

Motorbike report 7th September

On 15th July an in-person meeting was held in Hargrave with Cllr Smithers, Cllr Howell and Northants Highways officers to see if there can be any way of 'engineering' a solution. Two Hargrave residents were invited to attend to share their concerns with the council officers. Cllr Brotherton, How and Gunthorpe represented the parish council. The outcomes of this meeting were:

1. No to red hatchings due to cost also in the reduced hatching impact would be much less
2. No to increased white line markings on the hidden dips due to regulations about the minimum width of running lanes on roads of this class/type
3. Yes to temporary signage (done, one in each direction for now)
4. Consideration to be given to a 'children crossing' sign as children from the nursery do cross the road for outings, outside space etc.

In terms of changes to the 40 mph zone, Sarah Barnwell of Northants Highways, has confirmed that she will refer this to the Speed Limit Review Panel and ask them to consider extending the speed limit to include the bend by the water tower. This may have been considered when the work was done around the water tower bend, but there is no harm in reviewing it again.

She will put forward the issues/incidents raised, and the data gathered by the police will also be useful. For information, generally speaking the main factors considered are below.

The Panel also takes account of a range of other factors, which include, but are not limited to:

- Criteria and guidance 'Setting Local Speed Limits' developed by the Department for Transport (DfT).
- Association of Chief Police Officers (ACPO) Speed Enforcement Policy Guidelines note: ACPO has now been superseded by the National Police Chiefs Council.
- What are the realistic prospects of compliance.
- It should be obvious to a careful and competent motorist why a speed limit is in place and should reflect the function of the road, geometry and environment.
- A speed limit should seek to reinforce people's assessment of what is a safe speed to travel to encourage self-compliance.
- The potential for reducing collisions and casualties in areas with a known history.
- Any use of traffic calming features must be proportional, aesthetically acceptable and supported by the emergency services.
- There should be no expectation of the police to provide additional enforcement beyond their routine activity.

Northants Highways have agreed to talk to Bedford BC to see if they can work together.

It has been suggested that the Parish Council sends a representative to meeting of the OPFCC (Stephen Mold) to draw attention to the apparent lack of cross force co-operation in all policing matters. However, due to Covid 19 restrictions these monthly meetings are not taking place and Zoom is not considered a secure platform for police use.

The following Parish Councils have expressed an interest in working with Hargrave Parish Council on this issue

Chelveston Parish Council
Covington Parish Meeting

Dean and Shelton Parish Council
Tilbrook Parish Council
Kimbolton and Stonely Parish Council

Since the July Parish Council meeting there have been two social media posts by Northants Police about antisocial use of motorbikes. One on Twitter showing a speed trap with a bike recorded at 107 mph on the B645 outside of Chelveston. The other by the Chief Constable on Facebook showing motor bikes that have been seized being crushed in the centre of Corby.

PCSO Fountain has advised that once a week she parks on the B645 for 'lunch' as a visual deterrent.

Action to be taken:

Parish Council to determine what next steps should be taken.