

Southside 2nd Working Party meeting of members appointed by the Parish Council 25/10/21

Membership of the Working party

Cllrs George Wright, Kevin Plummer, Roger Adams, Bill Herbert, Robert Taylor, Peter Harry (apologies for this meeting) . representatives of South side track group Mary Maskell, Terry Baker.

Reminder All the proposals are based on the principle of preserving the enjoyment of the Green for all

Reports back

The meeting accepted the written report of the first meeting. Two Southside track residents came to present their ideas of how practically the objective of stopping through traffic might be achieved which the PC members felt was largely in line with what they had set out in the last meeting. There had been concerns that they would be objecting to barriers between the track and the Green. However, they were fully accepting the installation of posts to stop vehicles driving onto the Green. One of the issues was the issue of laying water on the southside track.

Proposals from the Southside reps The two members had undertaken a poll of the 25 houses and had 21 votes in favour of their approach. The two members presented a plan of their proposals which were aimed at stopping through traffic and stopping drivers running onto the green to avoid any obstructions. They presented a plan of their proposals which was received with comments by other members of the WP.

These are set out below:-

1) Stopping through traffic by a) Removing all hard surface between Burnside and Weeley Road. so that access was only from the concrete strips. b) Blocking the track at its entry from Station Road and utilising the currently installed entry to the Green currently entered from Station road as a turning head.

2) Installing some sort of posts alongside the Grass on the outside of the track at spacing for prevent access by vehicles onto the green from the track and the Concrete strips for part of the way. To do this would need a double kerb on the turning from the cricket pavilion into station road to prevent traffic continuing down Southside.

Comments from members of the WP The General comments were that this was much in line with the earlier thoughts of the working party. Points made were that the turning head would be inadequate for most vehicles and having it sited there would mean no access from people using it as a parking spot. That the turning issue could be arranged by extending the current arrangement eastwards. There was a discussion regarding the height any posts would need to be to be visible and workable. Four foot high was suggested. (A subsequent site visit shows that there is a bench and littler bin just at this point and the extension of the entrance area would have to be quite extensive to give space for turning at this point. Thus, it might be better to provide a turning space further east. One point with little entrances to provide the block off and turning circle would be outside Chase End, so it would be best to rely on the Surveyor)

Surfacing There was talk about how the situation would or would not be improved by surfacing. This ranged from the thought that reducing the through traffic and stopping traffic running on soil would be all that was needed. To the idea that the hard surface was needed to reduce the impact of the water and improve the run off onto the Green as well as being more convenient for residents and reducing their likely hood of driving on the unmade green. The two Southside track members were not against this surface but were unable to speak for others. (We have to remember that our solicitor advises a surface could only be put down with the objective of improving the enjoyment of the Green.) The Members of the Southside track group left at their instigation at this point and then following that the remaining members talked through how to specify and bring the subject to the Parish Council meeting.

Members felt that a detailed specification would be needed by a professional surveyor in this field to enable the Council to go out to tender for the work. This tender to be split into three parts to be dealt with to enable the Council to see the effect of earlier work before moving on. The Council has been in the past appreciative of the good work (SS) when similar works have been undertaken in the village in Forge Lane although on a smaller scale. Being local in Thorrington his work has been sympathetic to our village in the past.

Thus the proposal to the Council; would be as follows: -

To appoint a suitable surveyor to prepare three separate specifications for the following work which may be carried out as separate contracts at potentially different times as the Council may decide probably in the order set out below: -

- 1) To block off the southside track to stop through traffic at two points by
 - a) Between the east end of the drive from the Southside track property Burnside and the tracks entry onto Weeley Road excavate all hard core etc and lay soil and grass to make The Green level again at this point.
 - b) Either at the South side rough Track junction with Station Road to install double height kerbing matching that already installed alongside the public highway from there up to Plough Road. To make this barrier durable to reinstate green across and suitable distance eastwards of the kerbs. Alternatively, since space is difficult due to the curvature of the road at Station Road create a cutting of the Track outside Chase End to block the Track and create a turning point with suitable posts to block traffic.
 - c) Create a weed through surface turning circle similar to that installed a few years ago as an entry onto the Green (currently used for parking) to enable this to be used as a turning point for cars and delivery vehicles to exit back the way they came to the concrete strips. Traffic from the other end being a short distance could back up without needing a turning head.
- 2) To provide Barriers to prevent entry onto the Green by vehicles from South side and the part of the concrete tracks.
 - a) To install barriers using durable posts (not concrete) to delineate the edge of the South side track and prevent the Green from being eroded by vehicles leaving the track installed from Station Road up to and ending round the restored Green by Burnside. Our estimate would be that they would need to be 4 foot high the reduce the likelihood of

pedestrians missing their presence in the dark. To advise on softening this barrier by being interspersed with low hedging. It has to be noted that the width of the track at about 5 metres from the front of the premises had a Gas main installed alongside it.

b) To install the same type of barriers alongside the concrete strips for about 10 meters curving onto the Southside Track.

3) To replace the now very muddy track in winter by a surfaced one

a) To consider the issue of drainage required to deal with the rain water on the track. To ensure that sufficient water drains towards the Green grassed area reducing the quantity of water running towards the property. To ensure that between the track surface and the properties there is sufficient drainage to deal with any water draining that way. To consider the level the track would need to end up when completed. This work may need appropriate soakaways onto the Green.

b) To provide a suitable surface to the track which would be durable once the level of traffic has been reduced by the work of sections 1 and 2.