

Item 11.

(a & c) Combined Highway reports from Ms Procter
My apologies for the lateness of this report.

Speedwatch. We have been active again in a limited way since July and on each of the sessions we were located on Main Road we recorded on one occasion 12 speeders in an hour 4-5 pm with speeds between 36 and 49 mph, and another 9 speeders between 36 and 41 mph. Our presence always has the effect of encouraging people to approach the village within the speed limit (although the SID is permanently in place at that point for many it is no deterrent). On other locations such as by Church farm and the bus stop by the Fountain the presence of the Speedwatch signs and team results in drivers slowing but no record above our limit. It is still of concern that the Street area between the area near Brickfield house and the Fountain excess speeds cause concern to people trying to leave/enter their driveways but more significantly pedestrians feel intimidated and unsafe. To date we have no means of tackling this. I wonder if the Parish Council wishes to revisit the issue of having a post for a SID on the verge of Downderry?

Speed Enforcement and Safety camera team. I have been in touch with the Safety Camera team both about giving them details of our SID data and also putting in an FOI request to get an up to date reply about the nature of their activity when they attend with a hand held camera on Main Road in the vicinity of Tuddenham House and also details of the last data recording they undertook. Their latest data survey undertaken in July suggested traffic showed volume and speeding had decreased (as they pointed out probably COVID related) but also suggested this was an outcome of our speeding activities! I have challenged this and asked for another data measure as the result of this recording has led to a less frequent attendance by the Safety camera team (The same happened in Charsfield) Now a 6 weekly cycle where I think previously it was monthly.

SAVID. At our last meeting at the end of July we confirmed plans to continue to rotate the shared SID between member villages- currently this is still Grundisburgh and ourselves and when Playford and Little Bealings get their posts (some time away I think) it will be shared between 4 villages. This is currently the number of villages sharing the Speedwatch gear though currently only ourselves and Great Bealings are operating speedwatch. Data from the shared SID - There has been some difficulty in the data being sent to us, so I am uncertain who has received it. I have downloaded it onto a USB. I suggest that apart for very early in the morning and later at night the speeds are not at a level that would bring in the Safety Camera team. I wondered about checking if we could have Speedwatch site at Manor Farm which would serve as a further deterrent. I have also asked David Chenery from our last SAVID meeting if he would consider funding 'slow' signage at the approach to the junction at Clopton Road and before the Granaries entry, from the County Councillor budget he has had access to for certain road signage works (the budget may already be allocated but I thought it worthwhile asking).

The VAS sign is helpful but limited in its operation as the battery has very limited charge. It is more effective if utilised at the same time as Speedwath. It does not record data.

Quiet Lanes Following the circular from SALC I have made contact with those involved in supporting the development of 'Quiet Lanes' across Suffolk. The process for registering is underway and our name seems to have been located on the list of those interested though I only made a general enquiry! The closing date for submissions is October 31st 2020. There is an application in place for funding to support this initiative and David Chenery as the SCC Highways safety officer is Highways officer on the group which has representation from a number of individuals from various Parish Councils across East Suffolk. The road in Tuddenham which could be considered for Quiet Lane status is the road from The Old Stores up to the end of Westerfield lane, whilst this leads into Westerfield Parish there is no reason why roads crossing into another Parish can't be included. The reason this makes sense to consider is that it is a road with no pedestrian walkway in the village area, (safety and walking route for pedestrians) it is already part of a National Cycling Route, it connects a number of local footpaths, it is within walking distance of Westerfield Station and pavement walking for the road to Ipswich. It is evident that during the COVID lockdown

more people were walking and cycling through the village and the development of quiet lanes is part of the aspiration around supporting sustainable transport and active transport solutions. Quiet Lane status for this road could encourage more sensitive use of it respecting cyclists, pedestrians, horses etc.

The following is an extract from the Quiet Lanes web-site

Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars are not banned from Quiet Lanes and the use of Quiet Lanes is shared. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic.

I hope the Parish Council will consider registering for this –the traffic limit is 1000 cars a day (not 100 as relayed by SALC). A more accurate measure of volume on this road could be done using one of the SIDs.

Road Signage. I have just had a reply from David Chenery advising that the submissions to ex- Robin Vickery's budget did not include the signage issue we raised but he advises that he will be managing Robin's Local Highway Budget and his Locality budget for 20/21 and if there are any underspends 'I'll ensure your needs are considered'.

Road Safety week. November 16th-20th As this year's focus is on Speed awareness. Can we register our interest – am happy to work with others on this and SAVID is also planning to do some work via Primary schools in our 'patch'.

(b) The Clerk reported the following prior to the meeting. SALC have confirmed the purchase of a SID would come under S.137 of the LGA and that the limit of the amount to spend under this power of expenditure applies even if there's money in reserve. A Parish Council does however have power (s.274A, Highways Act 1980) to contribute financially to a highway authority for traffic calming schemes for the benefit of the council's area, and so the limit of £2620.80 above would not apply in this case (roundels for instance spring to mind). SALC have added that there's some confusion about whether parish councils have the power to purchase a SID outright, or whether they are just able to contribute to such a purchase and have asked that they should be approached again with a specific question about this if the Parish Council are interested in pursuing this question.

