

MINUTES OF THE PARISH MEETING HELD ON MONDAY 16<sup>th</sup> SEPTEMBER 2019

AT ST PETERS CHURCH, HORTON AT 6.30pm

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**ACCEPTANCE OF OFFICE**

Councillors that were not in attendance of the July meeting completed the relevant forms prior to the start of the September meeting.

**REGISTER OF INTEREST FORMS**

Councillors that were not in attendance of the July meeting completed the relevant forms prior to the start of the September meeting.

**Public Forum**

- A) 8 members of the public in attendance of the meeting.
- B) Cllr Linda Vijeh was in attendance of the meeting. Please see attached report (**Appendix 1**) written by Cllr Linda Vijeh for SCC/SSDC Councillor Monthly Report.
- Further discussions were had over the preferred route relating to the A358 highways works of which Cllr Vijeh provided a briefing note prior to the Council meeting. Please refer to **Appendix 2**.
  - South Somerset District Council are offering match funding to a selection of community projects. Cllr Vijeh advised that the deadline for nominations was closing soon. SSDC have earmarked £914,000 in funds for the community.

**3047 PRESENT** Cllrs Adele Brady – Chair, Philippa Woodman, Julie Layzell, Ann Richards, Richard Clifford and Ann Winter.

**3048 APOLOGIES** Cllrs David Johnson – Vice Chair, David Lester and Ray Buckler.

**3049 DECLARATIONS OF INTEREST** None.

**3050 TO APPROVE THE MINUTES OF THE LAST MEETING** Cllr Ann Winter made the Clerk aware that she was present in the July meeting but was not include on the minutes as in attendance – Clerk to amend. Minutes of the meeting held in July having previously been circulated were approved as a true record and correct record of the meeting, subject to the amendment above. Cllrs approved, seconded and unanimously agreed.

**3051 PLAYING FIELD UPDATE**

- Please refer to **Appendix 2** for an update on the playing field project.
- In addition to the report, discussions were held following Cllr Vijeh’s advice regarding the match funding from SSDC and it was decided that the Parish Council will support the funding application and provisionally agreed to donate £6,000 from the Council’s reserves bank account.
- Furthermore, it was unanimously agreed to appoint the Playing Field Company to undertake the annual playing field audit in 2020.

**3052 TENDER – PLAYING FIELD GRASS CUTTING/MAINTAINENCE** Following discussions in the July meeting, Cllr Julie Layzell presented a revised draft tender document for approval. Discussions were held and Cllrs approved, seconded and unanimously approved the draft tender document. Clerk to circulate to interested parties with a deadline of the 11<sup>th</sup> November 2019. Item to be listed on November’s agenda to discuss responses.

**3052 PUDDLEBRIDGE – DOUBLE WHITE LINES** Please refer to Appendix 3 and 4. Concerned members of the public contacted the Clerk prior to the meeting to include the possibility of having double white lines road markings painted through Puddlebridge. Discussions were held and it was suggested by Cllr Vjeh that a petition is started concerning this matter in order to be able to demonstrate to SCC Highways public support if/when an application is made for double white lines.

**3054 DEFIBRILLATOR CODE** Discussions were held concerning the code to the defibrillator cabinet. During the meeting it was unanimously agreed to distribute the code to the wider to community by publishing in the Horton Gazette. Cllr Winter to contact the Horton Gazette and ask that the code is included in the next publishing. Clerk to enquire with insurance company concerning insurance cover if the cabinet is left unlocked. Furthermore, it was decided to purchase two small signs to fix to the walls of the bus shelter in order to make the location of the defibrillator better known.

**3055 HOUSING NEED SURVEY** Clerk has clarified with SSDC that funding is still available. Clerk to complete form required by SSDC to start the process.

**3056 SOMERSET COUNTY COUNCIL ROAD SAFETY PRESENTATION** Following agreement in a previous meeting, the clerk has been liaising with Somerset County Council regarding dates. Cllr Winter to provide clerk with village hall availability. Date to be agreed in a future meeting.

**3057 LOCAL PLAN: PREFERRED OPTIONS REVIEW** SSDC notified the Parish Council of another round of public consultation concerning the preferred options for the emerging Local Plan. Discussions were held and it was unanimously agreed to send comments to SSDC in response to the consultation. Comments made during the Parish Council meeting were:

- The two villages (Broadway and Horton) are to be classified as one settlement within the new Local Plan and will be expected to accommodate for approximately 90 new houses.
- Recent planning permissions have granted approximately 65 houses which leaves an approximate requirement of a further 25 additional dwellings.
- It was unanimously agreed to object to the proposals within the consultation. The Parish Council comments to be submitted to SSDC are:

*‘Horton Parish Council object to the Broadway & Horton being classified as one settlement within the local plan. Additionally, Horton Parish Council object to Broadway & Horton being classified as a ‘Village’ where development will be directed and supported. The level of development that has happened in recent years within the villages along with the potential for more development will create further problems to the existing inadequate infrastructure serving the villages’.*

**3058 PLANNING APPLICATION(S)**

- A. Adjoining Parish Notification -19/01559/HOU – Abbotsford, Suggs Lane, Broadway – The erection of a two bay open sided timber carriage house store/utility

Discussions were held. The Council have no comments to make in relation to the proposed application.

- B. 19/02377/S73 – Land North of Elm Tree Cottage, Shave Lane, Horton - Application to vary condition no. 2 (approved plans) of approval 18/01858/FUL to substitute approved plans to allow repositioning of the proposed dwelling.

