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NOTICE OF PARISH COUNCIL MEETING (LGA 1972)

This Agenda Pack was issued with the Agenda for a Croxden Parish Council meeting at Abbey Room, St Giles Church, Croxden ST14 5JG commencing at 7 pm on Wednesday 13th September 2023

Issued by - Mrs VRE Gibson – Parish Clerk

Date: 04 September 2023

AGENDA

- 23.09.001 APOLOGIES AND APPROVAL OF ABSENCES
- 23.09.002 TO RECEIVE DECLARATIONS OF INTERESTS AND TO CONSIDER REQUESTS FOR DISPENSATIONS.
Councillors to declare any interests, a failure to declare a disclosable pecuniary interest at a meeting is a criminal offence under section 34 of the Localism Act 2011.
- 23.09.003 TO RESOLVE THE MINUTES OF THE MEETING HELD ON 12th July 2023 ARE A CORRECT RECORD
- 23.09.004 PUBLIC PARTICIPATION
The item, Public Participation, allows 15 minutes of each Parish Council Meeting, for members of the public to make representations or give evidence in connection with items included on the agenda. Each representation must be a maximum of 3 minutes. At the discretion of the Chairperson, the meeting may be adjourned to give members of the public present an opportunity to raise other matters of public interest.
- 23.09.005 TO RECEIVE AN UPDATE ABOUT PROGRESS OF RESOLUTIONS FROM PREVIOUS MEETING:
- PARISH COMMUNITY WALK – 12TH SEPTEMBER 2023 – UPDATE
 - BEAMHURST (A522) TRAFFIC CALMING – UPDATE FROM STAFFORDSHIRE COUNTY COUNCIL
SEE APPENDIX A (below) – CLLR ATKINS EMAIL.
 - HOLINGTON ROAD – SPEED LIMIT REDUCTION – DISCUSS CLLR WILLIAMS(SCC) RESPONSE TO REQUEST
SEE APPENDIX B (below) - CLLR WILLIAMS LETTER
- 23.09.006 ASSET UPKEEP – CONSIDER AND APPROVE QUOTE FOR NOTICEBOARDS REFURBISHMENT
Clerk obtained quote from Lengthsman to re-varnish all three noticeboards within the Parish.
- 23.09.007 STAFFORDSHIRE PARISH COUNCIL ASSOCIATION (SPCA) AGM – CONSIDER AND APPROVE PARISH COUNCIL MOTION FOR DEBATE AT SPCA AGM.
The motion is for carriageways without central white lines to, nationally, have the speed limit reduced from 60mph to 40mph. Motion is for SPCA to work with NALC to lobby government for this national change. Croxden Chairman or Clerk to attend SPCA AGM on 30th October 2023 at 7pm, if Agenda item approved.
- 23.09.008 PARISH COUNCIL WEBSITE HOSTING – CONSIDER AND APPROVE HOSTING QUOTES FOR 2024-2027 CONTRACT.
Croxden Parish Council to consider two quotes for hosting of the Parish Council website for 2024 – 2027 contract.
- 23.09.009 TO CONSIDER PLANNING APPLICATIONS AND RECEIVE PLANNING DECISIONS.
All applications can be viewed on the Parish Council website.
- 23.09.0010 TO RECEIVE ORAL REPORT FROM BOROUGH/COUNTY COUNCILLOR

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23.09.0011 DRAFT CROXDEN PARISH COUNCIL BUDGET 2024-2025 – DISCUSSION

Councillors to discuss the draft budget with a view to finalising budget in November meeting.

23.09.0012 FINANCE – TO CONSIDER & AUTHORISE PAYMENTS OF THE LIST ON AGENDA AND RECEIVE FINANCIAL

UPDATES:

Ref/Cheque	Item	Amount
24/so	Council administration – August	£224.73
25/200	WH Durose – stile replacement	£324 (inc £54 VAT)
26/201	Marchington IT – Annual Computer service	£49.98
27/202	Meeting Room Rent – Annual	£120
28/2023	St Giles Church – Water Butt Grant – replacement for lost cheque (03/181)	£50
RECEIVED		
24.07.2023	VAT Refund	£159.28
BANK STATEMENTS		
Lloyds – main	31.07.2023	£1,133.61
Lloyds – deposit	09.05.2023	£1,003.08

23.09.0013 CORRESPONDENCE

To review the correspondence received between meetings.