Mrs Hollier had provided Parish Councillors with the following update prior to the meeting. Here is a summary of responses to questions raised at the last meeting. I am waiting for feedback on some activities.

What other speed-awareness activities and tools are in place to help slow traffic (as raised by Mrs Weller):

1) Speedwatch - during the last week of July and first week of August the Speedwatch volunteers undertook speed checks in the village at priority points (including outside Manor Farm, and at the top of the S-Bend). A request for volunteers has been shared on the community FB page. An online schedule for speedwatch activities for the remainder of 2020 could be created, allowing volunteers to sign up.

2) White Line/signage in the village - in October 2019 Mr Pipe and I met with the Suffolk Highways representative to discuss road safety markings (white lines) in the village. The reinstatement of SLOW on the road outside the entrance to the church and on the hill as you approach Manor Farm were raised but no update from Suffolk Highways has been forthcoming since then. Can we raise a request with Suffolk Highways again? Prior to the meeting, the Clerk emailed a response to this question that on 17th February 2020 Parish Councillors had been advised that the latest information from Justin Lewis (County Council Highways) was that *"There is a current backlog concerning this work and at present I am unable to advise when the line refreshing works will be done in Tuddenham, although this does remain on our schedules to be completed."*

Unfortunately, there was no direct contact with Mr Lewis so any chasing would go to the generic Customer Service email address for Suffolk County Council. Perhaps this issue could be raised with Councillor Hicks?

3) VAS - Vehicle Activated speed sign has been positioned in the village on several occasions since the last meeting (including outside Post Office Cottage and at the Village Sign). A question for Ms Procter - I believe this equipment does not collect data - please confirm?

4) Existing SID equipment - since the last meeting both available SIDs have been positioned in the village at the priority points (outside Manor Farm and approach to S-Bend). I would like to request the data from the month of July and August for review.

5) I met with Ms Procter on 28th July to discuss Speedwatch-related activities in the village and Ms Procter provided a thorough update on previous activities, sources of equipment and other committee work outside of the parish council (including SAVID).

Comparable costs

The draft report only provided costs detailed by SAVID, and further comparisons were required. Still waiting for some responses but the following comparables were identified:

1) SID Mini from Mallatite is **£3,146.84** inc VAT (including battery and charger). This comprises of a powerful LED, a flexible mounting and a data capture system for storing and transmitting traffic data. The viasis speed display shows emoticons (with smiling or sad faces), speed limit symbols and LED digits. More information at: <https://www.mallatite.co.uk/intelligent-road-products/new-speed-indicator-devices/speed-indicator-devices-mini/>

What are the costs/availability for non-data collecting SID options (raised by Mr Bird)

Based on the costs provided by SAVID for Wescotec Basic miniSID (battery operated, including charger, sign cover and clamps) £2625 exc VAT (£3150 inc VAT)

As a comparable the Viasis Basic (including battery and charger) is **£2,331.38** inc VAT from Mallatite. This model displays emoticons (smiling/sad faces), speed limit symbols and LED digits but no data collection. More information available at: <https://www.mallatite.co.uk/intelligent-road-products/new-speed-indicator-devices/speed-indicator-devices-viasis-basic-d/>

Per Mr Brightwell's comments at the previous meeting, before any further research is undertaken on the purchase of a SID it would be useful to understand what traffic-calming measures would be supported by village residents. For example, can we send a questionnaire to the residents? How does the Parish Council normally consult with the residents on similar issues?

Item 12 The repainting of the swing frame and cleaning of the swings has been completed. The Outdoor Playing Space application for the outstanding funding of the replacement swing safety surface was submitted 31st July 2020. The work to replace the safety surface has been put on hold pending the final agreement of the grant application to ensure the work is fully funded as one of the excluded activities on the supporting documents for this application is 'Retrospective funding for a project that has already commenced'. The ROSPA inspection of the playground will be carried out in this month.

Item 13 (b) Alternative wording to consider under the Duties and Responsibilities section of the Policy if a volunteer steps forward as the Council Safety Officer

The Council Safety Officer will:

- Assume the day to day responsibility of ensuring the safety policy is reviewed, maintained, regularly reviewed and adhered to.
- Ensure that regular risk assessments are carried out of working practices, with subsequent consideration and review of any necessary corrective/protective measures. Maintain a file of risk assessments, summarised in the Minutes.
- Make effective arrangements to ensure those contractors or voluntary helpers working for the Council comply with all reasonable Health and Safety at Work requirements. All contractors will be given a copy of the Council's Health & Safety at Work Policy.
- Maintain a record of notified accidents.
- When an accident or hazardous incident occurs, take immediate action to prevent a recurrence or further accident and to complete the necessary accident reporting procedure.
- Act as the contact and liaison point for the Health and Safety Inspectorate and obtain specialist technical advice and assistance on matters of Health and Safety where necessary.