

Twycross Parish Council

Minutes of the meeting of the Parish Council held on: **Thursday 12th September 2024 at St Edith's, Orton on the Hill.**

027/24 Present & apologies

Cllrs: A Taylor, J Hadfield, D Bonser-Hadfield

Apologies: County Councillor B Harrison-Rushton, District Councillor B Sutton, Parish Councillors A. Tolli and M Humphreys

2 members of the public in attendance.

Councillor A. Taylor proposed the above apologies be accepted, Councillor D Bonser-Hadfield seconded.

028/24 Declaration of interests - None

029/24 Public questions and comments (10 minutes)

A member of the public was in attendance who is part of the Twycross Village Hall Committee, she asked for our response to the proposals they had put forward. Please See agenda point 0037/24.

The member of the public raised the issue of two benches in need of repair plus overgrown hedges on Burton Road. The clerk will report these issues and find out who has responsibility for the bench repairs.

The member of the public also raised the issue of the water levels in the ponds in Twycross. Cllr J Hadfield will look into different options concerning the ponds.

030/24 Approval of the previous minutes – July 2024

The minutes were accepted as a true record of the meeting. Unanimously agreed.

031/24 Debbie Fulbrook- Previous Clerk

Cllr A Taylor spoke about the sad passing of previous Clerk Debbie Fulbrook. He Read out a tribute from previous Chairman Alan Davies:

Debbie made a huge contribution to the work of Twycross parish council in a short period of time. It was thanks to Debbie that we were able to operate remotely during Covid. She set up all the IT arrangements and ensured we could operate, and continue to give local people a voice on important issues.

She was always positive and helpful and someone who could find a solution to the toughest issue. She was instrumental in helping me manage a difficult and challenging situation which arose following your appointment. She organised the recruitment process when she left and ensured we ended up with an excellent appointment.

I was very saddened to learn of Debbie's passing at such a relatively young age and will miss her enormously. I regarded Debbie not just as our clerk but also as a friend. I will miss her. She was a lovely person.

Twycross Parish Council send their sincere condolences to Debbie's family and friends.

032/24 **Update from District and County Councillors**
County Councillor B Rushton had sent over his monthly report.

033/24 **Correspondence**

All correspondence had been circulated.

034/24 **Planning applications, consultations & updates**

No	Ref	Subject	Application Date
		None	

035/24 **Financial information**

Balances as at 02/09/24

Comm unity	9781.55	BMM	10873.88	Petty Cash	0	Total	20655.43	U/P Chqs.	630.98
Transactions for Community Account up to 02/09/2024									
Date	Ref	Payee	Details				Value £		
09/08/24	DD	Nest	Clerk Pension				£42.73		
12/08/24	DD	PWL	Loan Repayment				£172.10		
20/08/24	CHQ	Clerk	July Salary				£560.50		
20/08/24	CHQ	Clerk	July Expenses				£70.48		
22/08/24	BACS	LCC	Tree Maintenance				£2608.80		
23/08/24	CHG	HSBC	Bank Charges				£10.00		

Cllr A Taylor proposed that we accept the June bank reconciliation, Cllr J Hadfield seconded, unanimously agreed.

036/24 **Hinckley and Bosworth Local Plan**

Cllr A Taylor proposed the following comment:

'Twycross Parish Council welcomes publication of the plan and supports the plan's vision to focus growth in urban areas. We do feel however that development must be in the right place, undertaken in the right way, and carried out at the correct time. It must be effectively managed and planning laws properly enforced. The lack of an up-to-date local plan has been a negative factor when dealing with development in recent years. So, we hope that a new plan can be agreed and implemented as soon as possible.

We do have a few general comments on the draft plan:-

1. House building. We agree that development should be directed to where it is most sustainable and hope that the identity of rural settlements will be respected and constraints such as village envelopes and infrastructure limitations will be rigidly enforced and recognised in these locations.

