

Road Safety

In October, the clerk and I met with Matthew Fox, Community Liaison Engineer for Suffolk Highways to discuss outstanding issues which the Road Safety Working Group has been trying to progress over the past eighteen months.

Speed in the vicinity of Wickhambrook Primary Academy

The working group has looked at options to try and reduce speed in the vicinity of the school. This has included:

- "Slow Down" signs competition in 2021
- Two speed surveys in the vicinity of the school commissioned by the pc and undertaken by SC Highways (results attached at **Appendix A**)
- Ongoing (since Jan '2019) requests to SC Highways Engineers to look at engineered options to reduce speed in the vicinity of the school.

Matthew has now reported back in detail in response to the issues outlined above following our meeting. The key points are summarised below:

Reducing speed in the vicinity of the school:

- In 2019 SCC Highways Safety Officer did identify a build out as a possible option, but this was not reported back to the parish council. Key considerations are:
 - Speeding data supplied for the B1063 in 2021 do not reflect an issue with the layout or features of the road, rather behavioural issues with drivers
- Only 3 recorded accidents in the he original advice to SC Councillor Mary Evans in response to her enquiry of them on our behalf, which unfortunately, despite many follow up requests from the clerk, SC Highways Safety Officer hadn't made known to the parish council (see below) Only three recorded accidents in the area (2017, 2018 & 2020), rated as slight in terms of severity.
- an Enforceable 20mph speed limit would not be appropriate here as they are not promoted on 'B' Roads under the majority of circumstances

and therefore, if the Parish did wish to investigate the provision of a build out as discussed during our meeting, they would have to fund this themselves through local funds and any grants that may be available (indicative cost for this type of work is anything from £12'000 - £20'000+ per location).

Drawbacks identified arising from breaking up parked traffic and slowing through traffic are summarised below:

- the loss of parking
- these can lead to vehicles 'racing' to the build out beat oncoming traffic
- there is tendency to use these as crossing points to access vehicles parked on the other side of the road

The combined distraction of the new road layout, combined with the unexpected pedestrian traffic can actually make a road more dangerous for school children, rather than safer.

Matthew reported that this would be a particular concern here as one of the buildouts would be in close proximity to areas where parked vehicles are to be expected opposite.

Other matters discussed, and advice received (in italics), are set out below:

Surfacing of unmade layby opposite school:

This could be considered to provide additional off-road parking – although for a limited amount of cars given the size of the area. This would need funding by the Parish. The cost of this would depend on the surfacing type used. Full surfacing can cost anything from £30 per sq/mtr to £100 per sq/mtr.

Crossing point request, B1063/Cemetery Road/Thorns Corner Crossroads.

This approach is not considered feasible as there is insufficient visibility. For information purposes, controlled crossing points cost from £40'000- >£100'000 depending on type – plus there is a high maintenance/operating cost of these due to the electrical components.

Roundabout request.

In this particular location, there is insufficient space for a fully constructed roundabout and likely unnavigable for articulated vehicles and agricultural traffic.

A smaller/flattened type roundabout would allow all vehicles to pass – and could potentially fit in the available space. However, the main drawback of these types of roundabouts is that they do not generally slow traffic down particularly. Because of both the lack of available space and the concern that a mini-roundabout would not achieve the desired result, this would not be considered in this location.

With regard to the similar request for a roundabout at the junction onto the B1063 from the new development site; all applications for new builds are assessed at the planning stage – be they single properties or large scale housing estates.

For information purposes, a mini-roundabout costs begin at around £30-35'000 and can reach £100'000 depending on the amount of work required. Full size or fully constructed roundabouts are more like £50'000-£200'000 – but in some instances much higher.

Like controlled crossing points, these have a high operating cost.

Additional road markings, signs and village gateways.

Simple, low impact measures which are relatively cheap – and can often prove surprisingly effective as they serve to focus drivers attention without offering a distraction and without the drawbacks of any of the other traffic calming features mentioned above.

