

# Mere Town Council

## Clerks Report for Town Council meeting 15.5.23

### Agenda Item:

#### 21a) Minute Ref: 286a) Lease/Licence for Car Club/Econetiq Electric Vehicle Chargers

You will recall that at the last Town Council meeting you thought that it was reasonable to find out what the costs within the termination payments would be before you agreed to sign the lease/licence. I can confirm that the termination payments relate to the Facility Cost which is £55,000 as follows:

The total Termination Payment payable under this Agreement shall be the sum of the amount payable for the Facility Cost and the amounts payable for each and every Upgrade Cost, as modified, based on the date of termination, below.

The amount payable in respect of the Facility Cost shall be calculated by reference to the date on which this Agreement is terminated by the Operator or the Owner respectively as follows:

| Date of termination        | Amount payable for Facility Cost |
|----------------------------|----------------------------------|
| Years 1 to 3 (inclusive)   | 100% of Facility Cost            |
| Years 4 to 6 (inclusive)   | 75% of Facility Cost             |
| Years 7 to 9 (inclusive)   | 50% of Facility Cost             |
| Years 10 to 25 (inclusive) | 0% of Facility Cost              |

The amount payable in respect of each Upgrade Cost shall be calculated by reference to the date on which this Agreement is terminated by the Operator or the Owner respectively as follows:

| Date of termination  | Amount payable for each Upgrade Cost |
|--|--------------------------------------|
| Within 1 to 3 years (inclusive) following completion of the Agreed Upgrade   | 100% of the relevant Upgrade Cost    |
| Within 4 to 6 years (inclusive) following completion of the Agreed Upgrade   | 75% of the relevant Upgrade Cost     |
| Within 7 to 9 years (inclusive) following completion of the Agreed Upgrade   | 50% of the relevant Upgrade Cost     |
| Within 10 to 25 years (inclusive) following completion of the Agreed Upgrade | 0% of the relevant Upgrade Cost      |

---

### 23. Planning

#### a) Applications for consultation response:

##### Planning Application PL/2023/02919

The Friends of St. Michael's Church have written: 'The proposal to install an array of solar panels on the south roof of the south isle of St. Michael The Archangel has the full support of the Parochial Church Council and The friends of St. Michael's. The only place from which the panels will be visible is the top of the tower. From the ground and from neighbouring houses the panels will be hidden by the walls which enclose this section of roof on all sides. If approved by the planning authority, the panels will make an

important contribution towards offsetting the electricity bill and, by means of a storage battery and additional pew heaters, they will reduce dependence on the gas boiler for heating the church. Sponsorship will be needed to fund this project which it is hoped will follow on from repair of the Tower and Pinnacles now being actively pursued.'

---

### **23b) Traffic Management in Mere – response from Traffic Engineer**

You will recall that during the February meeting, you agreed to present all the issues that were listed in the working group's report relating to on-street parking and recommendations to improve traffic flow in Mere to the Highways Technician and ask for his/her assessment and advice on the best form of management (we were hoping that a Highways Engineer may come out to Mere and draw us up some plans for traffic management). Anyhow, the Highways Technician has written an individual response (shown in blue ink) to the issues that I raised below:

These are the issues:

- Due to on-street parking in Castle Street (from the Butt of Sherry down towards the Old Ship) traffic travelling in an easterly direction is often way over the middle of the carriageway which causes a surprise for traffic travelling in a westerly direction as it comes round the corner from The George. It also causes a problem for traffic coming out of Manor Road. Suggestion is to re-install the central white line on the carriageway between The Malt House and Brainwave (Castle Street/Salisbury Street)
- [Has there ever been a centreline present at this location? Looking at the historic Google Streetview images \(which date back to 2009\) there doesn't appear have been a centreline present at this location since at least then. I have also checked the Police collision database and there isn't a recorded collision problem over the area where a centreline has been requested. At this stage I am not certain there is a need for the a centreline to be provided, particularly the ongoing maintenance liability the provision of such a marking would bring. However, it is something that could be investigated further through the LHFIG.](#)
- Due to faded yellow lines, there is now indiscriminate parking outside Mere Lecture Hall. The double-yellow lines in this location were created to provide a passing place for traffic that has committed to travel in a westerly direction but meets traffic coming from an easterly direction – this worked well until the double-yellow lines had faded completely and are now no longer visible and so cars park all the way along thereby losing the passing place. Suggestion is re-painting of all lines (double-yellow and parking bays & junction markings ), particularly where faded, throughout town (to include outside Lecture Hall). Please remember that we are Conservation Area for yellow lines.
- [The repainting of waiting restrictions \(yellow lines and parking bays\) is a matter for the Parking Services Team to take forward. You can request the repainting yellow lines and parking bays at any point by email \[parking@wiltshire.gov.uk\]\(mailto:parking@wiltshire.gov.uk\). The repainting of the markings will added to their list of works to be undertaken as and when funding permits. Repainting of junction markings is a matter for the Area Highway Office to consider. In the first instance they will need to be raised via MyWILts \(<https://my.wiltshire.gov.uk/>\). Again the repainting of these markings will be taken forward as and when funding permits.](#)