2. Farming. We are very pleased that the draft plan recognises the importance of farming in our borough and agree that lots of us live in an attractive setting. We hope that growth will respect natural landscapes, and that the natural environment will be conserved and enhanced as the plan suggests. We have to say that this has not been our experience in recent years where a great eyesore of a development, Mercia Park, has been erected on prime farmland on the edge of our borough. We did oppose this development. It would therefore be good for the final plan to say more about farming. With perhaps a specific section devoted to it which recognises the contribution farming can make, not just to food production, but also to the protection of the local environment. Could the NFU and local farmers help with this work?

3. Infrastructure. Matters such as local services; water; sewerage; transport; highways; mobile phone coverage; and broadband services are incredibly important, as the plan recognises, but the existing deficit in infrastructure also needs to be recognised and addressed at the same time as new provision is considered. Two of our three villages have no public transport and there are already issues with sewerage and mobile phone signal;

4. Duty to cooperate. We are pleased that the plan has been prepared in consultation with other bodies, but hope that the importance of other neighbouring councils and organisations is recognised and considered. Our parish has close ties with neighbouring councils of Staffordshire, Derbyshire and Warwickshire which have a crucial impact on our lives through health services and local highways. We feel sure this must be the case in other parts of the county. We do hope the plan has fully considered other appropriate neighbours.

5. Timescales. Twycross Parish Council hope that the plan will be approved and implemented as soon as possible and some sort of indicative timescale will be included in the plan setting out the steps to implantation.

Twycross Parish Council also have some specific comments on the draft plan:-

1. Twycross Open Farmland. Para 11.51. We hope that the requirements will apply to the whole of the Twycross Parish area, as we consider our parish has a unique character which has stretched back centuries;

2. A5 Strategy. Para 12.7. Please do consider the impact that the A5 has on other parts of the borough, because the A444 that runs through our Parish is a main

diversion route for A5/M42 works. There seems to be an almost continuous overnight diversion in place, with HGV's increasing local traffic enormously and damaging roads, creating additional safety issues, and shaking peoples houses to bits in particularly in our Twycross village.'

Cllr D Bonser Hadfield seconded- unanimously agreed. Clerk to send comment.

037/24 **Proposals put forward by Twycross Village Hall Committee**

Cllr A Taylor explained that Twycross Village Hall Committee have put forward several proposals regarding the village hall and surrounding land. Cllr A Taylor explained that the Parish Council are currently in the process of seeking legal advice and will respond to these proposals as soon as we have clarification on various legal issues. He reassured the committee that the Parish Council is committed to securing the future of the hall and land and looks forward to working with the committee going forward. Due to being a public body, spending public funds, we have to take advice before agreeing to proposals.

038/24 **Councillors reporting back from meeting with MP Dr Luke Evans**

Cllr A Taylor spoke about a meeting that himself, Cllr M Humphreys and Cllr J Hadfield had with MP Dr Luke Evans to discuss the issues with speeding in the Parish. It was a very informative meeting and Cllr A Taylor shared the information below which was sent following the meeting:

Please find below some information which Luke has received in response to the enquiries he made following his meeting with Twycross Parish Council.

Leicestershire Highways Response:

"Thank you for your email regarding speeding concerns throughout the village of Twycross. For ease of reference, these have been broken down by the issues raised.

Speed Monitoring

To provide you with some background, we have received numerous enquiries regarding speeding concerns along the A444 and have therefore carried out numerous speed surveys from 2016 -2023 within the 30mph speed limit.

We have reviewed all of the surveys, which were carried out for week-long periods. We use the 12 hour 0700–1900 statistics as this is the time period during which most interaction is taking place. I can confirm the mean speeds and 85%tile data of vehicles travelling along Main Street and Burton Road, were recorded as below (NB: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below):

<i>Location</i>	<i>Date</i>	<i>Average Speed (All Traffic)</i>	<i>Average Speed (85% of Traffic)</i>
<i>Location 1 – Burton Road, NW of Ashby Road junction</i>	<i>5th June – 12th June 2023</i>	<i>28.7mph</i>	<i>33.8mph</i>
<i>Location 2 – Burton Road, NW of Ashby Road junction)</i>	<i>7th August – 14th August 2018</i>	<i>28.1mph</i>	<i>33mph</i>