Various Parishes have funded 'Slow' markings, 30mph roundels (the white painted numbers on the carriageway), additional warning/speed limit signs and village gateways. Most of these report an improvement after this has been done. Another benefit of these is that they can be provided fairly quickly and do not usually require any form of public consultation once approval from Suffolk Highways has been received. There are 3 main ways Parish Councils can fund these – which as mentioned above, I will address separately.

Road markings cost £200-£400 per location.

New Road signs cost anything from £150 per sign to £1000 per sign – depending on type, size, location etc.

Village Gateways vary hugely between material, design, size etc – this can range from £1000 at one end of the scale to £10'000 (and sometimes more).

Wickham Street, 40mph review.

The clerk escalated this issue with the support of SC Cllr Bobby Bennett, and although considered again, the request for a reduction in the speed limit from 40mph to 30mph has been refused.

Wickham Street, drainage issues.

Bury Road Wickham Street has received jetting to not only to the road gullies and offset pipes but also to the main drain that carries surface water from these into the brook by the Former Public House. This is logged as site for potential drainage improvement works and has also had the frequency of its inspections from our Drainage Contractors increased – from 12 monthly to 6 monthly.

Residents should report problems to us as they occur. Even if no reactive work can be ordered, these reports lend weight to the prioritisation for planned works.

Parish options for funding works.

Suffolk Highways is in a position where it can only fund the maintenance of existing assets on a reactive or day-to-day basis. It can only provide new infrastructure, assets and improvements in those areas where crucial for safety. In these instances, it will always endeavour to provide a solution wherever practicably possible.

SCC has set up 3 main processes for Parish and Town Councils who wish to fund works – whether they be aesthetic, or to resolve safety concerns that the PC/TC may have (but which do not meet any Suffolk Highways 'trigger point' – if you'll allow the expression).

Parish Licence.

This was set up primarily for PCs/TCs who want to undertake simple works or low-level maintenance within their communities. This can include:

- Village Gateways,
- Reflective verge marker posts,
- Benches,
- Planters,
- Road signs – such as local directional/information signs, enhanced village name signs, warning/speed limit repeaters.
- Grass/verge cutting.

This scheme parishes to use their own contractors and source their own materials etc. The main caveat is that any Contractor used be certified and approved to work within the Highway. This is the New Roads and Street Works qualification (NRSWA).

Materials/equipment etc, must also be of an approved type - suitable for Highways/Carriageway use. This process best suits simple schemes and low-level works. A Licence application is attached as Appendix B.

Community Self Help Scheme.

This was set up to give Parish and Town Councils an opportunity to either fund slightly more in depth or complex works within their Community. The main difference in this process to the one mentioned above is that it allows Parishes to purchase/fund these works from Suffolk Highways Directly. SCC Highways can plan a package of work or arrange works using our own contractors. This would potentially suit Wickhambrook if it opted to investigate a program of road markings throughout the village.

This process can also be used for all the works covered by the Parish Licence. A rule of thumb is that the Parish Licences best suit active Parish Councils and those with volunteers to do the paperwork, so to speak. The Self-Help Scheme is for those who would rather Suffolk Highways took the lead.

<https://www.suffolk.gov.uk/roads-and-transport/highway-maintenance/community-self-help-scheme/>

The Local Highways Budget Team.














All County Councillors have access to a limited discretionary fund that they can utilise for works to improve the highway within their division. Parishes can approach their County Councillor for any project and providing it is suitable, the Councillor can contribute full or partial funding. The Parish can contribute towards this as well. Any works progressed in this way will be undertaken solely by Suffolk Highways, including any site visits and design work.

Due to its nature, this is a slower and more costly approach (certainly for simple works) and offers Parish Councils a little less flexibility.

The parish council had set aside funds in Earmarked Reserves (£2375) to cover the cost of a Road Traffic Order for reduction of the speed limit from 40mph to 30mph in Wickham Street which can now be used for alternative highways spending.