If the TC wish to see the marking provided in a quicker manner then they could submit an application to the LHFIG for funding. The advantage of this approach is that it would potentially allow the works to be undertaken more quickly, but the disadvantage would be that the TC would be required to provide a standard 25% contribution to the works.

- Cars are now parking along Hazzards Hill – quite often right from the junction with Upper Water Street to the brow of the hill (see attached screenshot (139) which shows a very mild on-street parking day). Unfortunately, this creates a lot of problems for traffic flow along Hazzards Hill with traffic travelling in an easterly direction meeting traffic travelling in a westerly direction on the brow of a hill at a blind bend! It also creates a problem for traffic coming out of Upper Water Street obstructing visibility and causing traffic to come right out into the road before being able to see what is coming down the hill. Suggestion is: Re-painting of SLOW marking on highway at top of Hazzards Hill which has now faded. Introduction of parking restrictions in Hazzards Hill to improve visibility and ensure safe traffic flow. (not too sure of the extent)
- Repainting of the SLOW marking can be taken forward as outlined above. The introduction of waiting restrictions can be requested through the LHFIG process. The extent would obviously need to be determined through the design process, the only comment I would make at this stage is that the removal of too much parking could increase the speed of traffic using this length of the road and may trade one safety concern for another.
- Cars are now parking in Upper Water Street right up to the junction with Hazzards Hill. This means that traffic coming out of Upper Water Street is on the wrong carriageway and often comes face-to-face with traffic turning left from Salisbury Street into Upper Water Street with nowhere to go. Whilst we appreciate that the Highway Code advises drivers not to stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space, we are aware that this is advisory only and is not enforceable by the police. Suggestion - double yellow lines for 10m along Upper Water Street from the junction with Hazzards Hill (river side)
- As above the introduction of waiting restrictions can be requested through the LHFIG process. The Police are able to take enforcement action against vehicles parking within 10 metres of the junction using their powers for dealing with obstructions of the public highway. However, can only do so in response to specific incidents being raised with them at the time they are occurring.
- Vehicles loading and unloading outside Jeans Electricals showroom in Boar Street often cause an obstruction at a point where traffic is wanting to stop at priority give-way markings. This can cause quite a blockage when the vehicles involved are all HGVs as there is nowhere for the vehicles to move. Please see attached screenshots (140) & (141). Suggestion - To install a loading/unloading bay in Boar Street – the loading bay to be time restricted to business hours only and located in an area that does not conflict with the priority give-way markings.
- As above the introduction of waiting restrictions can be requested through the LHFIG process. However, I am not certain that a bay can be conveniently located based on the on Google Streeview images that doesn't force vehicles onto the wrong side of the road on a blind bend or obstructed dropped kerb accesses. However, this would require further investigation if the TC decide to move forward with additional waiting restrictions.

- There are no disabled parking spaces in the Town Centre – Suggestion to mark one of the parking spaces outside The George (opposite Angel Corner Café) as a disabled parking space.
- As above the introduction of waiting restrictions can be requested through the LHFIFG process. Whilst there are no specific marked disabled parking bays marked Blue Badges holders are allowed to park on double yellow lines for up to three hours so long as they don't cause an obstruction of the public highway. They are also permitted to parking in any of the existing parking bays without time restriction, as such they are already catered for to an extent. However, a specific disabled parking bay can be provided.
- Parking in the Town Centre is time limited during the daytime. The purpose of this is to provide short-term parking for shoppers in order to keep our Town Centre vibrant. However, we have noticed that Town Centre parking is now being abused by residents or people working in the town who park in the short-term parking bays all day, thereby depriving shoppers from using them. Suggestion - Request for more regular visits from a traffic warden or parking ambassador to enforce the parking restrictions.
- The TC can request additional enforcement of any existing waiting restrictions by emailing [parking@wiltshire.gov.uk](mailto:parking@wiltshire.gov.uk).

