



BERE REGIS PARISH COUNCIL

c/o Wardon Hill Farm, Long Ash Lane, Dorchester, Dorset, DT2 9PW

Clerk: Mrs A Crocker

Tel: 01935 83454

Email:

bereregispcc@gmail.com

Dear Councillor

You are hereby summoned to attend a Parish Council meeting on Thursday 14th September 2023 commencing at 7pm to conduct the following business. This meeting will be held in the Drax Hall, North Street, Bere Regis.

Signed

A Crocker

Clerk

Short democratic period for members of the public to speak

AGENDA

1. To receive apologies for absence
2. To confirm the minutes of the meeting held on 10th August 2023
3. Matters arising from those minutes, not covered by this agenda, for report only
4. To receive declarations of interest in accordance with S94 of the LGA 1972 and review any dispensations received
5. To receive the Dorset Councillor's report
6. Key topics:
 - (i) Neighbourhood Plan review update
 - (a) To agree the Review dated 29.08.23 – attached
 - (b) To confirm instruction of the Independent Examiner and issuing of the Review to them for consideration
 - (ii) Remembrance Sunday – to consider wreaths, road closures and a band
 - (iii) To consider the current vacancy and action to be taken
7. Finance Clerk
 - (i) To approve monthly expenditure
 - (ii) To confirm reconciliation of accounts and position against budget
 - (iii) To review and accept the External Auditor's report for the year ended 31st March 2023 and Notice of Conclusion of Audit - attached
 - (vi) To consider opening a PSDF account as suggested by the Internal Auditor – report attached
 - (v) To approve the payment of £450 for the Clerk to proceed with the CiLCA qualification
 - (vi) To consider items for the 2024/25 budget
8. Planning & Housing LF
 - (i) To consider planning applications:
P/NMA/2023/04994 Church View, 8 Tuberville Road
To install rear be-fold doors and infill front store door
9. Parish Facilities & Rights of Way RP
 - (i) To receive a general update on Parish Facilities and Rights of Way
 - (ii) Defects
10. Conservation & Environment TB
 - (i) To receive a general update on Conservation and the Environment
11. Police, Traffic and Roads
 - (i) To receive an update on the Traffic Focus Group and Community Speed Watch – report attached
 - (ii) To consider requests made by the Traffic Focus Group: SW
 - (a) Permission to prepare a survey for distribution to residents
 - (b) Prepare communication regarding the Traffic Focus Group activities for general distribution
 - (c) Permission to investigate costings for village entry signage
 - (d) To agree an additional traffic survey to be located below the old school site
 - (e) Highways Officer support for additional traffic calming advice

12. Community Liaison
 - (i) To receive an update on the NeighbourCar, Communibus & Lunch Club initiatives
 - (ii) To consider upgrading the Parish Council web site and other forms of communication
13. Children & Youth GC
14. To receive the Clerk's Report and issued raised to Councillors not covered by this agenda
15. Correspondence received since the agenda was issued
16. Items for the Parish Magazine
17. Date of the next meeting

Bere Regis Neighbourhood Plan Review

29th August 2023 (Version 3)

Background

- The Neighbourhood Plan was prepared under guidance from Purbeck District Council. Following the reorganisation of the district and county councils, the final Plan was formally adopted by Dorset Council in June 2019.
- The adopted Neighbourhood Plan allocated five residential development sites and proposed an increased size for the commercial development site that had already been identified in the Purbeck Local Plan (PLP1). Otherwise, the adopted Plan dealt with issues that were seen as being of interest to the parishioners at that time.
- Dorset Council has confirmed that the housing allocation in August 2023 remains unchanged from the 2019 figures. Consequently, no changes are required to the number or location of residential development sites.
- Since the Plan was adopted, the Parish Council has received feedback from parishioners regarding concerns about the proposed developments.
- Planning applications have been submitted in respect of two of the allocated residential development sites and the commercial site.
- Feedback has been received from developers and/or landowners in respect of the other three residential development sites.

The concerns that have been raised by parishioners and the proposals being put forward by developers mean that the Neighbourhood Plan needs to be reviewed and updated in order to provide better guidance to landowners and developers.