Discussions were held. The Parish Council unanimously voted to support the application.

**3059 FINANCE**

A. To Approve Financial Statement - Cllrs approved, seconded and unanimously agreed financial statement.

B. Proposal – To approve payment of the following cheques:

- Kay Spray – Grass Cutting - Not approved, clerk was not handed invoice in the meeting for payment to be raised.
- M F Salmon – Wages and Expenses - cheque no. 000747 - £318.00 - Unanimously approved.
- Play Inspection Company – cheque no. 000748 - £66.00 - Unanimously approved.
- C Duff – Wages and Expenses - cheque no. 000749 - £496.65 - Unanimously approved.

**3060 CONFIRMATION OF JOB ADVERT/SALARY/INTERVIEW DATES** Discussions were held, and it was agreed that the clerk would reconsider resigning as Clerk. Clerk to update the Council at the next meeting.

**3061 CLERKS REPORT AND CORRESPONDENCE** An email was received from SSDC inviting the Parish Council to attend the annual Town & Parish Meeting. Cllr Layzell agreed to attend the meeting on the 9<sup>th</sup> October 2019.

**3062 ANY OTHER MATTERS RAISED WITH THE PERMISSION OF THE CHAIRMAN**

- Cllr Richards raised concerns over parking adjacent to the bus shelter and easy access to the defibrillator. It was unanimously agreed to order signs to display.
- Concerns were raised over the broken road sign on Pound Road. Clerk to ask SSDC for an update.
- Concerns were raised over brown signs still displaying details for the former caravan site within Horton. Clerk to chase Highways England for an update.
- Concerns were raised over the dumping of garden waste from an adjoining property onto the playing field.

**3063 DATE OF NEXT MEETING:** Monday 18<sup>th</sup> November 2019 at 6.30pm

**3064 CLOSED SESSION: 'Bridges' Guidance** Discussions held. Formal guidance to be circulated via email to all councillors.

## APPENDIX 1 - ILMINSTER DIVISION COUNTY/DISTRICT COUNCILLOR REPORT – AUGUST 2019

### SCC FINANCES

The 2018/19 Statement of Accounts has been given an ‘unqualified’ opinion (the top grade). Before the auditors are able to conclude their overall opinion, they will look in more depth at the robustness of budgets for Adult and Children Social funding, where there is increasing demand.

### SCC COUNCILLOR IMPROVING LIVES GRANT FUND

After discussion with local community groups I have now been given approval to utilise my £2k to purchase trees for the 11 villages in the division, and also Ilminster town, to enhance the health and well-being of the environment within these communities.

I am in communication with Chris Cooper, SSDC’s Environment Services Manager, and it is intended that residents and representatives of local groups will want to be involved in assessing suitable species, in addition to the siting and planting of the trees.

### MENTAL HEALTH

As part of a national drive to improve emotional support in schools, SCC has been granted £1m. over the next three years to deliver Emotional and Mental Health Support for Young People utilising trailblazer mental health support teams across the County.

### DEVON & SOMERSET FIRE & RESCUE SERVICE (DSFRS)

Discussions relating to proposed changes to the service continue to generate a high level of interest. The link is <https://www.dsfire.gov.uk/News/Newsdesk/PressReleaseArticle.cfm?ReleaseID=2250&siteCategoryId=3&T1ID=26&T2ID=36>

### FREE BUSINESS TRAINING

Social enterprises, charities and cooperatives can sign up for free bespoke training, between Sept. 2019 and Jan. 2020, plus a grant of £1,200. This is supported by match funding of £250k. from SCC which will enable drawn down of England European Regional Development Fund (ERDF).

### FLOODING

SCC have bid for funding schemes to help the county to adapt to climate change by reducing flood risk through natural flood management. The resulting ‘co-adapt’ project will bring £253m. from the European Regional Development Fund over the next 3½ years, which is unaffected by Brexit. The Somerset Flood Action Plan, drawn up in the wake of 2013/14 winter floods, included a commitment to develop land management actions to reduce flood risk.

### ILMINSTER DRAIN CLEARANCE

Shudrick Lane, Ditton Street, North Street, East Street and Silver Street are all being cleaned on an annual round, but with SRA funding they are currently being cleaned every six months. The last time they were cleaned was between May and July 2019.

It has been agreed that in future ITC will be informed each time drain clearance is carried out.

<https://www.somerset.gov.uk/roads-and-transport/report-a-blocked-drain-on-the-road/>

### WINTER GRITTING

The Highways gritting policy review has been completed. The first deliveries of salt for the forthcoming winter have started arriving at depots. This winter SCC are investing an additional £22k. into the service, in response to feedback on reassessing the criteria used to determine which roads will be gritted. Precautionary gritting will now take place on 900 miles of road each time ice or snow is predicted. A map of the routes is at <https://somersetnewsroom.files.wordpress.com/2019/07/winter-service2019>

## **ILMINSTER FLOODING UPDATE**

In the short-term SCC have secured an increase in the frequency of highway drainage maintenance in the area linked to the level of flood risk. Minor highway improvements and maintenance activities have been undertaken or are planned. SCC have been working with property owners affected by flooding to identify and implement measures that will make their homes and businesses more resistant and resilient to flooding.

