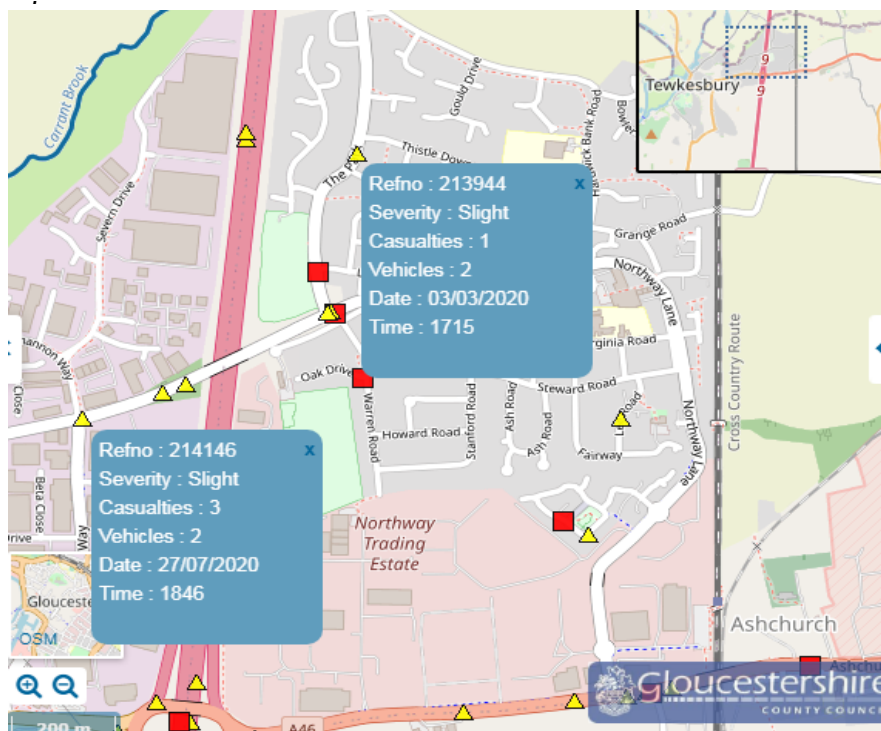
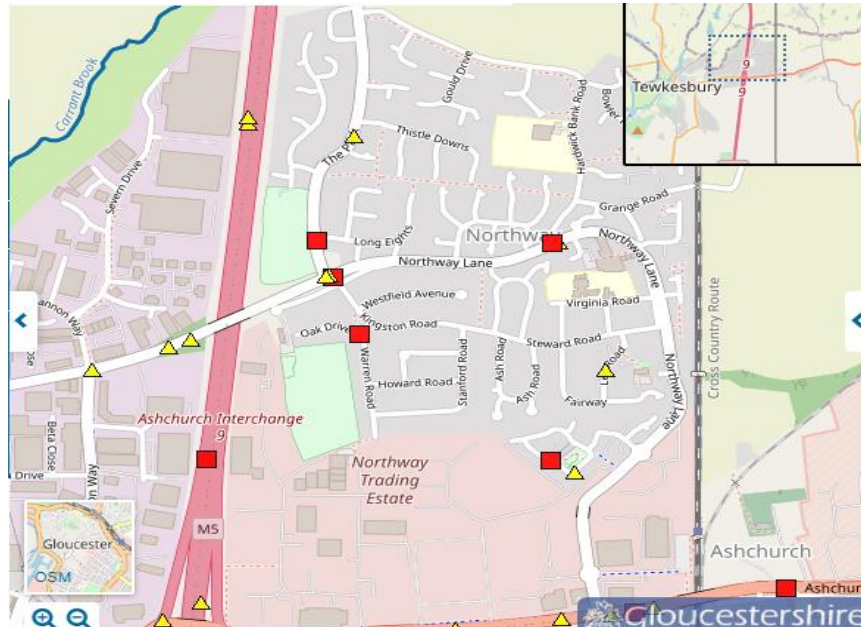
Cllr Roberts wondered whether there was any road modelling that might show the modelled capacity of for The Park as this was unknown. County Cllr Smithy said that he would see if he could find out.