Concerns regarding development of the identified sites

Concerns have been raised by parishioners regarding future development in the parish. Some issues come up more frequently, and these can be summarised as:

- **Stormwater Disposal** – Some properties in the village report flooding issues. There is concern that additional development will exacerbate the problem.
- **Sewage Disposal** - The foul waste (sewage) disposal system for the village is understood to be at capacity and there is concern that any additional development could overload the existing system. There is particular concern that the local watercourses, which comprise important chalk streams, could be damaged by any discharge of sewage.

- **Through Traffic** - The amount of traffic passing through the village can be a problem, particularly when the bypass is busy or closed due to an accident.
- **Car Parking** - There is a shortage of parking available for the residential and commercial activities throughout the village. Any additional development could exacerbate the problem.
- **Housing Layout** - The adopted Plan indicated a preference for new development on Tower Hill and North Street to take level access from the highway, in order to maintain the traditional street scene. It was envisaged that any loss of ecological interest would have been more than compensated by improved habitat and protection to the areas at the rear of these developments. More recently, concerns have been raised regarding the loss of valuable hedgerow habitat and the visual impact of removing the earth banks.
- **A31 Roundabout** - The roundabout on the A31 is understood to be at capacity. Improvements are required to the road layout irrespective of any additional development that might take place on the commercial or residential sites within the village and the wider area.

Current planning status and feedback on the individual sites

The following planning applications have been submitted, or feedback received, in respect of the allocated development sites:

- **Commercial Site** - Currently allocated in the Plan for development that supports local employment, with the preamble suggesting that the site might be suitable for uses falling under A3 (restaurants & cafes), A5 (hot food takeaway), B1 (business), B1a (offices), B8 (storage & distribution) and C1 (hotels).

Planning application ref: P/FUL/2022/04027 for proposed development comprising ‘Erection of Use Class B8 Trade Counter/E(g) industrial units, 3no. drive-thru restaurants and a drive-to restaurant (Use Class E(b)/sui generis takeaway) together with associated car parking, EV charging points and landscaping’ has not yet been determined by the local planning authority pending receipt of additional information from the developer.

- **White Lovington** - Allocated in the adopted Plan to deliver approximately 12 homes (Policy BR7).

Planning application ref:6/2020/0013 for ‘Erect 17 No. dwellings, create an access and associated parking and landscaping’ is apparently undetermined, pending resolution of the s.106. However, it is understood that planning permission has been granted in principle by the planning committee.

- **Former School site** - Allocated in the adopted Plan to deliver approximately 23 homes (Policy BR7) with a range of tenures as detailed in Policy BR6.

At a meeting with the preferred developer, it was suggested that a planning application is to be submitted for development of the site with 100% affordable housing.

- **North Street site** - Allocated in the adopted Plan to deliver approximately 12 homes with level access from street level to respect the prevailing local character. Excavated material to be used for creation of the noise attenuation bund as set out in Policy BR5.

At a meeting with the preferred developer, it was clear that they would prefer not to excavate the site due to cost implications.

- **Back Lane site** - Allocated in the adopted Plan to deliver approximately 55 homes with access taken from West Street by The Chanelles, as shown on the approved plan.

The preferred developer would prefer to bring in the access near the junction with Roke Road due to the land gradient by The Chanelles being too steep.

- **Tower Hill site** - Allocated in the adopted Plan to deliver 3 homes.

A planning application ref: 6/2019/0126 for development of the site with 2 dwellings and associated infrastructure was refused in January 2020. No further applications have been made.

Proposed amendments to the adopted Neighbourhood Plan

The following changes are proposed to the policy wording:

- **Policy BR1: Settlement Boundaries** - No change
- **Policy BR2: SANG** - No change

Groundwater - Wording strengthened to take account of the concerns of parishioners.

- **Policy BR4a – Groundwater** - No development to take place on any of the allocated development sites until a village wide water strategy and site-specific plans have been agreed with the Local Lead Flood Authority that will ameliorate any flood risk from the proposed development.
- **Policy BR4b – Sewage** – In addition to the Groundwater Policy, BR4a, Wessex Water should be asked to provide a report on the existing foul water system and the capacity of the existing treatment system to deal with current and future usage.
- **Policy BR5: Noise Attenuation** – No change.

Affordable Housing - The wording needs to be amended to reflect the new Affordable Homes guidance published in 2021, known as First Homes.

- **Policy BR6 - Affordable Housing Tenures** - The intention of the Neighbourhood Plan is to provide 60% market housing and 40% affordable housing across all of the sites. Any variation from this ratio on one site must be counteracted by a change in ratios on other residential development site(s) within the adopted Plan.