Longer-term actions include conducting detailed modelling and a study to quantify the risks and identify options for more significant schemes. The study would provide the evidence to support applications for funding from various sources for more significant flood alleviation schemes. SCC have already had discussions with the Environment Agency about how a new model for surface water can benefit their modelling of the river. SCC's recent budget pressures, and the need to find savings, has meant that the study was not funded within the expected timescale, but funding for the study in this financial year has been secured, and SCC will shortly be tendering the work with a view to completion by March 2020.

## **ILMINSTER TRANSPORT**

SCC officers met with Buses of Somerset recently, who have confirmed they would be unable to source suitable vehicles within their existing fleet to be able to provide a service through the villages between Ilminster and Taunton. Obtaining a new vehicle, along with associated costs, would amount to around £100k per year.

As any additional service may abstract passengers from the 30 service, SCC first need to ensure that Buses of Somerset had no objection to approaching other operators. They have now confirmed that they would have no objection to local parishes funding an additional service, using a different operator.

SCC is unable to contribute any funding towards a replacement bus service. However, if parishes along the route were to agree to fund a new service, SCC would be happy to hold the contract with a bus operator and provide any further advice required.

I continue to meet regularly with a local resident to consider options to try to move this forward.

## **HIGHWAYS ENGLAND (HE) - A358 UPGRADE**

Documentation relating to the preferred route of the A358 upgrade is at:

[https://highwaysengland.citizenspace.com/he/taunton-to-southfields-dualling-scheme/user\\_uploads/a358\\_taunton-southfields\\_brochure\\_final\\_digital\\_19.06.19.pdf](https://highwaysengland.citizenspace.com/he/taunton-to-southfields-dualling-scheme/user_uploads/a358_taunton-southfields_brochure_final_digital_19.06.19.pdf)

Locally, a number of comments have been received:

There is a lack of conviction that "a lane connecting east-bound traffic arriving on the A358 from the north .... will enable such traffic to filter directly onto the A303" or will resolve congestion on the Southfields roundabout, especially for Broadway/Ashill residents; the dualling of the A358 will mean a greater volume of traffic attempting to cross the exit of the A358 from the Chard direction onto the roundabout.

Additional traffic heading west on the A303 will use the A358 to access the M5, rather than the A303 through the Blackdowns. This traffic will go around the roundabout, preventing traffic on the A358 from Chard entering the roundabout and westbound vehicles on the A303 will be obstructed.

It is likely that more vehicles on the A303 coming from the west, and those coming from Ilminster, will use the dualled A358, making it more difficult for traffic on A358 from Chard direction, and those on the A303 from the west, to enter the roundabout.

It is felt that a formal professional technical analysis is required to influence the design of the current A358 proposal, the impact of it, the capacity of local roads to take the increase in traffic, impact on highway safety, and what the alternatives are. This may provide evidence that the highway network serving Broadway/Ashill lacks the capacity to take additional traffic generated by further development, which will have a negative impact on the lives of residents. Broadway are to discuss this further their next meeting on 3 Sept.

## **HIGHWAYS**

For Traffic Management enquiries use the following email [TrafficManagement@somerset.gov.uk](mailto:TrafficManagement@somerset.gov.uk)

For South Somerset county roads issues email [countyroads-southsom@somerset.gov.uk](mailto:countyroads-southsom@somerset.gov.uk)

## **PLANNED ROADWORKS**

**ILMINSTER** – concern has been raised in relation to the planned closure of Station Road, West St., High St. and Butts for 3 days on 11<sup>th</sup> Sept, and the high level of disruption this may cause.

### **SSDC PLANNING**

Members of Ashill PC attended SSDC's Regulation Committee this month to express concern over discrepancies between the recorded transcript of the meeting in July, and the written minutes. This continues to be pursued and has my full support.

I have been alerted to a number of ongoing planning/highways linked concerns by a number of parishes locally – including Donyatt (visibility splays), Allowenshay (new water mains), Dowlish Wake (footpaths & waste management), and am in contact with the relevant officers.

### **SSDC LOCAL PLAN REVIEW**

Members of Broadway PC have been working on how the Parish Council should respond to SSDC's consultation on the preferred options for a revised local plan, 2016-36.

It is felt that this represents an unwelcome U-turn in SSDC's planning policy, which could have significant and damaging implications for rural communities.

A meeting is to be arranged in Sept. to enable misgivings about the revised plan to be put directly to officers responsible for drafting the plan and to take account of responses to the consultation.

### **SSDC LOCAL PLAN CONSULTATION**

This consultation of the preferred options closes at 5pm on 18<sup>th</sup> Sept.

<https://www.southsomerset.gov.uk/your-council/your-council-plan-and-strategies/planning-policy/local-plan-review-2016-2036/>

### **SCHOOL PLACES FORECAST**

The new Education Infrastructure Growth Plan, which outlines the approach to school place planning and expected demand, is now available at:

<http://www.somerset.gov.uk/education-and-families/school-placeplanning-infrastructure-growth-plan/>

### **CREWKERNE ILMINSTER SCHOOLS REVIEW**

<https://www.somerset.gov.uk/crewkerne-and-ilminster-strategic-school-review/>

The consultation on the Futures for Somerset (FfS) report is now complete. There have been several suggestions about future arrangements, including detailed comments on the report, which will be considered by SCC, the Dept. for Education (Regional Schools Commissioner) and affected Schools over the coming months. A further position statement on future arrangements is expected to be available by mid-Autumn. The aim of the review is to secure sustainable education for all children in the area, including maintaining rural schools to support communities, as well as having schools with sufficient resources to support pupils' needs. This has to be achieved within the constraints that apply to all options, notably the affordability of any changes as both schools and the County Council have limited resources, which may mean any changes are phased over a number of years. I have been informed that work will need to be undertaken on the modelling of the options, but no decision will be taken until there has been more in-depth consultation with both schools and the Department for Education (Regional Schools Commissioner). Pupils, parents, staff and governors will be fully consulted on any decisions. If you have any queries or wish to share your views you can continue to do so by contacting Dave Farrow Head of Partnerships [DFarrow@somerset.gov.uk](mailto:DFarrow@somerset.gov.uk)