- b) **Vehicle Activation Sign (VAS)** – The Local Highways Manager had reported that the data from the tubes had been passed on to the Safety Improvements Team for analysis, but due to the results was unsure of the outcome. County Cllr Smith expressed surprise as he was under the impression that the Local Highways Manager had the final say in whether a VAS could be used in certain locations and asked that the Clerk forward the email regarding the Safety Improvements Team to him.
- c) **The Park and Oher Areas** – The issue of speed had been raised at Council meetings, particularly relating to The Park. Cllr Mackenzie reminded Members of the many times he had felt his life was in danger when crossing the road from the north end of The Park Amenity Area to the pavement on the other side. Many times he would be halfway across the road and cars would appear to come from nowhere. County Cllr Smith suggested that the VAS would probably help with this.

RS/07/20

Highway Matters for Reporting / Consideration in Northway (Continued)

Cllr Ward shared the Accident Data that had been forwarded via zoom, the first one showing locations and the second map providing more information.



Although there was an Agenda item later in the meeting for the Accident Data Cllr Ward believed it was pertinent to the discussions relating to The Park. The data showed five accidents between The Park junction and Thistledowns.

RS/07/20

Highway Matters for Reporting / Consideration in Northway (Continued)

County Cllr Smith wondered whether more speed ramps would help, Cllr Mackenzie said he had seen some rubber 'sleeping policeman' that were very impactive. County Cllr Smith confirmed that these would not fit within the current guidelines for Gloucestershire as they would make it difficult for emergency vehicles.

Cllr Roberts enquired whether there was a footpath that ran on the Kestrel Way side of The Park and it was confirmed that there was a grass verge. He wondered if a footpath was installed it could encourage pedestrians to cross further down the road, towards Long Eights, making for a safer crossing. It was suggested a site visit would be beneficial.

The Clerk tabled the Gloucestershire Rural Community Councils 'Toolkit' – Community Approaches to Reducing Traffic. This included recommendations such as stickers on wheelie bins, signage on private property, street furniture, including life size models of children that could be very effective in slowing traffic down. Cllr Ward said that about 20 years he had seen a corex life size policeman that he thought was real and he still expected to see it at the same location 20 years on and felt it was very effective. Cllr Mackenzie referred to a traffic warden sign placed outside Carrant Brook School which was good.

County Cllr Smith said that Slimbridge Parish Council asked him to visit so consideration could be given to implementing a 20 mph speed restriction, especially as they had a lot of people visiting the area during the lockdown. Whilst walking around the area, with his reflective jacket on, it was instantly noticed how see his jacket had caused the traffic to slow down. He suggested that if the Council made use of a speed gun and wore reflective jackets drivers would realise they were being monitored, and this would soon get passed on via social media. Cllr Mackenzie said that when the Councillors had volunteered to use the speed gun, they did wear hi-viz vests, some drivers thanked them and some shouted abuse but he felt that as a one-off this would be ineffective and would require regular monitoring at random times. County Cllr Smith said that if the Parish Council gave him the ammunition, he would do his best to get the sign moving along with a mobile stand.

Cllr Barnes said that he lived on the corner close to The Park junction and late at night he would hear bikes screaming up both roads as well as scrambling on The Park. County Cllr Smith enquired whether he called the Police but he said that, as he could not physically see them, he did not and also he did not think there would be many Police in Tewkesbury overnight.

