

TEIGNGRACE PARISH COUNCIL

MINUTES OF THE FULL MEETING 7th JANUARY 2020

Present: P. Adams, W. Coombes, A. Gale, J. Martin, R. Page, J. Penfold
R. Coombes, C. Martin, J. Avon, P. Brunner.

Apologies: G. Gribble

01/20 MINUTES:

Minutes of the Full Meeting held on 5th November 2019 having been circulated, were agreed and signed.

Proposed by R. Page, seconded by J. Penfold.

02/20 MATTERS ARISING:

Defibrillator: Kiosk has been decorated and spare pads purchased. {02/05/2018}

Speed Limit in Village: Scott Riddell replied:

"I am not certain who has fitted the speed equipment (police?), but I haven't ordered any.

We will get speed surveys carried out, but there are also numerous villages across Devon that don't have speed limits in place. As with Teigngrace, the topography of the road limits the average speed of vehicles. In the case of Teigngrace, there are very sharp corners which act as natural traffic calming where the bulk of the frontage accesses are in the two major conurbations. Further DCC have an environmental remit to limit unnecessary signage. In the course of looking at Teigngrace with your concerns in mind I have checked the recorded collision history for this road. In the last 5 years there is not a single recorded collision between the Sanford Orleigh turn off and the A38 junction (that junction with the A38 which is the jurisdiction of the H.E. aside obviously) suggesting that this is not a site that is a priority for engineering.

The relationship between safety and speed is a complex one, and there is no doubt that the high speed of vehicles, whether actual or perceived, is an emotive issue which often generates intense local debate and pressure.

However the problems described are common in many locations throughout the Highway network, and unfortunately there is no miracle solution – a minority of motorists do drive in an inappropriate manner regardless of the road's nature and conditions, and sadly experience indicates that such drivers are unlikely to be influenced by the presence of additional signs or any other measures, especially on roads that they are familiar with – in an area such as this, a significant majority will be familiar with the area, especially those comfortable enough with the road environment to drive at higher speed.

Although we acknowledge that this minority of motorists are the source of much anxiety for local residents and other road users, the fact that they fail to drive their vehicles in an appropriate manner is due to the attitude and responsibility of the individual, rather than any possible lack of measures provided by the Highway Authority. Where driver behaviour is a common or recurring problem, there may be justification for increased enforcement activity by the Police, subject to their own priorities.

Whilst I can certainly appreciate that there may be a perceived danger here, this is true of anywhere on the Highway network, and we are simply unable to introduce traffic calming or reduce speed limits on every residential road. Our current data over a five-year period (2014 to 2018, inclusive) does not highlight this area as being a dangerous location, and in fact there is no history of any recorded collisions in this area during the period covered by our data. This road is therefore demonstrated to be far safer than many other locations around the county, and as such it would not be possible to the area to be treated as a priority for such measures, especially when it would be competing for the same limited funding as locations where far more significant safety concerns have been demonstrated to exist.

This is not a case of 'waiting for an accident to happen', but a case of prioritising our currently extremely limited funding towards those areas where it will have the greatest benefits on public safety – generally, those sites where the most collisions are demonstrated to occur. I do not doubt that there may have been unfortunate 'near-miss' events, and

possibly even unreported minor collisions, but again this is true of anywhere on the Highway network, and these are generally found to be proportional to serious and reported collisions in any given case.

You are right in saying that a lot of vulnerable roads users walk or ride along this road, but this is true of many roads in Devon, the bulk of which are predominantly rural and without a footway. Drivers are responsible for their own behaviour and should always drive with the knowledge they may meet a pedestrian or horse rider in the road.

I would also comment that whilst DCC are keen to get recorded speeds at your request, Teigngrace does not meet DCC's local speed limit policy for a 30mph limit. There should be a minimum density of 20 frontage properties over 600m. The length of road between the two conurbations is 600m with no frontage properties along its length. Teigngrace in accordance with most villages within Devon fits our national speed limit guide lines.

The speed data recording team have a large back log of work, so once the speeds have been recorded, I will come back to you."

Pete Adams replied:

"You were supposed to be fitting speed monitoring equipment... Meg Booth asked for this to be done? It seems a bit of a coincidence that this has appeared now. It was fitted at 23:30 one evening. Would the box have any identification on it?