Traffic Survey B1063 7th to 20th March 2022



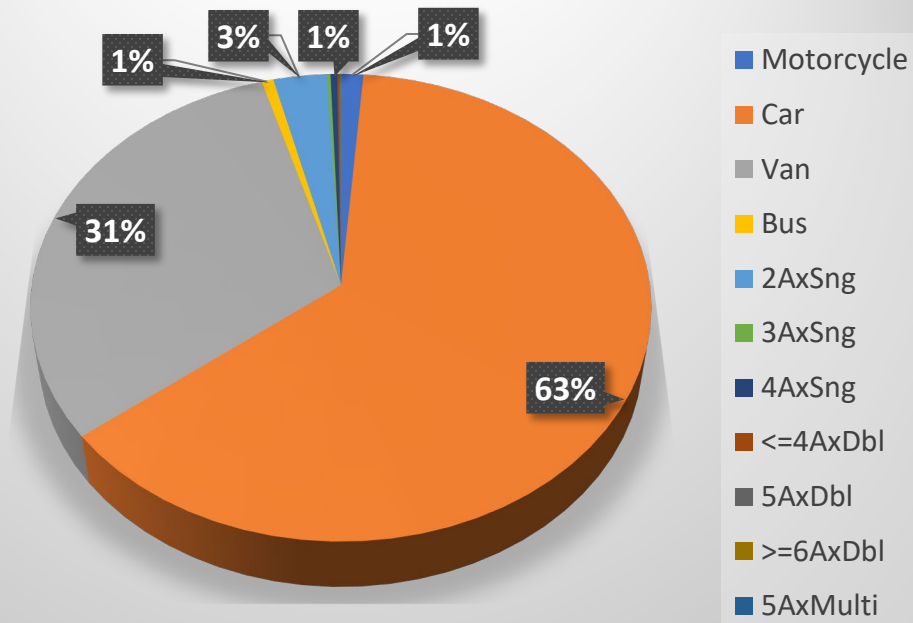
FHWA Vehicle Classifications			
1. Motorcycles 2 axles, 2 or 3 tires 	2. Passenger Cars 2 axles, can have 1- or 2-axle trailers 	3. Pickups, Panels, Vans 2 axles, 4-tire single units Can have 1 or 2 axle trailers 	4. Buses 2 or 3 axles, full length 
5. Single Unit 2-Axle Trucks 2 axles, 6 tires (dual rear tires), single-unit 	6. Single Unit 3-Axle Trucks 3 axles, single unit 	7. Single Unit 4 or More-Axle Trucks 4 or more axles, single unit 	8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axles, single trailer 
9. Single Trailer 5-Axle Trucks 5 axles, single trailer 		10. Single Trailer 6 or More-Axle Trucks 6 or more axles, single trailer 	
11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axles, multiple trailers 			12. Multi-Trailer 6-Axle Trucks 6 axles, multiple trailers 
13. Multi-Trailer 7 or More-Axle Trucks 7 or more axles, multiple trailers 			

Traffic is recorded 24 hours a day across the total width of the road

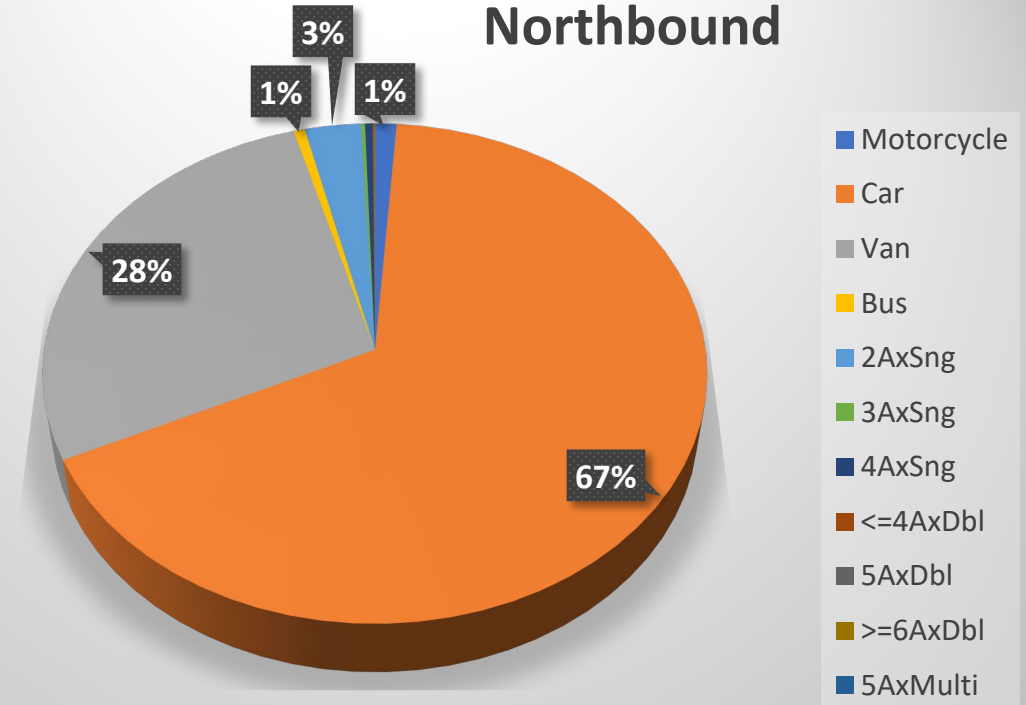
Traffic Survey B1063 Vehicle Classification