- d) **Lee Walk** – Photographs of Lee Walk were shown over 'Zoom' from both entrances. The dangers of Lee Walk had previously been reported and the Local Highways Manager felt that the only thing that could be done to improve the situation was to install new signs at both ends of the path. These appear to have had no effect and residents regularly contacted the office to report the dangers of stepping out on to or walking along the path. One resident was seriously injured because of a bike running into them. Suggestions such as a swing gate to slow down cyclists was suggested as well as the possibility of installing a motorcycle inhibitor halfway along the path. County Cllr Smith suggested that a site meeting was arranged in the first week of November to look at all the sites of concern, including those that had been raised at the meeting. Cllr Mackenzie added that he had purchased a velocity speed gun and would take that along.

RS/07/20

Highway Matters for Reporting / Consideration in Northway (Continued)

- e) **Effectiveness of speed humps Kingston Road / Steward Road.** Last year it was recommended the Council contact the Local Highways Manager to check that the humps met with the tolerance level and white line specifications. There was no further information regarding this at this time.
- f) **Corex 30mph Signs** – The Local Highways Manager was going to try and source some corex signs particularly for The Park and Kingston Road. The Clerk had asked for updates relating to this and the most recent response was that GCC were trying to reduce the use of Corex signs but a request was made that if any were found they were passed on to Northway Parish Council.

Cllr Ward enquired whether there would be anything from stopping the Parish Council from having some signs made and erected around Northway on lamp posts. Cllr Roberts believed that signs had to be purchased through an approved sign maker. This could be investigated further.

- g) **Northway Lane Hump Back Bridge** – The Clerk reminded Members that there was a long history regarding delivery of a pedestrian and cycle path that would by-pass the hump back bridge and was currently compiling a log of this information. Cllr Ward reminded County Cllr Smith that at a 'drop in' event held at the Boys Bridge Building maps of cycleways were displayed and included the one by Moog that would by-pass the bridge and came out on 'Balamory' (Apple Tree Court) corner. County Cllr Smith had a vague recollection of this and agreed to look into it further.
- h) **Northway Lane Railway Roundabout** – Gloucestershire County Council had agreed that Northway Parish Council could take over a license to maintain this roundabout. The only thing holding it up was that the Local Highways Manager was going to provide information regarding any utilities that were under the roundabout before any works took place, this information had not yet been provided. County Cllr Smith said that he would investigate this.
- i) **The Park / Northway Lane junction** – Improvements were made to this junction late 2018, mainly for the benefit of cyclists. The junction still caused great safety concerns, especially when it came to children. Cllr Ward put a picture of the junction on the screen and County Cllr Smith suggested that this was looked at when the Council did its site visit in November with himself, Parish Councillors and the Local Highways Manager.

Cllr Roberts wondered which authority organised 'lollipop people', County Cllr Smith confirmed that this varied, it could be County, Borough, School or they may be sponsored. The Clerk said that this had been investigated previously and Northway did not meet the criteria for someone to be employed in this role for the west side of Northway (this was looking at getting children over the road from Kestrel Way, Sallis Close etc) as the numbers of children were not great enough. Also, secondary school aged children would be less likely to use this method for crossing the road.

- j) **Schemes** - Cllr Roberts said that he was pleased to have received an email about the resurfacing due to take place on Northway Lane between Saxon Park roundabout and

Highway Matters for Reporting / Consideration in Northway (Continued)

'Balamory'. He queried whether residents would be informed, County Cllr Smith confirmed that they would be, as well as local businesses and this would normally be included on social media as they had a dedicated team responsible for advertising on various platforms.

Cllr Ward asked whether County Cllr Smith remembered that it was agreed that there would be some 'slurry' work done on pavements in Northway which had not yet happened. County Cllr Smith was aware of this and said the firm they had contracted to do this had sold themselves to the County as 'green' because they used low carbon materials that were better for the environment. The County Council had been very disappointed with the firm's micro dressing, the standard of work was not very good, and the materials were poor. This was because they had no petrol oil base, which is needed in tarmac, and as a result it had failed such as in Stonehills and Ash Road. They had now lost the contract and as of next spring GCC would begin a programme of proper resurfacing like they had previously done. He could understand why GCC chose them as they are trying to reduce their carbon footprint but, unfortunately on this occasion, it had not worked.