- Affordable housing must be delivered in accordance with government guidance.

Residential Development - Greater detail provided in respect of the individual sites:

- **Policy BR7a – Back Lane** - extending to about 4.7 acres and delivering approximately 55 homes.
 - a. The developer is to enter into pre-application discussions with Dorset Council.
 - b. Vehicular access only to be taken from West Street, near the junction with Roke Road.
 - c. Pedestrian access into the site to be maintained and/or improved from Back Lane.
 - d. The development to respect the adjoining Conservation Area in terms of layout and building design.
 - e. All new dwellings to provide an appropriate level of off-road car parking.
 - f. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
 - g. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.
 - h. Excavated material will be used for creation of the noise attenuation bund in accordance with policy BR5
- **Policy BR7b – White Lovington** – extending to about 2.5 acres and delivering approximately 12 homes. In the event of any further applications being submitted in respect of the same site:
 - a. The developer is to enter into pre-application discussions with Dorset Council.
 - b. The developer to propose the best layout and design for the new homes, based on architecture and layout in the surrounding area.
 - c. All new dwellings to provide an appropriate level of off-road car parking.
 - d. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
 - e. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.

- **Policy BR7c – North Street** – extending to about 1.48 acres and delivering approximately 12 homes.
 - a. The developer is to enter into pre-application discussions with Dorset Council.
 - b. The developer to design the best layout for the site.
 - c. All new dwellings to provide an appropriate level of off-road car parking.
 - d. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
 - e. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.
 - f. Excavated material will be used for creation of the noise attenuation bund in accordance with policy BR5

- **Policy BR7d – Tower Hill** – extending to about 0.25 acres to deliver 3 homes.
 - a. The developer is to enter into pre-application discussions with Dorset Council.
 - b. The developer to design the best layout for the site.
 - c. The development to respect the adjoining Conservation Area in terms of layout and building design.
 - d. All new dwellings to provide an appropriate level of off-road car parking.
 - e. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
 - f. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.
 - g. Excavated material will be used for creation of the noise attenuation bund in accordance with policy BR5.

- **Policy BR7e - School Site** - extending to about 1.73 acres to deliver approximately 23 homes.
 - a. The developer is to enter into pre-application discussions with Dorset Council.

- b. The development is to provide 60% market housing and 40% affordable housing unless offset on one or more of the other residential development sites within the adopted Plan.
- c. The developer to design the best layout for the site.
- d. All new dwellings to provide an appropriate level of off-road car parking.
- e. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
- f. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.

North Street Employment - Greater clarification to be provided.

➤ **Policy BR8 – North Street Employment**

- a. The developer is to enter into pre-application discussions with Dorset Council to agree an appropriate mix between fast food and other uses on the site.
- b. No more than one fast-food outlet for food to be eaten off the premises and one dine-in style restaurant will be supported.
- c. Adequate parking must be provided on site for the proposed development.
- d. The developer is to enter into pre-application discussions with National Highways to ensure that the roundabout can cope with any increase in volume of traffic.
- e. No development to take place until a village wide water strategy has been formulated and appropriate attenuation provided within the development to deal with potential flood risk.
- f. No development to take place until a waste water strategy has been determined and appropriate attenuation provided within the development to avoid surcharging of the existing foul waste system.
- g. Excavated material will be used for creation of the noise attenuation bund in accordance with policy BR5

- **Policy BR9 - Community Facilities and Services** - No change
- **Policy BR10 - Local Green Spaces** - No change

Bank Reconciliation as at 11th September 2023

Opening balances	7165621	158352.61	
	00155779	4364.41	
			162717.02
Income for the month			
Account interest		117.82	
Allotments			
NeighbourCar, Lunch Club and Communibus		136.00	
			253.82
Expenditure			
Lunch Club		25.67	
NeighbourCar		21.60	
Communibus		34.59	
Council		5346.31	
			5428.17
			<u>157542.67</u>
07165621		156470.43	
00155779		1072.24	
			157542.67
Balance on accounts			<u><u>157542.67</u></u>
			0.00

Financial Budget Comparison

Comparison between 01/04/23 and 12/09/23 inclusive. Includes due and unpaid transactions.
Excludes transactions with an invoice date prior to 01/04/23