Week 7th March 2022

Southbound



Northbound

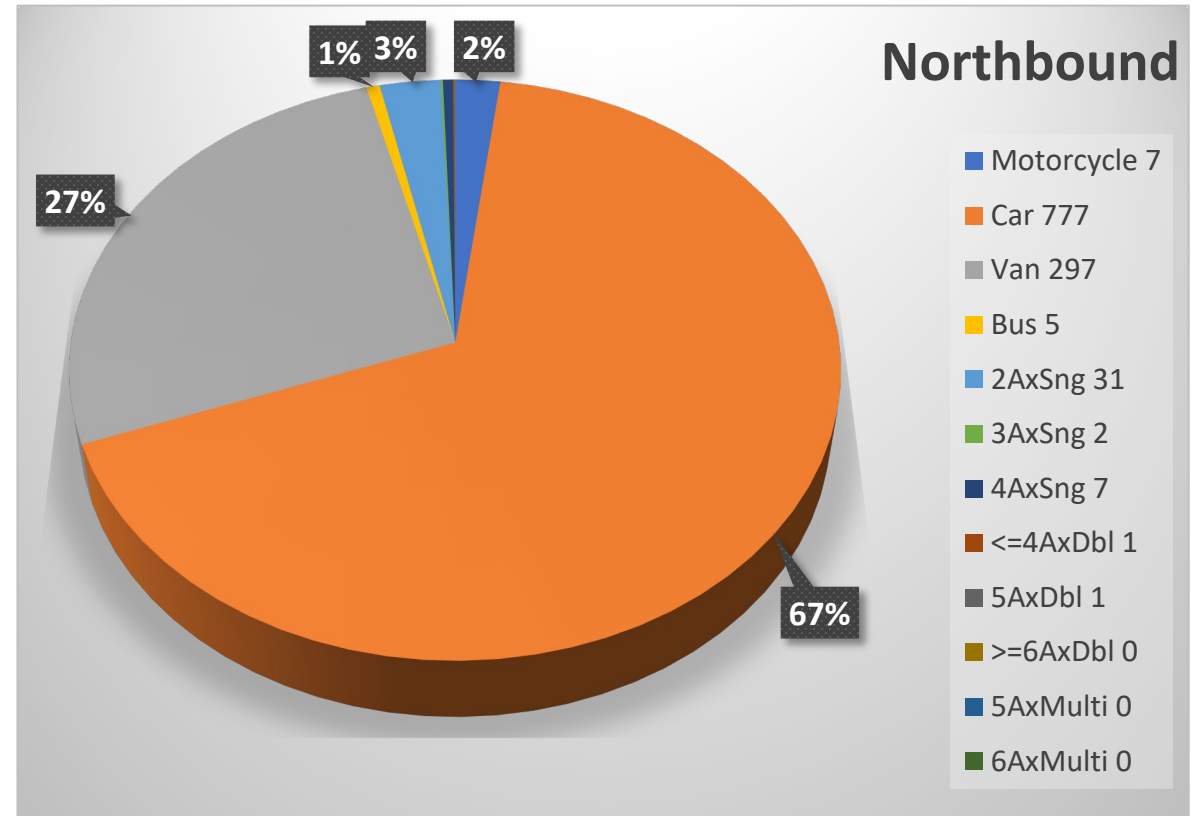
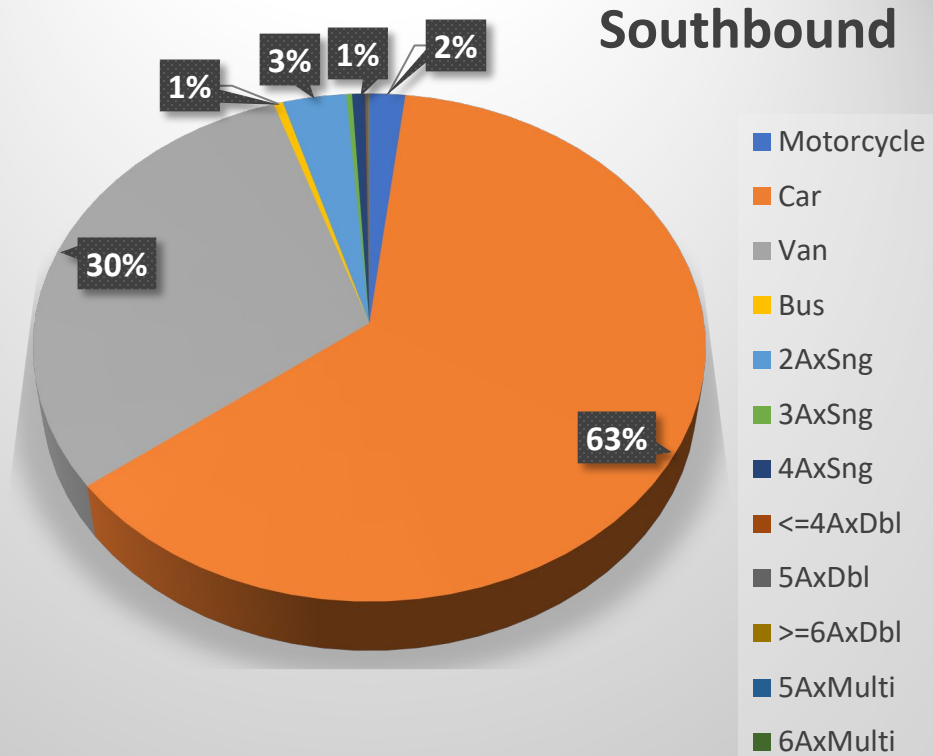