The Clerk tabled pictures forwarded by Cllr Terry of the Northway Lane footpath on the north side. As soon as County Councillor Smith saw the type of crack he confirmed that this was ground slippage known as delamination and was due to ground movement, it would probably virtually correct itself when it got wetter. He said that the Local Highways Manager needed to organise some emulsion to put into the cracks before they closed. This would be picked up on the walkabout and the Community Maintenance gang would be able to deal with this.

RS/08/20

Accident Reports

Cllr Ward asked whether Members were happy that these reports had already been considered earlier in the meeting. It was noted that there were eleven accidents in total for Northway during the reported period but not much detail about them. The Clerk explained that normally a fuller report was forwarded, and she had requested them over the last few weeks, but it had not been forthcoming. Cllr Ward enquired whether the Local Highways Manager was particularly busy at the moment. County Cllr Smith reported that, because of Covid-19, meetings were now managed by Zoom and most of the Highways Teams were not able to meet like they used to and, with Covid-19 on the rise again, there would be no changes to the system in the foreseeable future. This was a problem, not just with Highways, but right across the County Council. A lot of the things raised by Northway would normally have been picked up during the summer months when the Local Highways Officer may have called into the office.

County Cllr Smith said that crews could not now share transport so they needed more vehicles and more personnel. Supply chains had been affected; quarries had only just re-opened so there had been shortages all round, personal contact had been lost which was very unfortunate.

Cllr Ward expressed concern that all these little things would build up and Highways would have a lot of catching up to do.

RS/09/20

Road Safety Items

No other matters were raised.

RS/10/20

M5 Junction 9 and A46 (Ashchurch) Transport Scheme

County Councillor Smith had invited Northway Parish Council to provide input into this scheme, providing a Parish view so that designers could consider these suggestions at the design stage. (This should be going to public consultation in early 2020). It had been agreed at Full Council that the Road Safety Committee should have a look at the various possibilities and present a proposal to Full Council on the 14th October 2020.

Cllr Ward reminded Members that they had been sent maps of the locality. He put an aerial shot onto the screen for Members to see so they could look at options for the A46 relief road. He asked whether any Members had managed to look at it.

Cllr Barnes said that to his understanding a road was going to come from Teddington Hands to the M5 but his two questions were that a roundabout to get onto the motorway would sit right in the middle of the Garden Centre (which had been approved at planning) and secondly this would also sit right in the middle of Fiddington One and Fiddington Two, so he did not understand how this option could be considered. Cllr Ward said to disregard the Garden Centre and houses, infrastructure changes would take priority, which County Cllr Smith confirmed.

Cllr Ward report that the A46 was gridlocked and believed the traffic lights at Aston Cross were a bit contributor to the problems. His personal thoughts would be to take the road from Teddington Hands straight to junction 10 but this would be a long route, although the best option. Cllr Roberts believed there had been mention of a Junction 9B.

County Cllr Smith shared his personal thoughts and stated that he agreed an off road solution was needed and, in his personal view, the best option would be to go straight to Junction 10 as Cllr Ward had just said, he showed a map of this route. The first point designers would look at was cost, and this would be the longest road, meaning the greatest expense. Another option was the Junction 9B, currently the rules were that a new junction would have to be at least two miles away from an existing junction. He also referred to the old 1993 drawings which showed an extended junction right through the middle of the planned Garden Town, although he felt a road with roundabouts could facilitate a Garden Town and junction 9 would just be an extended junction just south of junction 9. The existing J9 would not allow motorists to get on the motorway southbound but the northbound access would still be available.

