

## Kirkbymoorside Town Council

### Information for meeting on 18<sup>th</sup> March 2019

#### 6. Financial Matters

Vchr	Cheque	Cde	Name	Description	Amount
272	103332	7	P&A Gospel	Removal of fencing and gates at old road play area	280.00
273	103332	7	P&A Gospel	Supply and fit new posts tw o gates into skate park, old road	170.00
274	103332	10	P&A Gospel	Planting Crocus corms on verge of the A170	40.00
275	103332	10	P&A Gospel	Replanting of A170 roundabout	64.00
				Subtotal No. 103332	554.00
276	103333	39	Moore Stephens	Bookkeeping QE Dec 2018	444.00
277	103334	18	SLCC Enterprises Ltd	SLCC AGM & Training	25.00
284	103335	7	Sutcliffe Play	Inclusive play equipment at old road	3,580.50
285	103336	4	Northern Link Traffic Data Consultancy	Traffic Surveys	420.00
286	103337	16	HMRC	PAYE & NIC & ENI	350.94
TOTAL					5,374.44

#### 7. To note the response provided to MP Kevin Hollinrake by David Bowe, Corporate Director, NYCC pursuant to concerns raised by the Town Council regarding the 20mph criterion, detailed in Minute 18195 b. dated 21 January 2019

"The Department for Transport (DfT) recently published the findings of its research study into the effectiveness of 20mph speed limits. This research concludes that there is not enough evidence to show that there has been a significant change in collisions and casualties figures following the introduction of 20mph limits in residential areas. The example street referred to in the enquiry, West End, is a predominately residential street to which the findings would apply.

A summary paper evaluating the DfT review and its conclusions has been prepared by considered by the County Council in relation to its existing 20 mph speed limit policy. Based on the findings of this study, the guidance set out in DfT Circular 01/2013, which informs the current county council policy for assessing 20 mph limits, remains broadly valid and it is the view of officers that:-

- \* 20mph limits and zones still need to be self-enforcing;
- \* In the majority of cases this means that traffic calming is required;
- \* We should not implement 20 mph limits unless there is a clear justification;
- \* We should not support blanket 20 mph limits outside schools etc. because of:-
  - a) The costs of implementation,
  - b) Recognition that different locations call for different approaches,
  - c) The review does not support blanket 20 mph limits "

On this basis the county council is not proposing any change to its assessment criteria for 20 mph speed limits. Nevertheless, Kirkbymoorside Town Council are welcome to discuss this in more detail with NYCC officers should they wish.

Mr David Bowe  
Corporate Director | Business and Environmental Services

North Yorkshire County Council| Directors Office | East Block, County Hall|  
Northallerton | North Yorkshire | DL7 8AH"

8. To consider and agree to cover the cost of installing a suitable hardstanding on the verge of the A170 westbound to accommodate a police speed van

Quote for installing (60 sq metre) parking bay to grass verge at Kirkbymoorside A170, price to include excavation, removal of spoil and installation to manufacturers specification

<https://www.growtivation.com/products/earthworx#sub-product-4>

<b>Contractor A</b>	<b>Exc Vat</b>	<b>£6,600.00</b>
	<b>VAT @ 20%</b>	<b>£1,386.00</b>
	<b>Inc Vat</b>	<b>£7,986.00</b>
<b>Contractor B</b>		<b>£9,800.00</b>

## 9. Old Road play area

### b. To receive information about the Keynsham Memorial Park lighting project

"We originally were going for big floodlights that required a separate electrical supply to be laid - cost approx. £20k

We then opted for solar-powered, PIR LED lights as the "green" option with no cabling required. There are no regulatory requirements for minimum lighting intensities in multi-wheeled outdoor facilities as far as I can make out. So these new lights aren't massively intrusively bright. They come on at dusk at 30% power and only brighten up to 100% when movement is detected. When powered down to 30% they create an eerie quality. They also have Bluetooth to programme when they finally switch off (ours will be programmed to switch off at 9pm).