We have had numerous Police reported accidents at the bend where the speed monitoring equipment has been installed.

What do we have to do as a Parish Council to install a Speed Limit if Devon County Council are refusing to do so? Devon County Council seem to be happy to increase vulnerable traffic on this road with no mitigation. The road is increasingly being used as a rat-run and this will only get worse with the ongoing A382 improvements."

Scott Riddell replied:

"Yes, I agree entirely it is a coincidence. Attached is the map of the location I ordered. They are in the proximity of where you wanted them, it's just that we have a few restrictions of where we can mount them to work.

Please can you give me a grid ref as to where the box is located? I will try and find out who ordered it.

As I say I checked the recorded system and there is nothing showing; this is what DCC use. There are obviously incidents that do occur, but without knowing the causation factor we do not have objective evidence on which to base our analysis. There are many reasons why collisions occur – driver error, alcohol, a distraction in the car and it does not necessarily mean that a road is dangerous.

We do not know what the speed readings are yet. Let's see what they are, but it is DCC as the highway authority that sets speed limits." {14/05/2019}

Stover Canal Trust Minutes: J. Martin forwarded to councillors. {03/09/2019}

Stover Country Park: Restoring Stover Historic Park. John Avon replied:

"That's fine - I'll confirm shortly regarding my availability for the January meeting. I'm really pleased Andrew is able to attend the Advisory Board and feed back to the Parish Council so that you are all in the loop.

I'm not so sure that the .75m figure is correct as we have not had the final report on the feasibility study for silt removal yet – it is due in late December. It is also not confirmed where the final dredging material will end up as there are several options being investigated. It looks like some of Mr Ayliffe's land (next to the Ventiford brook) will have to be used as the initial receptor site for the silt material and also for the de-watering process.

Again, until the feasibility study is complete, I'm unable to brief you on all the options but these should be clearer and available for January.

The Environment Agency were involved in issuing the Water Environment Grant for this feasibility study so both the EA and the flood teams will continue to be involved in any future decisions including flood risks.

Andrew probably mentioned the proposed additional car parking on the A382 side (estimated 30 – 40 spaces), which should help minimise the need for any further parking on the Teigngrace road. There are no plans for any extra pedestrian access points from the Teigngrace side therefore we're not encouraging extra use from that side.

Hopefully Andrew explained that if the lottery application is successful – an 18-month development phase will start next April 2020 to examine all the options and carry out further feasibility studies and consultations in order to ensure all proposals are workable and fit for purpose. The actual delivery phase will not start until at least 2022.

Will be in touch regarding the January meeting however if you have any further questions please come back to me."

"I've just rearranged my plans and can confirm I can attend on Tuesday evening – I've also asked Peter Brunner from Royal Haskoning, who have undertaken the feasibility study into lake de silting options if he can attend and hopefully we'll be able to provide up to date information between us. I haven't had chance to read the study yet as its only just been completed but will read before Tuesday.

Could you indicate what time you will cover the Stover lake plans so I can let Peter know some timings."

John Avon reported at the meeting:

This is the 3rd attempt for application for funding and will come out of the Southern England pot.

The bid is for £2.3 million and was submitted in November 2019. The project will require 51% match funding.

The bid will be presented to the National Lottery trustees on the 4th March.

The key features of the bid are the removal of contaminated lake sedimentation, repairs to the gatehouse and stables at Stover School which are listed and considered at risk.

Restoration of the ornamental lake and bridge will also be assessed.

New walking routes will be created.

Parking: New plan is for the entrance to be moved to Trago roundabout, with an extra 35 spaces.

Peter Brunner reported at the meeting:

A £50k grant was obtained for a full survey of the lake. This has progressed the understanding of what is required.

The lake has been evaluated for depth silt content etc. The lake will be dredged, but the decision still needs to be made where this will be dried and disposed of. About 0.5 metres depth will need to come out. The plan is to half drain and half dredge and then complete the second half.

The silt can be used for landscaping but not agriculture. Imerys and Stover School interested in using it for landscaping.

The Parish Council made the following comments:

Parking issues in village could get worse. Parking at weekend can be up to 20 cars along the road at the rear of Stover Country Park.

Storing the silt on a clay tip for example would be preferable to storing on virgin agricultural land.