### **SSDC ECONOMIC STRATEGY**

Councillor John Clark, Portfolio Holder for Economic Development and Commercial Strategy will be holding an open briefing session for elected members on Thurs. 26<sup>th</sup> Sept. at 6pm at SSDC's offices.

"The six themes of the new Economic Development Strategy include: helping businesses and entrepreneurs, raising skill levels, and making a real difference for residents with superfast broadband, rural productivity and tourism. These initiatives cannot be delivered by SSDC alone, but they are playing a leading role with neighbouring Councils and the Local Economic Partnership.

### **CHAFFCOMBE VILLAGE HALL COMMUNITY GRANT**

At this month's Area West meeting a grant of £5,455 was awarded for improvement works to the hall, to enhance existing facilities.

## **SSDC COMMUNITY GRANTS**

SSDC provide support by funding third party voluntary sector support services, through their community grants programme. Funding is available for:

- Community, voluntary and charitable organisations
- Not-for-profit groups with a signed set of group rules
- Parish or Town Councils
- Other organisations - churches/schools etc., if wider community benefits are shown

SSDC will consider funding between £100 and £12,500 (up to 50% of the application costs)

- Cost of hiring a room/pitch or equipment to help start new activities
- Booking a coach or activity leader to help increase use of local facilities
- Helping to subsidise the cost of transport to get your project moving
- Training for volunteers to make a difference in the community
- Obtaining expert help for designs or other advice and guidance

Larger projects supported by community grants have included:

- Setting up local services such as social enterprises to operate a shop, pub or cafe
- Refurbishing or expanding local community halls and meeting places
- Enabling a new community transport service to start up
- Creating or improving local recreation facilities for all ages
- Starting or developing arts, conservation, education and environment projects

SSDC also aim to fund projects which target particular groups within the community:

- people at risk of, or suffering from, poor health
- people with mental health problems
- children and young people up to age 18
- older people
- people on low incomes
- people facing exclusion in urban and rural areas
- people seeking to improve and develop work or educational skills

It is desirable that applicants have the support of their parish council (which may include a financial contribution). It is also expected that other sources of funding to be considered.

Projects need to be well-planned and managed, as grants are only offered after careful assessment. Applications for more than £1,000 are decided by the Area Committee.

To speak to someone about the grants or obtain an application pack, email [communities@southsomerset.gov.uk](mailto:communities@southsomerset.gov.uk).

## **GOOCH CHARITABLE TRUST**

The Trustees will be meeting on Fri. 20<sup>th</sup> Sept. to discuss future grant recipients. Local Ilminster groups wishing to apply for support should go to [www.goochtrust.org](http://www.goochtrust.org) for more details.

## **SCC ADULT SOCIAL SERVICES**

I met this month with the new head of Adult Social Services for South Somerset, Maura Noone, to receive an update on the current situation related to several ongoing issues with local residents.

## **SSDC STAFF CHANGES**

The Monitoring Officer, Angela Watson, and the Section 151 Officer, Paul Fitzgerald, will be leaving shortly. Planning Officer Andrew Gunn is also on the move, and will be taking up the post of Clerk to Chard Town Council.

## **ILMINSTER LIBRARY**

The Friends of Ilminster Library (FoIL) have agreed to fund several items of equipment at the library, and continue to encourage local residents to become involved, in addition to holding regular coffee mornings. The next one will be on Sat. 29<sup>th</sup> Sept. 10am – 12 noon.

## ACTIVITIES/MEETINGS

1/8	SSDC Scrutiny Task & Finish - Benefits
1/8	Meeting re: Crewkerne/Ilminster Schools
2/8	DSFRA – Appraisals & Disciplinary Committee
3/8	Dowlish Duck Race
3/8	Rotary Youth Leadership fund raiser
4/8	Broadway Hill Methodist Church Café Church
4/8	Whitelackington Open Gardens
5/8	National Citizen Service fund raiser – Taunton
6/8	Ilminster TC - Highways
7/8	Somerset County Show meeting
7/8	Winsham PC
8/8	SCC – meeting re: refugees
8/8	Broadway Hill Methodist Church Chattabox
8/8	Westlands – meeting re: closure of hospice beds
9/8	Neroche school meeting
10/8	Horton Flower Show
11/8	Donyatt VH breakfast
11/8	Horton Flower Show service
11/8	Ilminster Literary Festival trustee meeting
19/8	Friends of Ilminster Library
19/8	Ilminster Literary Festival management group
19/8	Chaffcombe PC
20/8	SSDC - meeting with Leader
20/8	SSDC Regulation Committee
21/8	Chard Museum marketing training
21/8	DSFRS forum
21/8	SSDC Area West
21/8	Ilminster Party on the Park
28/8	Meeting re; Ilminster transport
28/8	Adult Social Services meeting
28/8	SSDC - meeting with Monitoring Officer
28/8	Licensing meeting re: resident concerns
28/8	SSDC Area North meeting
31/8	Friends of Ilminster Library coffee morning
31/8	Chillington Festival



## APPENDIX 2 – A358 BRIEFING NOTE

### A358 Preferred Route: Parish Councils' briefing note for Cllr Linda Vijeh

On Tuesday, 20 August, the chairmen of Ashill, Broadway, Hatch Beauchamp and Ilton Parish Councils and a representative from Horton Council met to explore the implications for each village of Highways England's A358 Preferred Route and to see what common themes emerged. In doing so we focussed on the southern part of the Route from south of Thornfalcon to Southfields (Section 2). This note reports our conclusions, focussing on the high-level issues which are expected to arise. Each Parish Council will be submitting its own views on the Preferred Route in due course.