	2023/2024	Actual Net	Balance
INCOME			
Council			
100 Precept	£75,000.00	£37,500.00	-£37,500.00
Total Council	£75,000.00	£37,500.00	-£37,500.00
Council Administration			
200 Council Administration	£30.00	£3,746.37	£3,716.37
Total Council Administration	£30.00	£3,746.37	£3,716.37
Cemetery			
300 Cemetery Income	£4,000.00	£0.00	-£4,000.00
Total Cemetery	£4,000.00	£0.00	-£4,000.00
NeighbourCar			
400 NeighbourCar Income	£0.00	£437.20	£437.20
Total NeighbourCar	£0.00	£437.20	£437.20
Salt & Pepper Lunch Club			
500 Lunch Club Income	£0.00	£1,037.00	£1,037.00
Total Salt & Pepper Lunch Club	£0.00	£1,037.00	£1,037.00
CommuniBus			
600 CommuniBus Operating Income	£0.00	£2,161.00	£2,161.00
Total CommuniBus	£0.00	£2,161.00	£2,161.00
Allotments			
800 Allotment Income	£889.50	£979.20	£89.70
Total Allotments	£889.50	£979.20	£89.70
Total Income	£79,919.50	£45,860.77	-£34,058.73

Financial Budget Comparison

Comparison between 01/04/23 and 12/09/23 inclusive. Includes due and unpaid transactions.

Excludes transactions with an invoice date prior to 01/04/23

	2023/2024	Actual Net	Balance	
EXPENDITURE				
Council Administration				
2000	Council Staff Costs	£14,960.00	£7,520.40	£7,439.60
2001	Council Office Costs	£5,060.00	£5,432.02	-£372.02
2002	Council Audit Fee	£775.00	£669.05	£105.95
2003	Play Area Costs	£5,070.00	£89.63	£4,980.37
2004	Lengthsman	£34,000.00	£14,608.15	£19,391.85
2005	Wild Life Group	£300.00	£91.85	£208.15
2006	General Costs	£3,900.00	£1,480.96	£2,419.04
2007	Projects & Events	£7,500.00	£734.80	£6,765.20
Total Council Administration		£71,565.00	£30,626.86	£40,938.14
Cemetery				
3000	Cemetery Operating Costs	£8,225.00	£289.00	£7,936.00
Total Cemetery		£8,225.00	£289.00	£7,936.00
NeighbourCar				
4000	Operating Costs	£0.00	£327.51	-£327.51
Total NeighbourCar		£0.00	£327.51	-£327.51
Salt & Pepper Lunch Club				
5000	Lunch Club Operating Costs	£0.00	£457.82	-£457.82
Total Salt & Pepper Lunch Club		£0.00	£457.82	-£457.82
CommuniBus				
6000	CommuniBus Operating Costs	£0.00	£771.67	-£771.67
Total CommuniBus		£0.00	£771.67	-£771.67
Community Hall				
7000	Operating Costs	£5,000.00	£0.00	£5,000.00
Total Community Hall		£5,000.00	£0.00	£5,000.00
Allotments				
8000	Allotment Expenses	£0.00	£2,353.43	-£2,353.43
Total Allotments		£0.00	£2,353.43	-£2,353.43
Total Expenditure		£84,790.00	£34,826.29	£49,963.71
Total Income		£79,919.50	£45,860.77	-£34,058.73
Total Expenditure		£84,790.00	£34,826.29	£49,963.71
Total Net Balance		-£4,870.50	£11,034.48	

Section 3 – External Auditor’s Report and Certificate 2022/23

In respect of

Bere Regis Parish Council

1 Respective responsibilities of the auditor and the authority

Our responsibility as auditors to complete a **limited assurance review** is set out by the National Audit Office (NAO). A limited assurance review is **not a full statutory audit**, it does not constitute an audit carried out in accordance with International Standards on Auditing (UK & Ireland) and hence it **does not** provide the same level of assurance that such an audit would. The UK Government has determined that a lower level of assurance than that provided by a full statutory audit is appropriate for those local public bodies with the lowest levels of spending.

Under a limited assurance review, the auditor is responsible for reviewing Sections 1 and 2 of the Annual Governance and Accountability Return in accordance with NAO Auditor Guidance Note 02 (AGN 02) as issued by the NAO on behalf of the Comptroller and Auditor General. AGN 02 is available from the NAO website – <https://www.nao.org.uk/code-audit-practice/guidance-and-information-for-auditors/>.