Class	Motorcycle	Car	Van	Bus	2AxSng	3AxSng	4AxSng	<=4AxDbL	5AxDbL	>=6AxDbL	5AxMulti	6AxMulti	>=7AxMul	Total
	164	8,798	3,979	85	410	28	52	10	7	7	0	0	0	13,540

Total vehicles 13,540

Traffic Survey B1063 Vehicle Classification

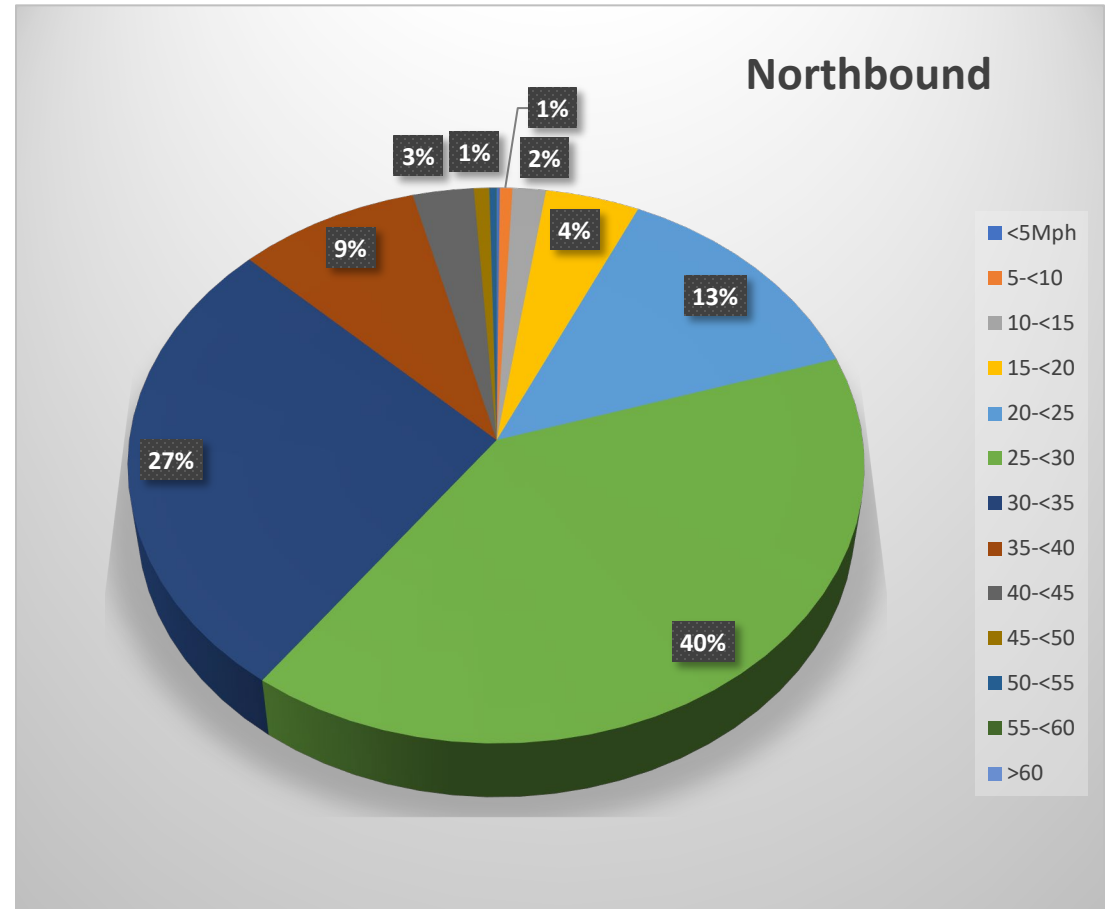
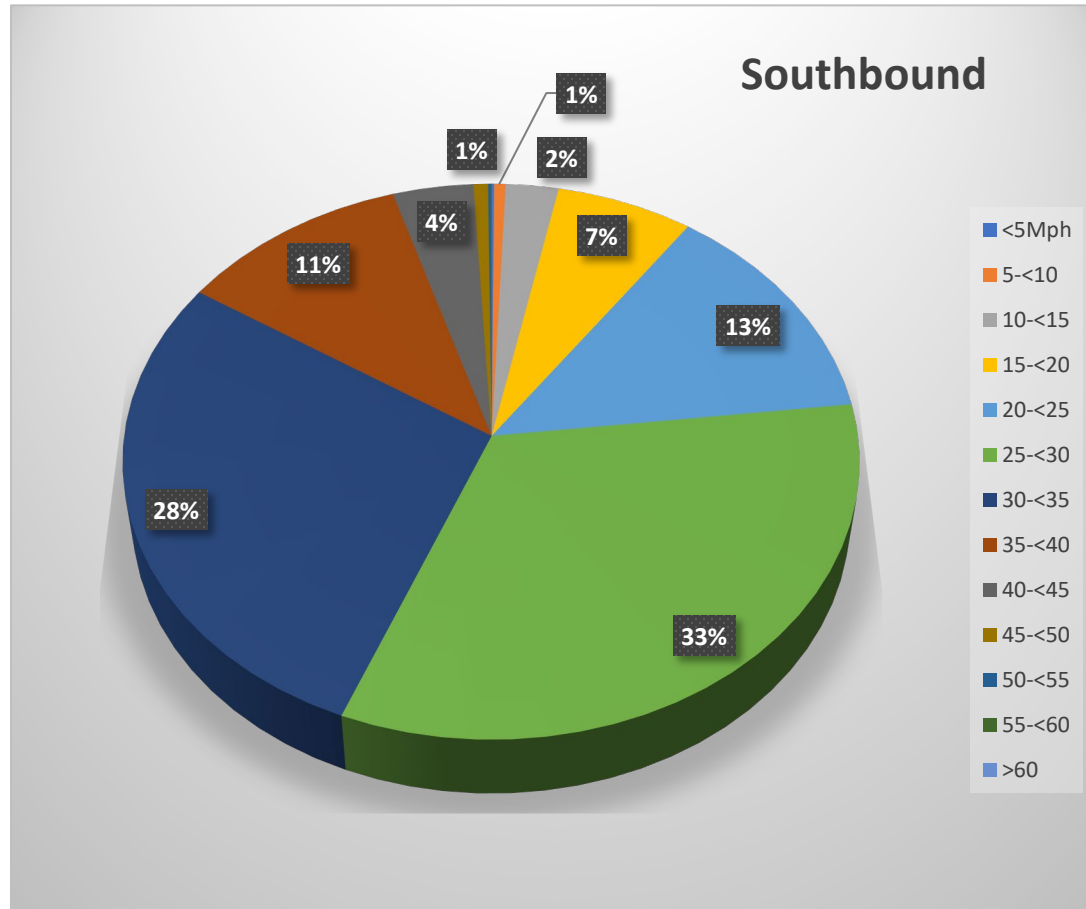
Week 14th March 2022



