

NOTES OF JOINT MEETING HELD WITH HIGHWAYS

WEDNESDAY 20TH MARCH 2019 - 7.30PM - WRENTHAM VILLAGE HALL

Present: Ian Watson (IW) Chairman - Wrentham PC
 Lucinda Hutson (LH) Vice Chairman - Wrentham PC
 Mark Buxton (MB) VAS Lead - Wrentham PC
 Frances Bullard (FB) Clerk - Wrentham PC
 Tony Goldson (TG) Suffolk County Councillor
 Denise Mortimer (DM) Community Liaison Engineer - Highways
 Mark Nicholls (MN) Community Liaison Engineer - Highways
 David Chenery (DC) Safety & Speed Management Engineer -
 SCC
 Dan Peck (DP) SNT Sergeant - Suffolk Police

	Actions
<p>IW welcomed all and explained the purpose of the meeting - Wrentham is a village with divided by the A12 - this road has a high volume of vehicles and ongoing speeding issues. There are also concerns in other areas, Southwold Road etc. Speeding is a serious problem but there are also other issues - crossings - flooding etc. The Parish Council would like to establish what can be done about these issues and reasons why some suggested schemes are not possible.</p> <p>DC introduced himself and gave some background - he is aware of all ongoing projects - he is familiar with Wrentham and designed the bypass scheme for Wrentham which was not proceeded with - he also oversaw the installation of roundels and countdown signage. David set up the Speed Camera Partnership and sits on the Suffolk Safety Board.</p>	
<p>Flooding -</p> <p>TG spoke re issues at The Lane/A12 - he has spoken with Matt Williams in the drainage team - work is scheduled to be done - DM will try and establish dates for this.</p> <p>IW spoke re Church Corner - the problem is that there are many drains which all go to 1 pipe in the garden of the Guildhall which seems unable to drain freely into the ditch. The run off from the Shadingfield Road also brings mud and debris to the ditch. DC advised letters are sent to landowners annually re ditch maintenance. DC will arrange a site visit - IW confirmed he is happy to attend.</p>	<p>DM</p> <p>DC/ IW</p>
<p>Speeding -</p> <p>DC has reviewed all injury accidents recorded in Wrentham in the last 5 years - two serious injuries, both at Northern end of A12.</p> <p>Average Speed Cameras discussed - currently they are only in</p>	

use on roads with 50mph+ limits. DC advised the siting of these is based on three criteria - volume, accidents due to speed & vulnerable users. Return on investment in the form of accident reduction & speed reduction is also needed. He spoke re a current scheme being installed at Thetford at a cost of over £100,000. Speed Awareness Course fees fund Average Speed Cameras - with the balance going to Police & Safety Team. LH asked if we had the funds could Wrentham have Average Speed Cameras - DC will check legality/technicalities and advise.

DC

TG feels ANPR scheme (as per Spexhall trial) would be more effective however Police are not supporting the roll out of this due to costs. TG has met with Chief Constable and awaits breakdown of actual costs.

IW asked about fixed speed cameras - DC said there are 2 in Suffolk - at Benhall & Coddensham - both very dangerous junctions with previous high accident rates - they are expensive to run & income goes to central government. DC feels the mobile speed camera van is far more effective. DP confirmed A12 Wrentham is a red site for the camera van and receives a visit each week - between Feb 2018 & Feb 2019 the speed van detected 117 offenders. Southwold Road has been upgraded to an amber site which means it will receive at least one visit a month.

Community Speedwatch group in village but very few volunteers.

IW spoke re VAS - cost over £4000 per unit - useful and produce lots of data but only effective if drivers react. MB feels they work well for those just over the limit but are ignored by those speeding excessively.

FB asked if the 'smiley' or 'slow down' style signs are now permitted. DP said he feels the red face/green face ones seem to be most effective. DC confirmed these can be used but should be moved regularly to maintain shock effect. In Norfolk there are over 1200 flashing signs - Suffolk worked with TRL who completed a study and found complacency is an issue with these signs.

DC spoke re scheme in Cavendish - the PC funded signs and worked with Westcotec on the design. They flash up the speed limit and a visual of a speed camera, they are permanently sited, work on mains supply and cost £2950 + VAT (extra £250 for data collection). He feels these would work well on A12.

DC spoke re streetlighting at Southern end of A12 - this is unusual. When A12 was de-trunked it gave freedom to install roundels, countdowns etc - there were then complaints re too many signs/varying speed limits and these were therefore rationalised.

DM

<p>TG advised reduction in speed limit between Wrentham & Wangford (from 60mph to 50mph) – it may help that vehicles will be going from 50mph to 30pmh when entering Wrentham.</p> <p>‘Gated’ signage discussed – Clerk has spoken to Clerk at Blythburgh – theirs cost over £8000. DC spoke re ‘mantlepiece’ signs which cost far less (a few hundred pounds) and work equally as well. These can be requested by applying to DM in the first instance. DM will provide costs for these on A12 & Southwold Road.</p> <p>DC spoke re Southwold Road – has seen videos produced by resident and accepts there is a speeding problem but feels these recordings are potentially illegal. DC feels road layout is conducive to high speeds – he feels a 40mph would be justified and to move the 30mph signage further out to ensure it is not seen too soon. To do this would require a Traffic Order (£6-8000) and a speed survey (£310). IW asked that DM arrange a speed survey on Southwold Road and A12 (South) – he will seek funding for this at the next PC Meeting. DC also spoke re a chicane system and more roundels and he will continue to explore the effectiveness of these.</p>	<p>IW</p> <p>DC</p>
<p>A12 Crossings -</p> <p>Options for A12 discussed –</p> <ul style="list-style-type: none"> • Zebra Crossing – not enough pedestrians • Zebra Crossing & island – not enough road width • Pedestrian Crossing – most effective but cost £70-80,000 - DC will check criteria for installing these and advise. • Speed humps – totally inappropriate due to noise, buses, lorries etc <p>Fiveways junction discussed – increased traffic from Sizewell build will have impact on this – DC will add to central list for when Sizewell is discussed. Technically traffic lights could be put on each road.</p>	<p>DC</p> <p>DC</p>
<p>Layby in front of Chinese Takeaway -</p> <p>It is accepted this provides useful parking but causes difficulties for pedestrians and vehicles on Mill Road when used as a cut through - DM will review options.</p>	<p>DM</p>
<p>Parking -</p> <p>IW asked if additional laybys could be created on Chapel Road – DC advised that priority is now protection of public and they no longer provide parking – however it can be funded by PC/SCC – DM will make a site visit to assess feasibility.</p>	<p>DM</p>
<p>IW thanked all for their attendance and input. FB will circulate draft notes of meeting to all.</p>	<p>FB</p>