23.09.0014 CLERK REPORT

Clerk to update Council on tasks carried out between meetings.

23.09.0015 COUNCILLORS REPORTS (INFORMATION ONLY)

Councillors to bring items for consideration for future Agendas.

23.09.0016 STAFFING MATTERS - PUBLIC EXCLUDED (Public Bodies(Admissions to meetings)Act 1960) CLERK CONTRACT CLAUSE UPDATE

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APPENDIX A – Cllr Atkins email.

From: **Atkins, Philip (County Cllr)**
Date: Mon, 31 Jul 2023 at 10:02
Subject: RE: FW: Beamhurst Road
To: Croxden Parish Council

Dear Ginny

Thank you for your email. I have had similar enquiries.

I was happy for the Parish Council to share a draft drawing of recommended work along with the data from the speed/volume survey and the reasoning behind the proposals with Beamhurst residents.

SCC are very limited to what they can physically do due to the road being an A classification. They are therefore excluded from use of traditional traffic calming speed mitigation measures, and given that the 85thile speed recorded from the speed survey carried out in July 2021 being 50mph the only measures they would countenance would be to try to highlight the residential access points.

The proposal is to use edge of carriageway markings in advance of and through the vehicle access points. This will help to move traffic towards the centre line and highlight a change in road conditions.

The estimate cost would be between £4,000-£8,000 depending on Traffic Management requirements and would take between 2-3 days to deliver.

I am well aware that some residents want more to be done but there is nothing else that our officers can suggest after doing the speed surveys and evaluation on the existing road as it is at present. Under current regulations the speed limit cannot be further reduced from 50 MPH as there is no lighting for a start.

I noted that the majority of residents' comments were to do with poor driver behaviour. Enforcement and careless driving are matters for the Police.

The next step for SCC, if these proposals were to be put in place, is to identify funding. There is not enough money in my DHP to do this work and it will either have to be raised locally or a bid put in to any road safety fund available.

I will keep you informed as to what else can be done and rest assured I am keeping a close watch.

Regards

Cllr Philip Atkins OBE

County Councillor for Uttoxeter Rural

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APPENDIX B – Cllr Williams letter

My Ref: DW 333/ AL Date: 1 August 2023

Dear Ms Gibson

Re: Hollington Road, Croxden - speed limit reduction request

Thank you for your correspondence concerning the above, dated 30 June.

Following your correspondence discussions have taken place with the Communities Traffic Management Officer and SCC Road Safety Manager. As you quote Speed and Volume data previously obtained in your communication, the data from the survey conducted between 20/11/19 and 30/11/19 has been retrieved and is quoted in this response.

Staffordshire County Council takes road safety extremely seriously and as such we welcome communication from residents offering suggestions to improve areas that are of particular concern to them.

All road safety improvements across the county are supported through the collation of objectively measured data which is challenged and rationalised. This approach has led Staffordshire to have one of the safest county council road networks in the country.

All reported road traffic collisions involving personal injury across the county are continually reviewed by a dedicated team and by looking for clusters and trends in this accident data where vehicle speeds are a contributory factor, the team identifies sites and routes where actions can be taken to reduce the number of people hurt on our roads. Any improvement schemes resulting from road safety investigations can therefore be prioritised and justified in terms of their cost.

Effective speed management is part of creating a safe road environment which is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users.

Speed limits should therefore be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel at which encourages self-compliance.

Speed limits should be seen by drivers as the maximum speed, rather than as a target speed at which to drive irrespective of conditions. It is often not appropriate or safe to drive at the maximum speed limit, however this is a decision to be made by the individual driver with respect to layout, condition, visibility, and hazards present at the time.

You refer to similar quotations in your correspondence together with quoting speed data from the speed and volume survey previously carried out in this location in 2019. While this is correct, it should also be taken in context and regarding the wider information detailed in the

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survey. This should also be considered alongside current guidance regarding enforcement by Policing authorities.

Undeniably, a proportion of motorists will always choose to speed and break whatever speed limit is in force, wherever it is located.

The closest site Staffordshire Police currently carry out enforcement in the area, using mobile speed camera detection enforcement, is on Main Road, Hollington, between Quarry Bank and School Bank, an area having a 30 MPH speed limit.

Checks were carried out at this location on 13/7/22, 18/10/22 and 16/1/23, resulting in 29 offences being detected, with a top speed of 50% above the speed limit being recorded (45MPH).