Cllr Roberts enquired whether consideration was being given to a Teddington Hands/M50 junction. County Councillor Smith confirmed that this was not an option as Worcestershire had ruled it out. Another possibility was the Northway bridge (Ashchurch Bridge) you could run a road from Teddington across that Ashchurch Bridge to come out on the northern end of Northway but he was not sure if the new bridge would be built to a sufficient standard for this. There were so many possibilities but when you narrow them down you end up with about four. Cllr Barnes felt that lorry drivers would continue on the A46 because they would not want to travel further south to get on the motorway if they were wanting to go north. Cllr Ward said the J9 north would probably remain open. Cllr Barnes went on to say that when he used to travel to London at 3.00 am he would see 20 lorries between Teddington Hands and Northway travelling towards

RS/10/20

M5 Junction 9 and A46 (Ashchurch) Transport Scheme (Continued)

the M5. County Cllr Smith said that lorries coming from Evesham would not normally use J9 as their access to the M5 to go north.

Cllr Ward showed possible routes from the A46 to the M5 going to an extended junction as shown in the 1993 plan. This route also appeared to cause the least disruption to existing properties. Cllr Roberts added that this route would also make it feasible for additional houses on the south side of the new road as it opened up access. It was noted that the road being shown did not go to the Teddington Hands roundabout but was a little west of it. Cllr Roberts suggested it came off the A435 rather than the A46. Cllr Barnes felt that the A46 was a more substantial road and probably better able to cope with the traffic.

Cllr Roberts asked that the map be shown with the route coming over the Northway/Ashchurch Bridge which was then shown on the screen. County Cllr Smith asked Members to refresh him on what suggestions the Parish Council had submitted previously regarding roads around the Northway/Ashchurch Bridge and where the road network would be, Cllr Roberts informed him of the key points.

Members agreed that the two most favourable routes to recommend to Full Council were to take the road from a new roundabout off the A46 or A435, rather than the existing Teddington Hands roundabout, to Junction 10 or to an extended junction 9.

(Examples attached at the back of the Minutes)

RS/11/20

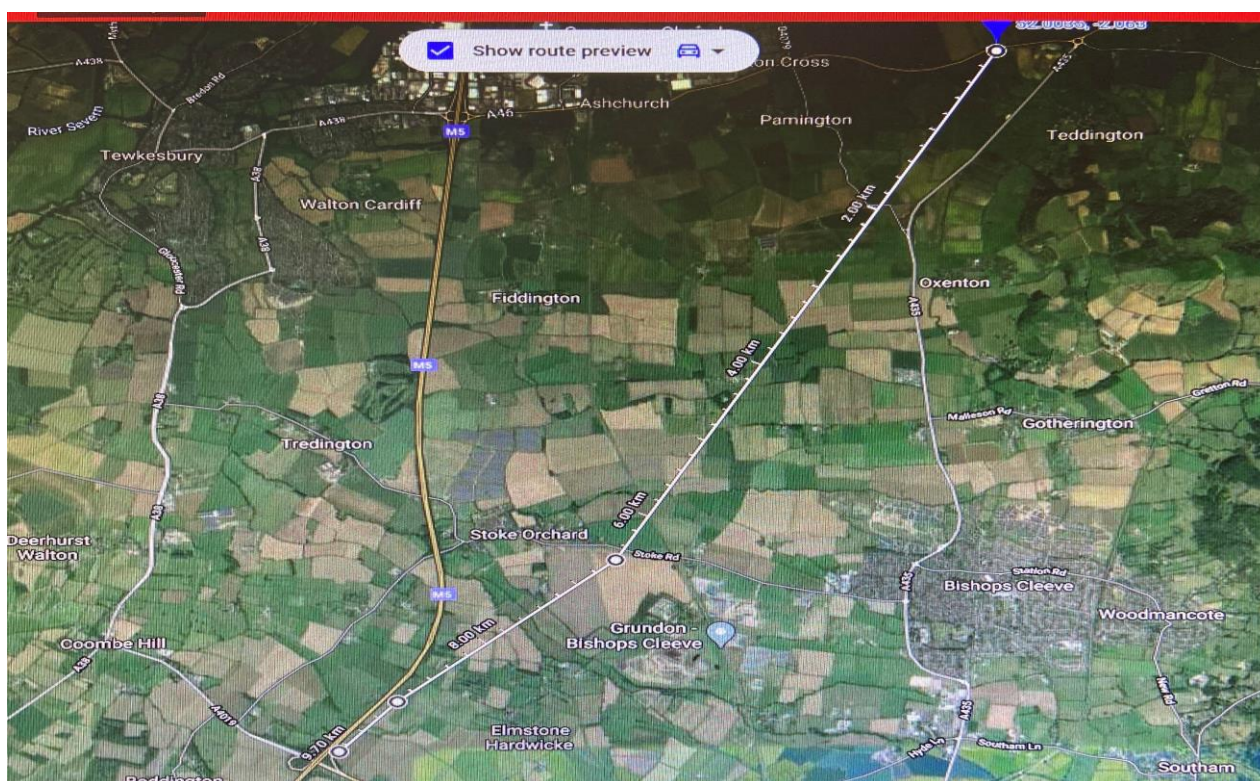
Correspondence received after 26th April 2018

