

# Cyngor Tref Llanandras a Norton PRESTEIGNE AND NORTON TOWN COUNCIL

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## MINUTES OF THE ADDITIONAL MEETING HELD ON 8<sup>TH</sup> JULY 2020 HELD VIA VIDEO CONFERENCING UNDER THE LOCAL AUTHORITIES (CORONAVIRUS) (WALES) REGULATIONS 2020

Present: Cllrs. T. Owens (Mayor), F. Preece (Deputy Mayor), B. Baynham, C. Kirkby MBE, D. Edwards, D. Davies, P. Smith, C. Ruby, N. Rogers.

Apologies: Cllr. Wilding.

Cllrs. Bamford, Bennett and Veary were unable to attend because they each had prejudicial interests.

In Attendance: Mrs T. Price, Town Clerk, members of the public.

Declarations of Interest: Members were requested to declare any personal and/or prejudicial interests they may have in matters to be considered at the meeting in accordance with the terms of the Local Authorities (Model Code of Conduct Order) (Wales) Order 2008.

*Personal: None.*

*Personal and Prejudicial: None.*

Cllr. Owens welcomed the members of the public to the meeting.

### **MIN 3776 SOCIAL DISTANCING MEASURES – HIGH STREET**

Cllr. Owens stated that the Town Council was concerned at the imposition of measures without consultation while not condoning the unpleasant behaviour of a few people towards the County Council staff.

He then outlined the suggestions made to County Council Officers on Monday as follows – Town Councillors had put forward a number of suggestions for consideration –

- Adding more disabled spaces possibly at the top of Broad Street.
- Reducing the speed limit to 5-10 mph to allow pedestrian use of the highway at pinch points. (PCC said this was not possible due to the traffic order required)
- Making car parks in the town completely free. (PCC said the Council Cabinet had refused to allocate more than one space in a car park per two spaces lost and for one hour only – due in part to the loss of the ability to claim for loss of income (£120k monthly for the car parks) from Welsh Government and the need to retain income and the reduction in on street parking enforcement).
- Signage to slow traffic. (PCC said this would not be legal).
- Speed Humps. (PCC were concerned at noise issues and legality without due process).
- Concern for the ability of the elderly and infirm to reach the shops and park safely and nearby with High Street being the main shopping area.
- Access to the shopper's car park being steep.
- Long term asset transfer of the town car parks. (PCC stated that this would not happen and that the Authority was not transferring income bearing assets.)

- PCC asked if some loss of parking on the High Street would be considered and Town Councillors indicated that this would not be acceptable.
- Slowing traffic via horizontal means – chicanes etc.

Cllr. Owens then outlined the proposal put forward at the meeting which was –

- Narrowing the top end of High Street, to reduce traffic speed but keeping access for delivery vehicles.
- Adding signage to warn of pedestrians in the road and to slow traffic.
- Considering the use of traffic calming mats/humps to further slow traffic.
- Using bollards to prevent illegal parking at the Broad Street end of High Street and allow space for takeaway queues.
- Adding two temporary disabled spaces at the top of Broad Street to the existing one.

He then invited comments on the latest design drawing supplied by the County Council. Members had a number of concerns –

- The feeling that the walking man options (reverse direction every 15m) would be confusing.
- Concern that the red traffic calming strip would reduce the width of the remaining carriageway although it was felt that the strip would be dual use for cars and pedestrians.
- A need to clarify who would have the priority – vehicles or pedestrians/shared use etc.
- Who would be responsible if a car hit a pedestrian?
- Disappointment that signage had not been put into the plan saying something along the lines of – ‘COVID 19 - Slow Down – Pedestrians in the Road due to Social Distancing’.
- Concern that the red strip would be very difficult to remove.
- Concern that the traffic calming mats had not been included as these would be both easily installed and removed.

Members confirmed that they did not wish to lose any car parking spaces and Cllr. Baynham was able to state that the County Council no longer intended to remove any spaces and that all would remain, including the two spaces opposite the Farmer’s Arms.

Cllr. Baynham also added that the Officers had advised that adding additional car parking for he disabled at the top of Broad Street would not be overall an advantage and so while possible did not recommend it. She also stated that the Officers did not wish to install traffic calming strips/mats.

Cllr. Owens summarised the three main options; to put forward the proposal submitted by Cllr. Kirkby, to do nothing or to support the County Council proposal.

It was proposed by Cllr. Preece, seconded by Cllr. Ruby and agreed unanimously that the Clerk respond to the County Council with the following –

- Narrowing the top end of High Street, by placing Signage and a bollard partly in the road on St David’s Street corner to deflect traffic and avoid a straight run into the High Street thereby reducing traffic speed but keeping access for delivery vehicles. (Note – this only needs to be on the St. David’s Street side).
- Adding signage to warn of pedestrians in the road and to slow traffic.
- Using traffic calming mats to further slow traffic.
- Using bollards to prevent illegal parking at the Broad Street end of High Street and allow space for takeaway queues.

The Clerk was also asked to seek further information on the suggested red strip so that this element could be considered further at the meeting of the Town Council on 15<sup>th</sup> July.

Cllr. Owens asked that the thanks of the Council to Cllr. Baynham for her hard work with the County Council and its Officers on this matter be recorded.

**MIN 3777 URGENT BUSINESS INFORMATION**

None.

The meeting closed at 8.11 pm