This authority is responsible for ensuring that its financial management is adequate and effective and that it has a sound system of internal control. The authority prepares an Annual Governance and Accountability Return in accordance with *Proper Practices* which:

- summarises the accounting records for the year ended 31 March 2023; and
- confirms and provides assurance on those matters that are relevant to our duties and responsibilities as external auditors.

2 External auditor’s limited assurance opinion 2022/23

On the basis of our review of Sections 1 and 2 of the Annual Governance and Accountability Return, in our opinion the information in Sections 1 and 2 of the Annual Governance and Accountability Return is in accordance with Proper Practices and no other matters have come to our attention giving cause for concern that relevant legislation and regulatory requirements have not been met.

Other matters not affecting our opinion which we draw to the attention of the authority:

None

3 External auditor certificate 2022/23

We certify that we have completed our review of Sections 1 and 2 of the Annual Governance and Accountability Return, and discharged our responsibilities under the Local Audit and Accountability Act 2014, for the year ended 31 March 2023.

External Auditor Name

BDO LLP - Southampton

External Auditor Signature

DocuSigned by:
BDO LLP
20E056D00974E4...

Date 21 August 2023

To consider transferring funds to a high interest investment account

History

At present, all monies are held in two Lloyds Bank accounts:

- Treasurers Account; day to day working account with no interest added
- Business Bank Account; holds the main body of funds. Monthly interest paid at 0.80%

This is historical and goes back to the days when the Business Accounts offered interest in the region of 3% or more. This has not been the case for several year.

At the last audit, for the year ended 31st March 2023, the auditor noted that the Parish Council was holding funds in excess of the amount covered by Financial Services Compensation Scheme of £85,000 with any one bank. It was recommended that the Parish Council look at how any loss could be mitigated and consider transferring some of the excess funds to another account.

As at 8th September 2023, the Parish Council is holding the following sums:

- | | |
|-------------------------|-------------|
| - Treasurers Account | £1,072.24 |
| - Business Bank Account | £156,470.43 |

Much of this money is set aside for the new community hall and the Common Land transfer, although money is also set aside for path upgrades, skate park, equipment replacement and the play area.

Public Sector Deposit Fund

Having looked at various savings options and consulted other councils, this seems to be the most favourable option. The Fund was set up by the Churches, Charities and Local Authorities (CCLA) in the wake of the Iceland collapse and is overseen by councils and councillors. To date, over 600 Town and Parish Councils have signed up with the PSDF.

There is a minimum investment of £25,000 and the current interest rate is 4.46%, net after the CCLA have taken 0.08% as their fee for running costs. The investment is linked to the Base Rate but has been consistently above 4% this year. Interest is paid monthly and can be paid into a nominated account or reinvested.

There are no costs or fees as the CCLA take the 0.08% and there are no exit or management fees. If notification is given by 11am, monies can be transferred the same day.

Recommendation

I would recommend that the Parish Council transfers a minimum of £120,000 to the PSDF. This would leave a balance of £36,000 in the Business Account. Additional monies could be transferred once the second half of the Precept is received at the end of September.

Amanda Crocker
Clerk
08.09.23

TRAFFIC FOCUS GROUP

MEETING 30TH AUGUST 2023

In attendance - Simon Walker (SW) Rachael Payne (RP) Alec Lillie (AL) Carlyne Sutcliffe (CS)
Christine Whitmarsh (CW)

Apologies Gloria Curtis & Amanda

- **AL** suggested that the Bere Regis residents should be included, by knowing about the ideas put forward by the traffic focus group and to be allowed to comment on them. Further ideas from residents, to reduce speed and increase safety within the village, to be encouraged.
- Community involvement via;
Parish Facebook page – **action SW**
Parish Magazine
Parish notice boards
Email – What has happened to the emails from the Wyatt meeting?
- Suggestions: 20mph in West St, Elder Rd, North St
30mph in Rye Hill
More Signage
Clearer entrance to Village – Gates?
Speed reduction measures in Rye Hill, to include cycle lanes, road markings.
Pedestrian Island in road outside court farm
Ask residents if they would like more CSW sites and frequency? Also, If they would like to join the CSW team?
Action AL - to suggest wording of above to be published
- Zebra crossing on Rye Hill
Suggestion that a traffic survey needs to be carried out below the current crossing- **action SW**
The crossing is poorly highlighted to drivers, particularly coming down the hill. It is hoped that this may improve with the new road surface when works are carried out September ?
- SW has looked at some of the recent and historic traffic surveys which shows significant increase in heavy traffic. **action, SW** – to study these statistics further.
- S.I.D sign still not available – **action, SW** to ask Amanda the status of repair and return.