### Overview

We believe that the Preferred Route as proposed would:

- have a significantly harmful impact on local communities by diverting traffic onto country lanes and through villages not capable of accommodating it.
- cause significant delays for local people in travelling to or from the M5 and Taunton
- disrupt access to communities either side of the Route, forcing local people into long detours.
- add to the already serious congestion at the Southfields Roundabout and so disrupt locals' access to the services provided by Ilminster and to and from the A303.

This note summarises our first assessment of the deficiencies of the Preferred Route and our initial ideas for overcoming them.

### Highways England's objectives for the Preferred Route

The Route is intended to meet 7 objectives: **support for economic growth**, **resilience** in journey times and when incidents occur, **connectivity** of the South West to the rest of the UK, **reduce community severance**, **improve safety** for all including non-motorised users, avoid **unacceptable impacts on the landscape/natural historic environment** and **improve capacity** and so reduce delays and queues at peak times.

We believe that the Preferred Route fails to meet these objectives. It would not **support economic growth** and **improve resilience** and **capacity** because it would increase existing congestion at the Southfields Roundabout. The Route would increase, not reduce, **community severance** and would have an adverse impact on the quality of life of locals. The **safety** of non-motorised users would be enhanced only by cutting them off not just from the A358, but from routes either side of it. We believe that it would be possible to meet these objectives by making changes to what is proposed.

### Access to the A358

Between Southfields Roundabout and the junction proposed with the A378 the only access to and from the upgraded A358 would be via a grade-separated junction at Rapps, located there for HGVs to gain access to and from Ilton Business Park. Looking at the convenience of locals wishing to gain access to the A358, for all villages, except Ashill and Ilton (but see below), the absence of other junctions than the one at Rapps would result in travelling longer, less convenient routes involving passage through Ashill or Hatch Beauchamp. This would mean a significant increase in journey times and mileages.

### **Access from the A358**

There would be no slip roads to any of the current side road junctions with the A358. For traffic on the A358, access to villages would have to be either by leaving at the proposed Thornfalcon junction (and thus south to Hatch Beauchamp or on and across a bridge further south); leaving at the Rapps junction to villages on either side; or, if travelling south, the Southfields Roundabout to reach Horton and Broadway. The result would be to increase traffic on unsuitable local roads, to extend travelling times and mileages for traffic using any of these routes and to increase traffic using Southfields Roundabout.

### **Connectivity across the A358**

At present access to and from villages on either side of the A358 is good, but the Preferred Route would change this significantly. The proposed overpasses at Stewley and south of Hatch Beauchamp would provide an answer to connections at those points and Rapps junction would enable crossings for residents of Ashill and Ilton. But traffic from Broadway and Horton wishing to pick up routes to Ilton and beyond would have long detours to Rapps via Ashill or the Southfield Roundabout. Journeys to Hatch Beauchamp/Beercrocombe would in future mean a detour via Stewley.

### **Impact on local roads**

The provision of a junction only at Rapps would put a lot more traffic onto local roads which are unfit to accommodate them. Traffic including lorries, tankers, vans, buses and cars wishing to join the A358 would have to use the network of roads around Ashill, Kenny, Hastings and Windmill Hill on the western side of the Preferred Route and Ilton and Stewley on the eastern side. This raises particularly acute problems for Ashill, since traffic would necessarily have to go through the village to reach Rapps junction, but it would also create difficulties for those roads leading to it. The frequent use of these roads by large farm machinery increases the likelihood of congestion.

A further difficulty is caused for Ilton. Since Rapps junction would be the only access to the A358 from Ilton, HGVs would no longer be able to use the Catherine Wheel (Cad Lane) route. The result would be HGVs either meeting one another on the difficult bends on the road to Ilton or preferring to use the unsuitable New Road to Ilminster to reach Southfields Roundabout.

The closure of the Church Road junction in Broadway, and increased congestion at Southfields, would likely see increased use of the unsuitable Suggs Lane and Goose Lane for traffic forced to use Pound Road to reach Rapps. Neither is a suitable route for such traffic.

For the area as a whole the Preferred Route's changes to the use of local roads would have significant implications for the emergency services, including large fire tenders, which at present have direct access to villages. Quick access to Broadway, Horton and Hatch Beauchamp would no longer be available.

The economic and financial justification for the Preferred Route fails to take account of the economic and social cost of its impact on traffic flows and travellers' convenience on local roads.

### **Southfields Roundabout**

Highways England propose only minor improvements to the Roundabout. Five routes join here. Of these, the west-bound and east-bound A303, the A358 from the M5 and the A358 from Chard experience long tail-backs at peak and holiday times. The Chard route in particular can tailback to Donyatt. The Preferred Route is predicated on much of the west-bound A303 traffic going north on the dualled A358, involving more traffic turning in front of vehicles seeking to exit from Ilminster, the southern A303 and the southern A358.