Our first attempt was for 5m high columns which meant we needed planning permission. We submitted a pre-planning application and got a shedload of objections which would have cost us over £20k in wildlife and Environmental Impact Assessments to address. Ironical given the cost of the proposed lighting is <£5k.

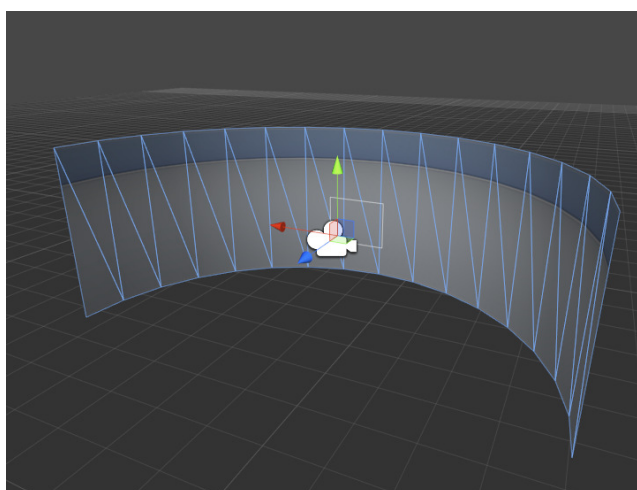
I then contacted a Council in Northamptonshire who had installed the same lights under Permitted development rights by reducing the columns to 4m in height.

I attach the submission to B&NES for installation under permitted development rights that also addresses the many objections raised in the pre-planning application.

Finally I include the research paper on bats and light pollution.

Dr Cheryl Scott  
Town Clerk  
Keynsham Town Council"

- c. To receive quotations for the following improvements to the half basketball court:
- I. curved gallery wall constructed of galvanised steel posts and heavy duty mesh netting



Curved gallery wall, this will be constructed using galvanized steel post and heavy duty mesh.

£1966.80

## II. repair the surface to improve the bounce

<p><b>Contractor A</b> Dig up and remove plastic and material surface, supply and install 32 linear metres of concrete pin kerbs, supply and lay new hard core sub base, supply and lay 70mm of tarmac to form finished surface, all rubbish and waste</p> <p>Health &amp; safety precautions to be carried out by us, i.e. area's of working and access routes to be taped and fenced off at all times</p>	<table border="1"> <tr> <td><b>Exc Vat</b></td><td>£5,100.00</td></tr> <tr> <td><b>VAT @ 20%</b></td><td>£1,071.00</td></tr> <tr> <td><b>Inc Vat</b></td><td>£6,171.00</td></tr> </table>	<b>Exc Vat</b>	£5,100.00	<b>VAT @ 20%</b>	£1,071.00	<b>Inc Vat</b>	£6,171.00
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<b>Inc Vat</b>	£6,171.00						
<p><b>Contractor B</b> To remove existing matting and dig out surface. Lay pin-kerbs around the outside. Fill with 40mm cleans tone in preparation for Tar Mac to be laid. Price for laying Tar Mac</p> <p>Risk Assessment from Health &amp; Safety Officer</p>	<table border="1"> <tr> <td><b>Exc Vat</b></td><td>£5,300.00</td></tr> <tr> <td><b>VAT @ 20%</b></td><td>£ 440.00</td></tr> <tr> <td><b>Inc Vat</b></td><td>£5,740.00</td></tr> </table>	<b>Exc Vat</b>	£5,300.00	<b>VAT @ 20%</b>	£ 440.00	<b>Inc Vat</b>	£5,740.00
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<b>Inc Vat</b>	£5,740.00						
<p><b>Contractor C</b> Work to be carried out at Old Road play area;</p> <ul style="list-style-type: none"> <li>• Removal of matting and interlocking ground reinforcing grids to basketball court;</li> <li>• Supply and fitting concrete pin kerbs to perimeter of existing area ( 7.8m x 7.8m );</li> <li>• Laying level hardcore base ready for Tarmacking;</li> <li>• Tarmacking court using semi permeable tarmac;</li> <li>• Making good grass around outside.</li> </ul> <p>All works undertaken will comply to current Building Regulations. All amounts are excluding VAT.</p>	<table border="1"> <tr> <td><b>Exc Vat</b></td><td>£5,174.00</td></tr> <tr> <td><b>VAT @ 20%</b></td><td>£1,034.80</td></tr> <tr> <td><b>Inc Vat</b></td><td>£6,208.80</td></tr> </table>	<b>Exc Vat</b>	£5,174.00	<b>VAT @ 20%</b>	£1,034.80	<b>Inc Vat</b>	£6,208.80
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<b>Inc Vat</b>	£6,208.80						