NEXT MEETING Tuesday 10th October 2023 4pm @ AL's house.

TRAFFIC FOCUS GROUP (TFG) UPDATE

Simon Walker

4th September 2023

The Traffic Focus Group met 30/8/23, notes produced by Christine Whitmarsh, Amanda has a copy.

Key points from the meeting and my follow-up

From the agreed Terms of Reference for the TFG, main focus of the group is:

1. To review existing signage throughout the parish
2. To consider any additional traffic surveys that may be required and their location
3. To produce the requires analysis of roads for a 20mph status
4. To consider speed reduction measures and locations

Taking **TOR no. 3 – Analysis of roads for 20mph status** first. Before undertaking a full analysis, we need to decide where we might request a 20mph zone(s). Dorset Council (DC) have 3 main criteria which must be met for locations to be considered for a 20mph zone:

A - residential areas with high levels of pedestrian and cycle movement, or potential for same if 20mph introduced.

B - existing mean speeds provide a realistic opportunity for compliance. Might need additional traffic surveys to demonstrate this.

C – significant community support

TFG believes that these zones are North Street, West Street, Elder Road and, by virtue of the inter-connections, Manor Farm Road, Old Barn Road and the spurs off the West end of Elder Road (and possibly Shitterton). Logically, we can't have some roads in the Village Centre at 20 and others at 30, ie switching from 30 to 20 and back would be confusing, thus Southmead, Butt Lane, Snow Hill etc. would need to be included. Furthermore having a "conservation area" scores relatively highly in DC's Priority Criteria Matrix and thus mitigates towards the inclusion of the roads in that area.

From Criterion C above, wider engagement is required with BR residents & affected parties if we are to submit any requests for 20 mph zones. TFG would therefore like to prepare a survey document for distribution to local residents, which Alec Lillie has agreed to draft. **Parish Council approval is sought to:**

- prepare a survey for the PC to approve
- distribute the survey to those in the centre of the village
- prepare some other (short) communication about the activities of the TFG for wider consumption by Parish residents

The steps outlined above would allow us to determine whether Criterion C is met. At the same time, we could use the survey to seek additional CSW volunteers (and additional CSW sites if required).

It should be noted that some of the TFG discussion took us into wider consideration of communications with Parish residents in general.

Returning to **ToR no. 1 – Review of existing signage throughout the parish.** Discussion at the August TFG focused on entry to the village from Poole Hill roundabout through to Rye Hill (and thereverse) in the main. We felt that in general, there is no signage apart from the 30mph signs at entry to the village and these do not stand out, nor do they draw attention to the fact that you are entering a village and please could you drive safely/slowly etc. Clear signage indicating the start of the village, such as used in Winterborne Kingston and Tolpuddle was felt to be desirable. **It is suggested that we cost this option for the 3 entry points to the village – Parish Council approval is therefore requested to do this.**

Other signage is dependent on whether we do or don't go for 20mph zones, but I notice for example that we have very few signs of any type, e.g. warnings about pedestrians (Shitterton has one) but North Street doesn't. The TFG needs to consider this more widely.

ToR no. 2 – To Consider Additional Traffic Surveys. I have studied the 2023 data and on the face of it, although overall traffic volumes are similar to the previous surveys, 2 key things stand out. Firstly, the percentage of HGVs has significantly increased, it is now ~22%, whereas earlier surveys had variously ~10% (2019), ~15% (2018) and ~12% (2017). Secondly, the recent survey tells us that ~12% of vehicles are exceeding the speed limit by more than 10%. This is not a change from 2019, and may sound relatively small, but it equates to more than 600 vehicles per day, and something like 40 per hour during 7am and 7pm. I cannot determine how many HGVs are speeding from the data spreadsheet provided – I would like to ask DC if this is possible. The TFG felt that this is an unacceptably large number of vehicles speeding on an hourly basis, and would like to follow up with a **further traffic survey below the old school** (as traffic tends to speed up down the hill after the zebra crossing). This would tell us if the volume of speeding traffic persists as we get closer to the village centre. **Approval is sought from the Parish Council to pursue this.**