Such an outcome would have 3 effects. First, it would increase delays for local or long-distance traffic heading from the south to the M5 or to the east-bound A303. Second, it would divert local traffic from Chard, Donyatt, Horton and Broadway to the commercial, social and retail services of Ilminster via Sea. Third, it would increase congestion for traffic on the B3168 from Ilminster seeking access to the major routes off the Roundabout.

### **Increases in traffic**

Highways England projects increases in traffic for which the Preferred Route will have to cater. Such increases apply also to the area crossed by the Preferred Route, including roads which are congested with the current level of traffic using them. This would be exacerbated by housing developments in the area of the Preferred Route. For instance, under the proposed Local Plan for 2016-2036 Ilminster has an allocation of 720 additional houses. Broadway and Horton are proposed to be a site for 60-90 houses and other villages will see housing growth. All this means increased local traffic adding to local congestion.

### **Impact on non-motorised road users**

The network of roads along the A358's hinterland is used by pedestrians, equestrians and cyclists. The Preferred Route would sever access to and across the A358 for these users as it would for vehicles. This would disrupt routes for cycle clubs which use the local roads.

Moreover the Preferred Route would curtail use of footpaths in Section 2 of the Route. Here 8 footpaths which currently cross the A358 would be permanently closed. A further 5 which give access to the A358 for the purpose of crossing to roads on the other side would also be closed. Of these 13 footpaths, only 2 (CH1/21 and CH1/6) might be capable of rerouting to use the Rapps junction crossing and none is close to the likely Kenny/Stewley overpass or to the overpass near Capland Lane. At a best estimate, therefore, some 11 footpaths currently available to walkers to cross the A358 would be closed with no future provision for crossings.

### **What should be done to overcome the problems created by the Preferred Route?**

The issues of access to, from and across the Preferred Route are clearly interlinked, as is that of the relationship between motorised and non-motorised access. We believe that there are solutions which should be thoroughly investigated by Highways England and the results made public before the public consultation prior to submission of the Application for the required Development Consent Order.

### **Access to and from the Preferred Route.**

It is clear that Highways England do not wish to see any local roads connected to the Preferred Route by **slip roads**, other than those built to the required standard from the Rapps junction. However, there are locations where a slip road onto or off the Preferred Route would reduce pressure on the roads around the Rapps junction. For instance, a slip road north off the retained section of the current A358 at Kenny would mean that traffic wishing to go to the M5 or Taunton would not have to travel through Ashill. Similarly, HGVs wishing to reach Southfields Roundabout from Ilton Business Park could be diverted from the route to Rapps (which is unsuitable for use by HGVs in both directions) or from New Road by a slip road south off the Catherine Wheel. Southbound traffic wishing to reach Hatch Beauchamp and environs could do so via a slip road off at the overpass near Capland Lane. A slip road on at this point would also divert traffic wishing to access the Preferred Route south by use of local roads. Broadway and Horton traffic could travel north on the Preferred Route via a slip road emerging from Church Lane.

### **Village connectivity**

While the 3 overpasses at Griffin Lane, Capland Lane and Kenny and the junction at Rapps facilitate crossings for the villages on either side, because of the proposed closure of the Church Road junction with the A358 there is no such facility to reach Ilton and beyond for Broadway and Horton than use of Southfields Roundabout or detour via Ashill to Rapps.

Two solutions offer themselves here. The optimum for motorised and non-motorised users would be a two-way overpass between Church Road and the Catherine Wheel, thus facilitating access to the B3168 to Ilton and beyond and to the Preferred Route at Rapps. Alternatively, if the line of the Preferred Route at this point were moved a little east, the existing A358 could be retained (as proposed at Kenny) and connected to Rapps, thus allowing use of that junction for crossing and accessing the Preferred Route and permitting access to Broadway and Horton.

### **Southfields Roundabout**

We are clear that the current minimal improvement of Southfields Roundabout to facilitate the south-bound traffic's access to the east-bound A303 is wholly inadequate. We believe that the only option consistent with Highways England's objectives is to have a continuous, unbroken connection between the eastern A303 and the Preferred Route, with access to it from Southfields Roundabout by way of a road passing under the improved section to a roundabout on its northern side to take traffic onto and off the strategic route. This would be augmented by a slip road for west bound A303 traffic to leave to join the Southfields Roundabout and a slip road from the current A358 north from that roundabout to join the north-bound Preferred Route. That would not only solve the problems posed by the Preferred Route at this point, but also remove the considerable disruption which would be caused in the future by the construction work involved in joining the proposed dualled South Petherton/Ilminster A303 to the Preferred Route.

### **Non-motorised users**

We do not believe that the needs of these users should be ignored. There must be a commitment to join the main severed footpaths to the crossings which are proposed where possible. An overpass at Church Road, Broadway would assist crossings at this point.

### **Consultative arrangements**

We welcome the establishment by Highways England of a Community Liaison Forum (CLF), but do not believe that this and biannual newsletters are a sufficient means to inform and listen to the views of local communities along Section 2 of the Preferred Route. In view of the direct impact the Preferred Route will have on the life of these communities, Highways England must engage more closely with them, including by their having at least one representative on the CLF, by regular feedback from it and on the progress of the design phase and by meeting parish councils, collectively if necessary. We wish to see an explicit commitment to this from Highways England.

