

**Transcript of telephone conference with Katherine Tyson,
Traffic Engineer, SCC Feb 25th 2021**

I had a very helpful telephone conversation with this lady.
We discussed what The Parish Council feel might be needed in the village.
No works are undertaken during February and March (end of financial year).

She had received an email from the 'Traffic Group' in January which gave the impression that this was a Parish Council initiative. I explained that this was a group of concerned local people and is not a PC working group.

A39 – Changes of location of the speed limit signs and the traffic island would be considered major work and not undertaken by the Traffic Management Team. It would be classed a 'SMALL IMPROVEMENT SCHEME' which would need to be put to SCC by Hugh Davies as our councillor at SCC and would have to be put to him by the Parish Council **not** by individuals or non- aligned groups. Generally only a limited number of schemes are given the go-ahead each year.

SIDs* – Speed indicator device. No longer funded by SCC. The Parish Council did discuss this way back and decided it was too costly but we can revisit. SIDs must be approved but needs to be paid for by the Parishes. Use has to be approved by the police and SCC and they must be moved every two weeks to be effective. (Obviously needs local volunteers). Katherine suggested that the costs could be shared between Parishes. (*Possibly with Kilve and/or Nether Stowey??*). It is quite a big investment with ongoing costs to be paid out of the precept. Would this be supported by local people?

KT will look at the historical promise of a 'no through road' sign at the A39 end of Stowey Lane and see if that can be authorised as agreed should we want to go ahead with it.

We discussed the Quiet Lanes project. It is not a program that SCC has supported. No local applications since initiation in 2006. I pointed out that historically very few consents given (only two local councils have succeeded. It is a very complex application process and it might be that some potential applicants have given up on it. KT commented that it could be a difficult issue as there are so many local lanes and would signage be effective? Is it in fact very informative for drivers? ie what does it tell them to do, apart from making a statement about the designation? It can be difficult to see where signage would be appropriate given the nature of the narrow local lanes and our AONB designation. Some local people have objected to increased signage in the village in the past.

KT suggested that the main benefit of the Quiet Lanes initiative could be the reduction in the speed limit to 20mph which might be achieved by simpler means. It is not something that SCC Traffic Management get involved in initially. We discussed the fact that it is extremely difficult to estimate the speed of traffic

going past one's home as it is only a matter of seconds and is easily over estimated. The Police have to be consulted about any speed limit change in the village. They may be willing to arrange to monitor the speeds on the village lanes if this is something we decide to go ahead with. KT offered to help with advice if this proposal was deemed a good project by the PC.

The content of our conversation as written in this document was confirmed by Ms Tyson on Wednesday 3rd March and in addition she added the following :

Re : "any possible 20mph speed limit proposals, this could be looked into but, **unless a huge collision problem through the village** then any potential scheme will be at the expense of the parish council. Also realistically, signage placement could prevent any such scheme as the lanes are so narrow but it could be something we can look into for you by all means if the parish council want us to. Let me know following your next parish council meeting if this is something you'd like us to look into.

Can I also confirm that the location of the new No Through Road Sign will be on the A39 travelling towards Holford from Nether Stowey direction somewhere between the Woodlands Hill carpark and the left hand turning to Holford through Stowey Lane, as shown on my attached plan by the red circle?. Am I in the right place? The exact location will be determined depending on the surrounding vegetation and verge width."

It must be noted that designation as a Quiet Lane does not bring about any enforceable restrictions nor does designation prohibit use by any types of vehicle or regulate their speed. The sign reminds users of the types of traffic they will be expected to see and encourages them to respect each other.

I would like to add that I have been approached by a number of local people with comments about the PC's proposal to change the traffic flow in the village. I have had to point out that this is not a PC initiative but a project by a group of 4 concerned local people led by Mo Young. The PC has asked the Holford Traffic Group to identify themselves as an independent organisation in any future correspondence or undertakings with Somerset County Council or Somerset West and Taunton Council. I have also said that the Parish Council has NO plan to make Stowey Lane a one way system. There were concerns that this would result in traffic increasing speed if drivers thought it was a one way system.

Various parts of this telephone conference were discussed during the March meeting where decisions as to the way forward were noted. These will be found in the draft minutes of the meeting