Location 3 – Main Road, NW of Assheton Lane junction)	12 th June – 19 th June 2018	27.5mph	32mph
Location 4 – Main Road, SE of Assheton Lane junction)	23 rd June – 30 th June 2016	27.1mph	31.7mph
Location 5 – Church Street, East of Saint James Close junction	12 th June – 19 th June 2018	30.5mph	35.3mph

The speed survey data clearly shows that motorists are in good compliance with the existing 30 mph limit, and this gives a good indication that drivers are aware of their surroundings and are driving appropriately to the environment. 'A' roads form part of Leicestershire's key strategic road network, as these types of roads are designed and maintained to facilitate large volumes of traffic that in turn connect Leicestershire to the rest of the country.

We are sure you are aware, that there have been numerous interventions and actions taken by both the County Council and Leicestershire Police over a number of years along the A444. We are currently raising works packages for the speed limit change from national to 50mph, along with consideration to replace all damaged and faded signs. This includes new yellow backed village entry signs, further highlighting the 30 mph speed limit as well as a message to drivers on approach. Twycross Parish Council are aware of the designs and have confirmed they are happy for us to proceed. In addition to this, the A444 has since become a core enforced route to enable mobile enforcement operations to take place on a regular basis, including the village of Twycross.

Given the speed data and the ongoing work, we do not plan to implement additional traffic calming measures at this time, nor will we be considering additional speed surveys even if they are funded by a third party.

Community Speed Watch

For more information regarding community speed watch, please visit this website: (<http://www.communityspeedwatch.org.uk/>) It is an easy to use layout with useful information on the programme, how it works, and how to get involved. It also contains a contact page that can be completed to raise any questions you may have. Enquiries regarding this programme are directed to an inbox solely for this programme to ensure a response is sent in a timely and efficient manner.

Worn road markings

A works package has been raised to ensure the markings on both the approach and at the roundabout are refreshed. We will look to programme this to be outside of peak hours to ensure minimum disruption to the network.

Kind Regards,

Finley Jones

Technician - Traffic and Safety

Network Management – Development & Growth | Environment & Transport Department | Leicestershire County Council”

House of Commons Library Response on Sat Navs:

“You asked whether there is a way for a Parish Council to provide feedback to Google Maps about the unsuitability of some country lanes for heavy traffic. This is in the context of large vehicles taking diversions down country lanes when a local A road is blocked.

Currently, this is not something covered by legislation or an area in which the government or Local Authorities have a particular role. Rather it is for the satnav and mapping providers to ensure the accuracy of their services.

I have also provided some brief information on satnavs for HGVs, and Traffic Regulation Orders (TROs). TROs can be used by the relevant highway authority to temporarily or permanently prevent certain classes of vehicle (such as heavy commercial vehicles) from using particular roads. However, this can be a lengthy and costly process.

Providing feedback to Google Maps

There is no legislation requiring the government or Local Authorities to provide up-to-date information. Rather it is for the satnav and mapping providers (including Google Maps) to ensure the accuracy of their services.

The Parish Council could contact the provider(s) that has mistaken data - most will have their own methods for reporting errors. For Google Maps, feedback can be provided online via [Report data or content errors on Google Maps](#).

Some services may also rely on open services like [OpenStreetMap](#) where you can submit edits yourself.

Satnav and mapping providers make regular updates to their geographic software in response to identified errors and developments of new roads and houses, for example. But they rely on individual users/drivers to update their own devices so these changes are fully recognised.

Satnavs for HGVs

There are [satnavs specifically designed for large vehicles](#) that incorporate HGV restrictions on local roads and information about narrow roads and low bridges. However, there is no legislation that requires HGV drivers to use them, and problems can arise when HGV drivers use inappropriate car satnavs instead.