### **Conclusion**

Those parish councils along the Preferred Route which are in your ward look forward to working with you to secure the improvements to the Route which are essential if it is not to damage community life locally. We hope that it will be possible to meet you to discuss the issues and solutions set out in this note.

APPENDIX 3 – PUDDLEBRIDGE – DOUBLE WHITE LINES

Good Morning Charlotte

I am writing to ask you if you would kindly put the Puddlebridge speeding issues on the agenda for the Parish Council meeting next week. Whilst I note your previous comments that there is little more the Parish Council can do I, and a number of other local residents, feel that the problem of speeding through our hamlet should continue to be highlighted. The most recent accident at the end of July must give the Parish Council cause to understand our concern. The road conditions were not treacherous and this can only lead to a conclusion that excessive speed was the root cause. This incident could so easily have resulted in serious injury to my wife Caroline who, as you know, was delivering the church magazine at the time.

The excellent coverage in the Chard & Ilminster, highlighting accidents and resulting damage over the past few years, has apparently served as a catalyst for conversation in the village. I am told that the general consensus amongst local residents visiting the village shop is that the 40 mph speed limit will have little or no effect. Many have concluded, as have we, that the 30 mph restriction in Horton should be extended through Puddlebridge.

I have a copy of the TRO for the 40 mph limit. This was sealed by Somerset County Council on the 16<sup>th</sup> August 2019 and not in July as we had been led to believe. The order came into force on the 22<sup>nd</sup> August but remains unenforceable since there is, as yet, no signage.

On my travels in the local area I have noticed that money is being spent on renewing signage on existing speed restricted areas. North Curry has large new signs on yellow backgrounds on each access road to the village. The message is reinforced with repeater signs every couple of hundred yards plus large white '30s' painted on the road surface. I have also seen double white lines highlighted with a central red line and these certainly give some indication of a need for caution. I have been overtaken whilst travelling both East and West in Puddlebridge and have witnessed several near misses as overtaking vehicles accelerate uphill past the cottages towards Horton.

Since it is apparent that Highways will not accede to our request for a 30 mph limit I would ask the Parish Council to investigate the possibility of making Puddlebridge a no overtaking zone by changing the road markings to double white lines. Application of speed markings to the road surface would also reinforce a cautionary message to motorists.

Kind regards

Andrew J Bradbury

**Request for Double White Lines through Puddlebridge**

Distance from Church Lane to solid line (eastwards)	270 mtrs
Distance from New 40 mph (West) sign to solid line	210 mtrs

Vehicles going East can legitimately start an overtaking manoeuvre between Church Lane and the solid line, where there is no clear line of sight to oncoming traffic, At 40 mph a vehicle would cover 210 mtrs in 11.76 seconds

The solid line (eastwards) covers a distance of 169 mtrs and, along this section, vehicles travelling West may legitimately overtake by virtue of the corresponding broken line. There is no clear line of sight to oncoming vehicles beyond the bend by Horton House (West of Puddlebridge). At 40 mph a vehicle will cover 169 mtrs in 9.46 seconds.

If there were two overtaking vehicles, travelling in opposite directions, their respective views of each other will be further hampered by the vehicles they are overtaking, and their approach speed could legitimately be 80 mph. The time from the start of an overtaking manoeuvre to the potential point of impact, for either vehicle, is, in round figures, about 10 seconds. This would leave very little 'thinking' time and make a collision almost inevitable.

The new 40 mph sign (East) will, according to the TRO, be positioned 100 mtrs from Suggs Lane which is some 213 mtrs from the Puddlebridge bend.