Finally, **ToR no. 4 - To consider speed reduction measures and locations.** This is a tricky issue due to the status of Rye Hill as a county distributor, but the TFG felt we shouldn't be deterred by this. However, it is further complicated by the potential developments of Court Farm and the old school site, the latter being in close proximity to Green Close and up the hill from the White Lovington and Rye Hill Close junctions. Obviously, the aim of reformed Community Speedwatch (CSW) team is part of our speed reduction approach and a small number of initial locations for this activity have been chosen, notwithstanding the Police requirements which limit locations. These include 100m clear view in both directions and sufficient width to provide a "safe/escape zone" for the CSW team. In addition to the CSW team efforts and any additional signage, we would like to explore whether there are any other physical speed reduction measures that could be employed on Southbrook / Rye Hill and elsewhere. However, whilst we are aware of options such as pedestrian islands, chicanes, cycle lanes and additional road marking, we feel that we could do with advice from someone more qualified. Given how busy the road in question is, we would like to think that some support might be available from a DC Officer. It might be more appropriate to conduct our survey first however to gauge the strength of public feeling. **Parish Council views welcome as to whether this is the right approach.**

CLERK'S REPORT SEPTEMBER 2023

Jubilee Bridge – Following the report at the August meeting that the planks on the bridge were moving as the underlying wood was rotten, Dorset Council Countryside Rangers were contacted. A meeting was subsequently held with the Rangers who spent a couple of hours repairing the rotten treads, reattaching the new ones which had come away and fixing the loose rails. It is now in reasonable condition for the time being. In the short term, it is their intention to return to do repairs on the upright and the entrance to the boardwalk on the south side. Having now surveyed the bridge, they will get quotes for various aspects of the work of the long-term and look for funding as required. The Parish Council will be kept informed of the outcome but this is not likely to happen until nearer the new financial year.

Allotments – We have received confirmation from Dorset Wildlife Trust that they are happy for the large conifer in the middle of the allotments to be felled. The Lengthsman will undertake the work during the Autumn. All three of the smaller, starter allotments are now let.

Dorset Police – Following last month's complaint that we did not know that Police Officers were going to be available to meet residents in the village, an email was sent to the Dorset Alert team. As yet, no response has been received.

Christmas Trees – The Gascoigne Estates are no longer willing to wholesale Christmas trees which means we currently have no supplier for this year. I have made a few telephone calls and am awaiting responses but, to date, nothing positive has been received.

Rye Hill 30mph extension – Following the last Parish Council meeting and confirmation from the Traffic Focus Group, a response was submitted supporting the proposed extension of the 30mph speed limit on Rye Hill. The consultation process will now begin and the official paperwork should be received in the near future.

SID – The SID has now been sent for repairs and arrived safely. A preliminary look showed that it might be just the panel that has failed. This has been replaced and will be put on test for a week to ensure there is nothing else wrong.

Cemetery Lane – A request was submitted to Highways regarding the possibility of putting a gate across the access to Cemetery Lane to try and discourage vehicles from parking here. It transpires that Cemetery Lane is a bridleway and, therefore, covered by the Dorset Countryside Rangers. They have responded saying that, because of its position and history, they can not see a case for installing a gate. Under the Highways Act 1980, they have a duty to consider the needs of access for less-able members of the community in any new works carried out. Any new stock-proofing barrier must not impede legitimate access along a path and there is a presumption against allowing any new stiles. There is also no safeguarding issue for the public at this bridleway/road junction which could allow a potential gate/barrier installation. It is their opinion that signage would be more appropriate.

Road Closure – Following the receipt of the closure of Roke Road on the 25th September and the closure of the westbound slip road between the 19th and 27th September, an email has been sent to Highways requesting they check the information is correct and, if necessary, amend one of the proposed works.

Blackhill Cottage – Following concerns raised regarding the structure being built in the grounds, I have contacted the Officer originally responsible for the application and await a reply.

Meetings attended – Since the August Parish Council meeting, I have attended a Neighbourhood Plan Review meeting – which is on the agenda for discussion and update. I have also attended the allotments to meet new tenants for the smaller plots and met with the Dorset Rangers regarding Jubilee Bridge.