While there have been [calls for laws to force HGVs to use suitable satnavs](#), the government's view has long been that greater and better data-sharing between highway authorities, mapping providers and satnav companies is the best way forward, and that there should be cooperative methods for data exchange, helping to provide satnav users with up-to-date information when making their journey (Department for Transport (DfT), [Road Network Policy Consultation – Response](#) [PDF], December 2011, section 5)

In October 2016, [then Transport Minister, Andrew Jones, told the House](#) that the DfT had brought together satnav manufacturers, mapping companies, local authorities and other industry organisations in a 'Satnav Summit' and that it would "continue to work with these parties to improve the information satnavs provide to road users, and enable better co-operation and information-sharing between local highway authorities and the industry, through joint working." He also highlighted the DfT's £3 million investment in a [national digital road map](#), developed by Ordnance Survey, to enable better integration and sharing of data on roads between local authorities and service providers.

The most recent statement on this was by then Transport Minister Jesse Norman in February 2019 when he reiterated the [government's reluctance to legislate for mandatory HGV satnavs](#):

"Some existing satnavs are configured specifically for HGVs. Mandating them would be a major step that would undoubtedly have negative as well as positive consequences. This is primarily and mainly a market function, but protections are in place for local authorities to enforce against abuse of roads by HGVs."

TROs

[Section 2 of the Road Traffic Regulation Act 1984, as amended](#) states that orders may be used for almost anything prohibiting, restricting or regulating the use of a road by traffic. In particular, a TRO may:

- specify through routes for heavy commercial vehicles, or
- prohibit or restrict the use of heavy commercial vehicles (except in such cases, if any, as may be specified in the order) in such zones or on such roads as may be so specified

as the traffic authority considers necessary for preserving or improving the amenities of their area or of some part or parts of their area.

Heavy commercial vehicles are defined in [section 138\(1\) of the Act](#) as any goods vehicle with an operating weight exceeding 7.5 tonnes.

The making of TROs can be lengthy and costly, and there have been calls for reform of the advertising requirements to bring down the cost. The Transport Committee looked at this issue as part of their [2019 inquiry into pavement parking](#) and made recommendations to government.

The [Automated Vehicles Act 2024](#) received royal assent in May 2024. The Act set the legal framework for the safe deployment of self-driving vehicles in Great Britain. [Section 93 of the 2024 Act](#) specifies that local authorities in England will be required to provide information on TROs to the Secretary of State in a digital format. This applies to permanent, experimental and temporary TROs, as well as temporary traffic regulation notices, speed limit orders, and special event orders. This means up-to-date and accurate information on restrictions will be available for satnavs and other products provided by the transport technology sector.

Generally, enforcement of a TRO is by the police, though since 31 May 2022, councils have been able to apply for enforcement powers under the [Traffic Management Act 2004](#). A person guilty of an offence is liable on summary conviction to a fine not exceeding level 3 on the standard scale (£1,000). ([Road Traffic Offenders Act 1988](#), ss 9 & 33, sub-s 1 & sch 2, pt 1) It is also subject to the fixed penalty regime. ([Road Traffic Offenders Act 1988](#), s 5 & sch 3)

Enforcement can involve the use of ANPR (automatic number plate recognition) cameras, vehicle stops and checks, and working with local companies and drivers to educate them on permitted routes.

More information is given in the Library briefing [Traffic Regulation Orders \(TROs\)](#). “

039/24 **Councillor reports/local issues – Orton on the Hill**

None

040/24 **Councillor reports/local issues – Norton Juxta Twycross**

None

041/24 **Councillor reports/local issues – Twycross**

Cllr J Hadfield proposed that the Parish Council formally thank Geoff Cantwell for the excellent repairs he carried out on the public footpath in Twycross. It will be much safer to use over the winter period.

Cllr A Taylor seconded, unanimously agreed.

Cllr D Bonser-Hadfield raised the issue of Broadband within Twycross. Fibre Broadband has been installed but seems to have missed several houses out. The Clerk is to look into this.

The meeting was closed at 8.02pm

Next meeting: Thursday 14th November at Twycross Village Hall.