John Avon said they could look at planting to restrict access from the Teigngrace side into the park and reported that dogs off lead have been chasing after ducks in the water and have also knocked people over. The route around lake is now on lead only. {03/09/2019}

Website: teigngracepc.org Domain (£17.99) and Website Hosting (£56.04) renewal was due on 04/01/2020. P. Adams has renewed these. {05/11/2019}

Operation London Bridge: W. Coombes is still awaiting a response from the P.C.C. as to whether it is OK for flowers to be placed around the Yew Tree. {05/11/2019}

Ventiford Brook Tree: Tree in brook opposite Ventiford Basin. P. Adams reported to Teignbridge District Council who said it is not their responsibility. It has now been cleared. {05/11/2019}

Environmental Trust: Parish Council will take over the running of the Trust. Proposed J. Martin, Seconded R. Page. P. Adams to liaise with C. Martin. {05/11/2019}

Bovis Homes / Teign Housing: Teign Housing will provide details of site progress and react to problems. P. Adams has written to Teign Housing to register the Parish Council interest. {05/11/2019}

Teigngrace Highways Issues: Most of the drainage issues have been completed.

Scott Riddell replied:

"It was a matter of where to stop in Teigngrace and prioritising limited resources, both in terms of the guys having to go to other sides and the risk of being pulled off for winter maintenance and also very limited budgets and trying to do as many sites as possible of an extensive list."

W. Coombes raised another issue:

"Hello Scott, Pete Adams reported to you about drainage problems by the old telephone box in Teigngrace the ditches needed cleaning out as you know this was done. Unfortunately, there is still a problem I have had a look and the pipe from the end of the ditch by the phone box is blocked and needs clearing. It goes under the Stover Drive Way to the ditch the other

side. The water builds up this means the water overflows from the ditch and runs down the Church drive and also fills up the other Private drive ways there too, please could you get this problem sorted out for us many thanks, Walter Coombes. (Parish Councillor)."

Scott Riddell replied:

"We are struggling to with issues across the network at the moment and the diminishing number of gangs we have before Christmas are all busy. Could anyone rod it?"

W. Coombes replied:

"Hello Scott, hope you had a good Christmas and I wish you a happy new year. The drain I mentioned in my last email I did manage to get the water to flow away after many attempts with drain rods but the drainage there needs cleaning properly the pipe work is still part filled with silt. The ditch it drains into was cleaned with a machine digger but the whole ditch needs lowering below the pipe that runs into it lack of maintenance over the years has allowed the silt to build in the ditch. The other drains that Pete Adams said about in his email to you still need sorting. if you have any concerns about any of the drains I would be happy to meet you on site." {05/11/2019}

Police Issues: Drug activity at Station Drive. Vanessa Pike replied:

"Yes, I will place it back on my patrol plan. Will let you know if I find anything." {05/11/2019}

03/20 FINANCE:

Statement balance 31/12/2019 was £1447.76

Cheque 000181 £230.00 Phone Box – cashed.

Cheque 000182 £124.25 P. Adams - raised (£56.04 website, £17.99 domain, £50.22 defib)

Precept to be set at £2000.

Proposed by J. Martin, seconded by R. Page.

04/20 PLANNING:

None.

05/20 A.O.B.:

Speed related accident: Not reported to Police:

"xxxx met a large opened back Lorry hurtling towards him near Ventiford House, it did not slow or stop and pushed him into side, xxxx is ok but has wing of car hanging off, wheel arch buckled, and bumper damaged, it happened on Thursday 12th lunchtime!

It was so sudden he didn't get any detail!

This vehicle could not stop it was so fast!

It was heading towards expressway!

Please make everyone aware of the size and speed of these lorries." {07/01/2020}

Devon Air Ambulance: J. Penfold reported that Devon Air Ambulance are still looking for a community heli-pad in the area. P. Adams to contact Toby Russell (01392 466666) and discuss the options. {07/01/2020}

Water / Mud from A382 works: A. Gale reported that a lot of mud is getting washed into the stream which runs from the A382. This is being caused by the roadworks on the A382. P. Adams to contact Scott Riddell. {07/01/2020}

Meeting closed 21:21.

PLEASE NOTE THE NEXT PLANNING MEETING WILL BE ON 4th FEBRUARY 2020, THE NEXT FULL MEETING WILL BE ON 3rd MARCH 2020.