No current speed camera enforcement is carried out in the area you question however it should also be noted that this is a more built-up confined area.

To the casual observer, traffic speed is commonly perceived as being higher than reality. For this reason, speed and volume surveys can be carried out to assess the actual situation rather than using anecdotal evidence.

In your correspondence you quote your 2020 comments *"that the speed and volume survey highlighted that 85% of drivers were found to be driving at an average of 59 mph in one direction, as this must also mean that a proportion of that 85% was actually breaking the law by driving above the legal speed limit on this road. Not only is this deeply concerning, it is, in our opinion, also clearly dangerous. It reinforces our view that the current speed limit for Hollington Road is inappropriate and unsafe, and needs to be reduced to ensure the safety of all who use it."*

Referring to the speed and volume survey from 2019, notwithstanding the previous comments that a proportion of drivers will always speed, it should be noted the survey also revealed the following information for context.

Westbound – the 85th Percentile speed was 53, with an Average speed of 45MPH.

Eastbound – the 85th percentile speed was 59, with an average speed of 49MPH.

In total, the 85th percentile speed was 56, the 95th percentile speed was 64MPH. 64MPH is still not high enough to be prosecuted under the current guidelines when tolerances have been considered, even though it may break the limit by a small amount. The overwhelming majority of drivers abide by the current limit.

For the purposes of consideration of speed limit variation at a location, the 85th percentile value is used as evidence.

Staffordshire Safer Roads Partnership have been consulted regarding your representations and the possibility of directing Mobile Speed camera resources at the area in question have been considered.

With limited resources it is necessary that targeted activity be directed at the highest risk locations those that are identified with a significant pattern of personal injury collisions, and/or locations that demonstrate traffic speed behaviour above a measured threshold of risk.

Having completed research into the collisions and speed of traffic on the 60mph section of Rocester Road/Hollington Road, Hollington, they have concluded there have been no injury road traffic collisions since 01/01/2017 recorded by the Police.

This information has been considered alongside speed data previously quoted.

Currently, it is not considered a priority location for new speed camera deployments. Concerns have been noted and the situation will be monitored by them on an ongoing basis.

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General concerns about speeding vehicles can be reported directly via the SSRP website form [here](#):

Report a Speeding Concern – Staffordshire Safer Roads Partnership (staffssaferroads.co.uk)
Reducing the speed limit at this location is unlikely to change driver behaviors by itself and is likely to lead to non-compliance of the new speed limit to which neither the County Council nor the Police are likely to support or manage in terms of enforcement.

Inconsistent speed limits can lead to confusion by drivers, especially in other areas where measures have been introduced to deal with specific issues. Also, reducing speed limits without evidential justification can lead to resources being diverted from other areas.

Reducing a speed limit solely to enable Speed Watch Team to monitor the location would not be justifiable.

All factors taken together means that at this time, a change in the speed limit cannot be undertaken. Notwithstanding the above comments declining speed limit changes, the depth of feeling of residents and the petition should be noted. The matter has been listed for discussion at the next meeting with the local Councillor, Philip Atkins as part of the DHP program. A further study of speed at the location may be considered to support community concerns and further action.

The programme is reviewed on a six-monthly basis and all requests are considered by the local County Councillor, as the democratically elected community representative, to ensure that local priorities are met and delivered within financial realities.

As part of the Integrated Transport Programme, as well as communicating approved investment plans that deliver the County Council's strategic transport and highway maintenance policy, the DHP brings together the vast number of requests for improvements to the highway network and enables local community matters to be prioritised.

The Member led Divisional Highway Programmes (DHP) are regularly reviewed and updated. The Local Community Highway Liaison teams are dedicated to supporting local Members and their communities in identifying, prioritizing, and commissioning the delivery of improvements to their local built environment.

The County Council undertakes its statutory obligations in terms of road safety after analysis of objectively measured risk factors, such as historical accident data; schemes are then prioritised against risk and cost for completion.

Additionally, where data does not exist to support improvements, but where community concern remains, the DHP can be used to secure funding for measures that would otherwise not meet the criteria for intervention. As part of our efforts to engage our elected Members, as well of course for their local knowledge, we ask them to prioritise the schemes within their division.

I hope the above goes some way to reassuring you that we have considered about your concerns.

Yours sincerely

David Williams

Cabinet Member for Highways and Transport

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