### 13.Pump Hill

- b) To consider and agree the cost of purchase and supply of a commemorative bench to be installed at Pump Hill

Price for our Soldiers bench seat is £775 +VAT +Delivery.



Price for our WW1 bench seat is £695 +VAT +Delivery.



Price for our Lest We Forget bench seat is £695 +VAT +Delivery.





Price for our War Horse bench seat is £862 +VAT +Delivery.



Price for our Armed Forces bench seat is £896 +VAT +Delivery.

Price for a bolt down kit to secure the bench to a hard standing is £9.50 +VAT or alternatively price for a set of underground leg extensions for securing the bench into a soft standing is £27 +VAT.

Delivery of 1no to Kirkbymoorside, Yorkshire is £105 +VAT, delivery of 2no is £145 +VAT, delivery of 3no is £185 +VAT.

(We deliver with our own driver and very large articulated lorry and delivery address must be able to accommodate this size of vehicle).

We manufacture all from steel, hot dip galvanize for weather and corrosion protection, then wet paint in our 2-pack acrylic paint system in your colour of choice.

They are virtually vandal proof, maintenance free and come with our 25-year guarantee.

All our products are CE and ISO 9001 certified.

(All prices are valid for 3 months, errors and omissions excepted).

David Ogilvie Engineering Ltd.

[www.davidogilvie.com](http://www.davidogilvie.com)

01563 570061

07793 247728

**14. To note that a Joint Parish Council meeting will be held at 9.30am on 9th April 2019 at the NYMNPA offices in Helmsley and will include address of delays to the 4G/Emergency Services Network**

The Joint Parish Council meeting is now planned for 9.30am on 09 April 2019 at the NYMNPA offices in Helmsley. You are cordially invited to attend the meeting, with MP Kevin Hollinrake and EE, to understand how our area can get better service.

Some of you will know me from the Joint Parish Forum meetings at which I have been asking for more information on the original EE proposal to roll out 4G coverage in our region along with the Emergency Services Network upgrades. Many of our residents have zero mobile phone coverage, and as you may recall from the North Yorkshire Police presentations, this is a significant factor in their ability to control rural crime. In the latest assessment our area is now ranked as 9th for rural crime. It also negatively affects our health services, farmers, businesses and tourists, all of whom now depend on mobile phone coverage.

In 2016, the Home Office issued a memo to NYMNPA seeking Parish Council support and stating that EE coverage could be improved on the back of the ESN. The Home Office even advocated that residents should consider taking up EE contracts on the strength of that. However, the project has been badly managed. In 2018 it was 'red-flagged' by the National Audit Office as one which will not deliver its objectives. The money has largely been spent and to date I understand that there is only one mast in service of the planned 500+. The outlook for our region and this constituency does not look promising.

Worse however is that fact that EE has evaluated our region as being of insufficient commercial priority to provide mobile coverage even when the masts are in place. Our mobile coverage is not foreseen to improve. (I attach two extracts from EE's data showing coverage for our region before and after the current ESN project. The white areas are those with no coverage and as you will see, are almost identical both currently and after the project).