

## **Threapwood Highways Issues and Gateway Feature update.**

Road subsidence near The Bank Farm on the main road has been reported to Highways. Fault reference: 4886077.

### **Gateway Feedback following meeting with Stuart Bateman** (Principal Engineer)

The indicated cost of approximately £4,213.41 + VAT was for one gateway feature, which would include small plastic gates on either side of the road and roundel markings on the carriageway.

The initial plan was to install "Threapwood" village signs on the existing 40 MPH speed Restriction posts.

Stuart has looked at the extents of the Parish Boundary and it appears that the existing 40 mph restriction is in Cuddington. The Parish boundary – which I trust is also the village boundary - is shown as following Flenner's Brook in the attached plan.

Village boundary signs should be placed as close to the boundary as possible. This begs the question as why the existing boundary signs for both Threapwood and Cuddington are a reasonable distance away from this Flenner's Brook.

The property The Bank is listed on Royal Mail as Threapwood.

### **Has the Parish boundary changed in recent years?**

If it was proposed to include the village signs at the existing 40 mph limit there would be a need to ask Cuddington for their comments and approval.

Stuart looked at alternative locations for the gateway nearer to the village and stated that there is insufficient width to accommodate them on both sides of the carriageway.

With regard to the Welsh side of the village, the start of the 40 mph at the Worthenbury end is in Wrexham BC. Consequently, any improvements that side would need to be investigated by our neighbouring authority.

The PC could provide their own gates providing they were installed by an highways approved contractor. However, Stuart Bateman did not see any merit in pursuing a temporary installation as the costs would not be much greater and the gates would have to conform with the requirements of approved street furniture.

Stuart was going to look at the speed data to check what level of non-compliance there was to the speed limit. The only data CWaC holds was completed prior to the introduction of the speed limit. He has asked for additional counts to be taken. If non-compliance is evidenced, CWaC may be able to assist with the funding of the lining proposed in the gateway scheme.

November 2019