

lunchtime, in clear daylight and dry road, failed to take the bend of Rectory Road/Church Road. This car careered off the road and demolished the telephone kiosk. Had it been in use, the occupant would have been killed. The same spot is the village bus stop. Likewise, had anyone been awaiting a bus, they too would have been killed or seriously injured. This would be an issue of preventing a fatality rather than compiling facts after such an event. This was done - (see attached letter 30th, September 2007 with photographs).

A reply was received from Anne M Smith, Senior Engineer (see attached letter 7th November, 2007) wherein she states that their objective, which most directly relates to Wanlip is "Reducing the Impact of Traffic". Funding for 2007/08 programme is fully committed and does not include Wanlip. However, the letter further states that full assessment is to be undertaken, but because of current commitments of the Survey & Data Team it will be early 2009 before it can be done. At that time, and based on information received, consideration would be given to the likelihood of Rectory Road being include in the Provisional Programme.

This concludes the Group's remit in respect to items 32, 33, and 35.

Item 34. Parking on Pavements.

It would seem that the main offenders are not residents but visitors. It has been observed that vehicles parked with two wheels on footways, particularly those parked on Rectory Road, are parked in such a manner that invalid carriages and mothers with pushchairs cannot pass without going onto the road. On occasions, vehicles are left so far over, that even pedestrians cannot pass without going onto the road.

It is assumed vehicles are so left to help traffic flow through the village. However, it has also been observed that opposing traffic cannot pass these cars without giving precedence, one way or the other. Therefore, it is concluded that vehicles parked with two wheels on footways do not aid traffic flow and so, for the safety of all users of the footways, this practice should be stopped. It was proposed by the Group that this subject be raised in the Wanlip Village News asking residents to ensure that visitors do not park vehicles on the footways for the above reasons. Meirion Reynolds was consulted, and the April 2007 issue of the News carried this request. However, parking on footways still occurs and that this matter could be raised at a Parish Meeting.

This concludes the Group's remit in respect of item 34.

Item 36. Street Lighting.

Introduction.

The village questionnaire showed that approximately 75% of respondents thought the street lighting was good or satisfactory. 28 people wanted more lighting, whilst a small number was against this on the grounds of light pollution. The Group discussed this matter and decided to ask those people who requested more lighting to say where it was needed. A letter was sent to all parishioners in this regard, but there was no response. The Group then discussed whether it should proceed or let the matter rest, taking no further action. On balance it was decided to proceed, and in the event, it showed it to be worthwhile, as one column was in a potentially dangerous condition and a second column needed to be replaced.

The Group surveyed the village both night and day and plotted all existing lights, identified 5 probable sites for installation of new lights, (see attached schematic) and contacted the Lighting Department, making an appointment for a site visit of Mr Peter Hosking, Team Leader - Street Lighting. Prior to his visit PH was sent a copy of the schematic.