---

#### **24a) Review of football provision and facilities in view of proposals to change football fixtures for Mere Town Football Club**

I have been in correspondence with Mr. Pete Down regarding proposed changes to the make-up and fixtures of the Mere Football Clubs to that which was agreed between the Town Council and Mere Football back in July last year and I have asked him to provide information in order for you to consider terms & conditions etc. Mr. Down has sent the following:

Dear Lindsey,

Please see report / answers to your email dated 5<sup>th</sup> May 2023.

In preparation for the forthcoming season of Dorset league football 2023/24 Mere Town Fc Seniors we will be wanting to enter a Saturday team once again, Due to COVID the team didn't finish the 2020/21 season! and it was a huge disappointment at the time as we were top of the league, with this in mind and the influx of youth players blossoming within the Town through our youth set up, the Dorset Leagues have accepted us straight back into Division one for the season starting in September. The Sunday side (Karen Harkins Team) and the youth Sunday sides will all remain the same, we will be under the same Affiliation number with Wiltshire Fa but have separated committees to run and raise funds.

I can confirm our intension as previous seasons is to carry out training sessions on the main Recreation pitch from August to October then move to indoors at Port Regis School where we have a weekly slot, so we would not be using any facilities within the Duchy school grounds or cricket pitch side.

We have spoken again with Tom Cowley (Head groundsman at Hampshire cricket club) to Verti-drain the pitches in October ready for the winter months, this helps with the drainage and long-term usage of the surface. In the previous seasons when I was running the team, we carried out this process each year and the games were never cancelled as the pitches were so well drained and the grass grow well.

We have arranged a third-party contractor based in Mere to help look after the cutting of the grass ( Main pitch only) so we have a good surface to play our best possibly football on, these costs will be funded by the team, and should help take the burden from council staff.

Regarding the changing rooms and dugouts facility we have arranged a works party in June to clean, paint and maintain to a good standard ready for the new season.

The Dorset league require hot showers and I understand the testing process that needs to be carried out, in the past I had paid for the gas boiler maintenance with gas safe contractors! i would be happy to do so again if this easier. In previous years the club paid a fee yearly to help with costings of gas, electric and water usage, so we would be expecting to do so again for next season.

Regarding funding the team, we never closed the accounts, and we still have a small pot of money to help start up again and we have events and sponsorship in place to help. Also, I have managed to sort out a charity day with the premiership veterans Southampton football team run by David Hughes (ex-Mere Town Citizen with his mother still living in Mere), This will hopefully generate some good business into the Town with many people attending the event. I would like to use local companies for the food and drinks needed on the day.

As many of your committee may know I have been playing or running football teams in Mere since the age of 10 having lived here, it's a huge passion of mine to see the Town ( The Moonrakers) archive as much success as possible and this will never change.

I look forward to hearing from you soon Regards Peter Down, MTFC

---

**25d) To consider quotation for insurance renewal** – You will recall that we entered into a 3-year long term agreement with Hiscox Insurance Company Ltd last year for our Local Council Insurance and this does not expire until 31.5.25. However, as we have had to increase various insurance values and include the car parks under our insurance policy this year, this has meant a significant increase in our insurance premium. We paid £4323.97 last year but this year the renewal premium is £7253.79. The changes that I have instructed are:

Street Furniture increase to £6,910

Gates & fences added £15,000

Mowers & Machinery - Increased to £31,999

Other Surfaces added £600,000 - Carpark surfaces (taken on x 2 car parks)

Please be aware that our Motor Insurance is separate – the tractor, Kubota RTV & Mitsubishi are insured under the agricultural vehicle policy which is renewed in September.

---

### **25f) Wiltshire Towns Programme – funding for 2023/24**

I am pleased to report that Mere Town Council has been allocated funding through the 2023/24 Wiltshire Towns Programme. This is in addition to the funding that we have been allocated and have now received for the 2022/23 Wiltshire Towns Programme and it seems that similar expenditure proposals will apply.