No further correspondence was received.

As there was no other business the meeting concluded at 8:45 p.m.

NORTHWAY PARISH COUNCIL

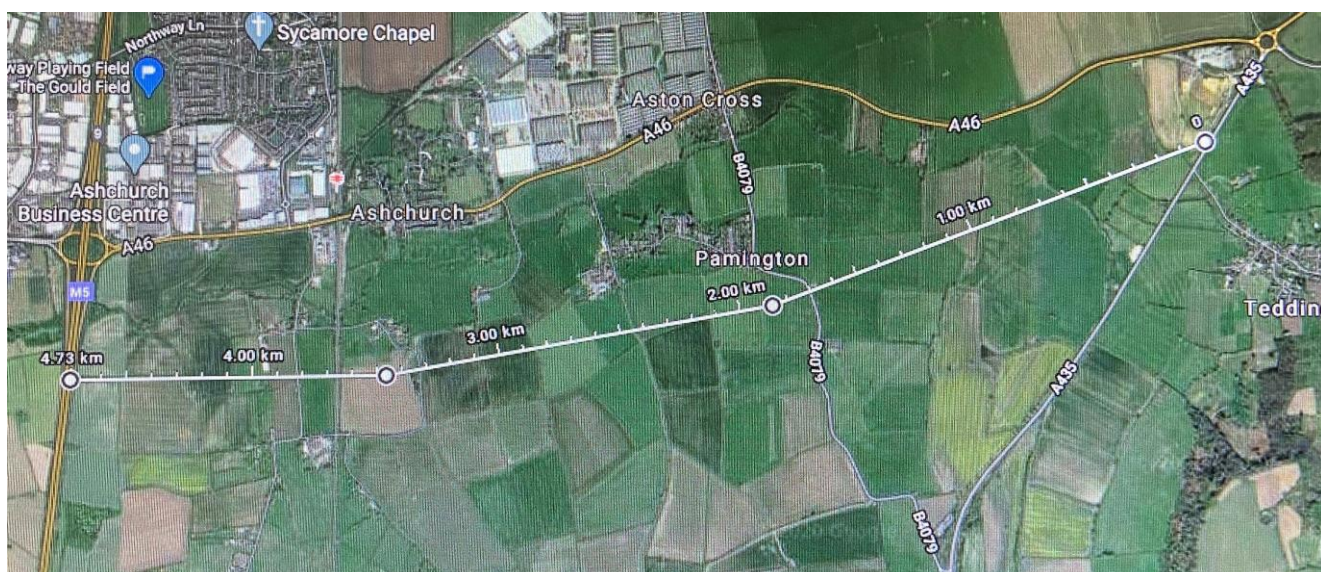
This route was from the A46 to Junction 10 of the M5



This route was from the A46 going to the Ashchurch/Northway bridge and out on Hardwick Bank Road



This route was from the A435 to the M5 (Extended Junction)



This route was from the A46 to the M5 (Extended Junction)