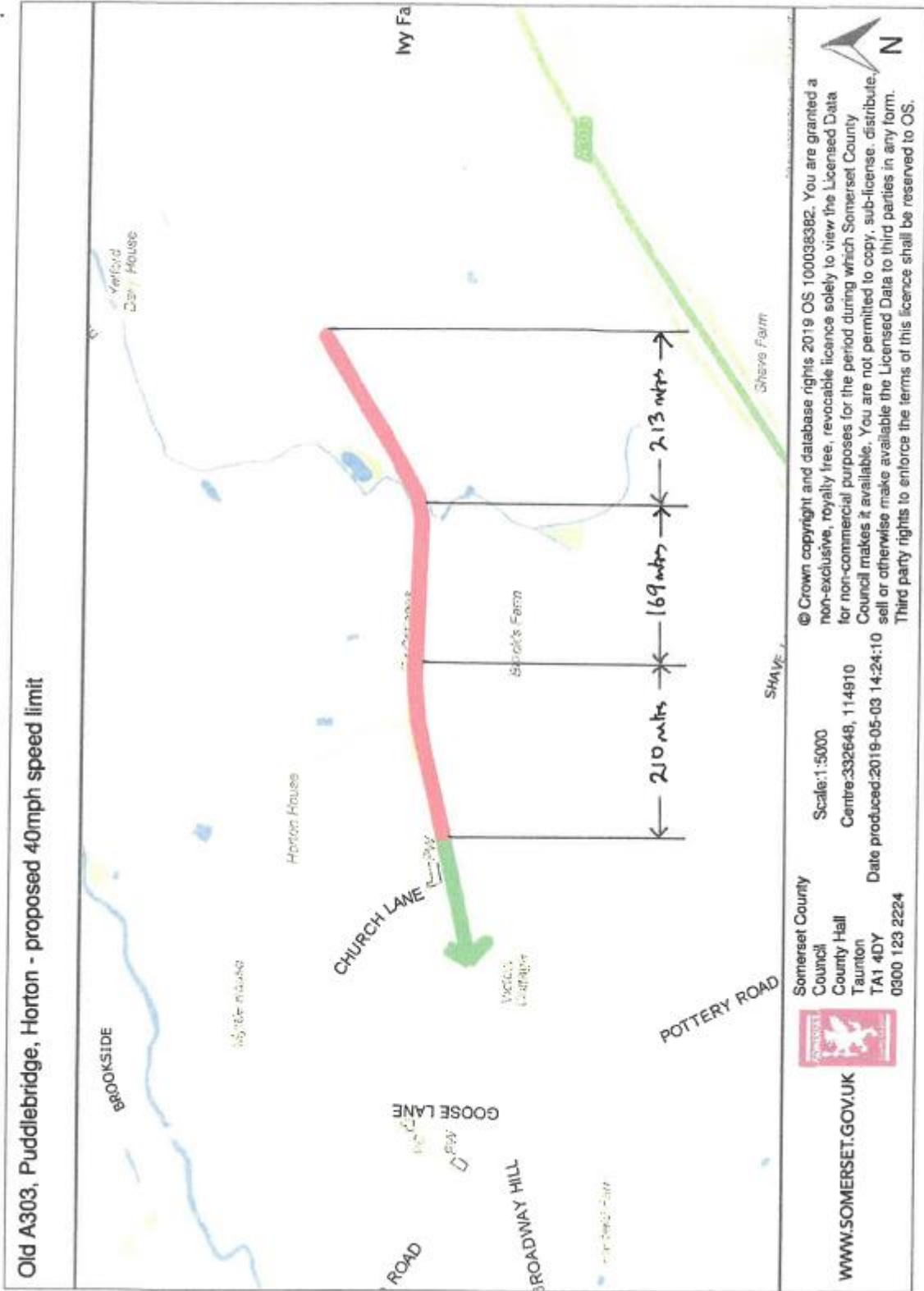
Coming West from Ilminster towards Puddlebridge there is a solid white line for a distance of 176 mtrs as you approach the bend.

East bound vehicles can overtake on this section by virtue of the corresponding broken white line and may continue to do so as they pass the Suggs Lane turning. The visibility as you travel East from Puddlebridge is hampered by a slight bend in the road and by the brow of the dip as the road levels out past Suggs Lane. A vehicle will cover 176 mtrs in 9.82 seconds. The possibility of collision between two overtaking vehicles is therefore much the same as on the West side of Puddlebridge with the same consideration of approach speeds etc.

We have both been overtaken by vehicles whilst turning into our property and have witnessed a number of near misses caused through speed and overtaking in Puddlebridge.

Whilst we appreciate that, for the moment, you feel that there is no point in pursuing a request for a 30 mph speed limit we would ask that you approach SCC Highways with a view to putting double white lines through Puddlebridge to make it a no overtaking zone.

Andrew and Caroline Bradbury



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**APPENDIX 4 – PLAYING FIELD UPDATE**

- **APOLOGIES:** on behalf of Ray and myself but due to circumstances we can't be in attendance this evening
- **QUOTES:** I have had significant trouble securing a re-quote on the pedestrian access gate. I have only had ONE contractor willing to provide a quote. The others for a variety of reasons are not able or willing to provide a re-quote. Thus, I will need to find two other companies to seek an alternative quote for the single pedestrian gate - hopefully in time for the next meeting.
- **EVENTS:** 6<sup>th</sup> October is our next Breakfast; 31 October we have a Halloween Party Booked (tickets on sale at the Horton Post Office); the 22nd of November is a Bingo Evening from 7pm and the 1st of December is our Christmas Breakfast. Thank you to the Horton Village Hall for their generous offer again for the Hall use.
- **WEBSITE:** We have updated our website to reflect a more comprehensive past history of our works and an update of the plans moving forward. The main thing reason for the update is to allow Grant Finders to easily see our plans, visions and Project.
- **SUBMITTED GRANTS:** We are awaiting three grant applications (Tesco, Yarlinton Homes and the Carling Grant) - these are not due until the end of October at the earliest.
- **SSDC GRANT:** SSDC has a community grant that is available, and we would very much like to secure this grant as I have had an indication from them that they are very much wanting to support our Project. I have been working on this grant for some time but the area that we need to show is a financial commitment from the Parish Council. I believe that the details of the Grant have been forwarded to the Parish Council. The Parish is keen to replace the entrance pedestrian gate which will assist in proving the commitment, but I wonder if the Parish feels that this will be enough to secure the full grant of £12,500? I will prepare a full proposal for the next meeting but hoped to gain a feel from the Parish this evening to see if they were aware of the grant and if they would be willing to apply for it?
- **NATIONAL LOTTERY:** I am working on this submission as well - it is a long process to complete
- **GRANT HELP:** I am looking to secure the help of a professional grand bid writer to assist me with the Grant applications as I have had to return to work full time and also balance my children's school commitments
- **TENDER FOR GRASS MAINTENANCE:** I wondered if the tender process had been forwarded to Dave in the village for inclusion on the list? I also wondered if the SSDC Streetscene Team had also been offered the opportunity to tender for the maintenance as well?
- **WALKING FOOTBALL:** Ray is seeking to setup a walking football evening for the village - all details are in the Projects newsletter that is printed ready for delivery to the Horton Residents this week.