Class	Motorcycle	Car	Van	Bus	2AxSng	3AxSng	4AxSng	<=4AxDbI	5AxDbI	>=6AxDbI	5AxMulti	6AxMulti	>=7AxMul	Total
	282	9,062	3,967	76	429	28	79	6	12	5	0	0	1	13,939

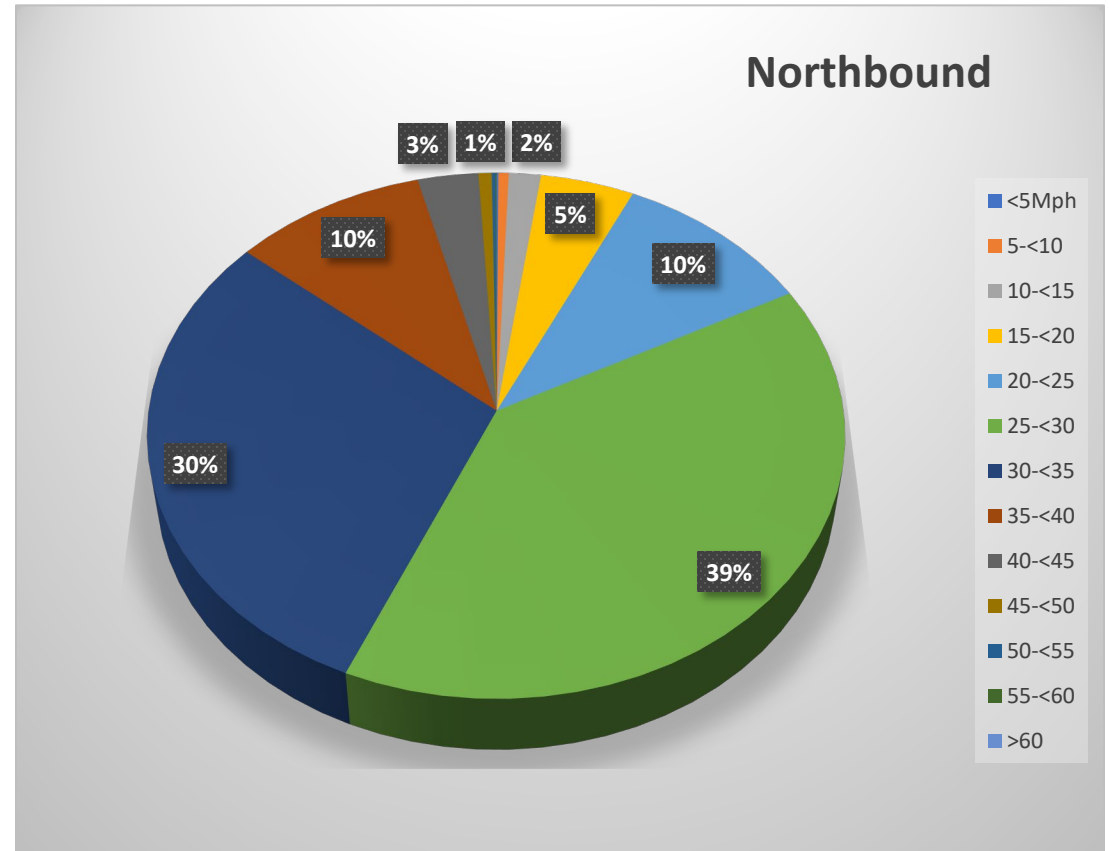
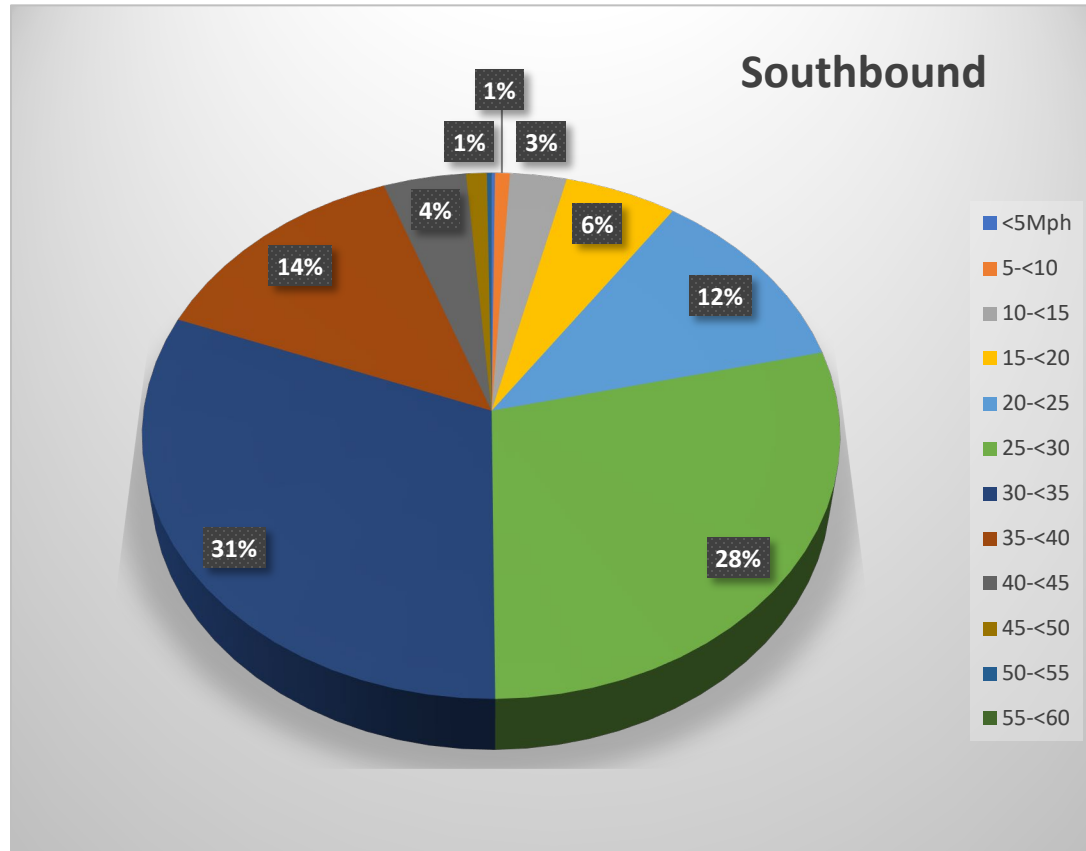
Total vehicles 13,939

Traffic Survey B1063 Vehicle Speeds Week 7th March 2022



Total vehicles 13,540, 42% of Vehicles travelling over 30MPH limit

Traffic Survey B1063 Vehicle Speeds Week 14th March 2022



Total vehicles 13,939, 47% of Vehicles travelling over 30MPH limit

APPLICATION FOR PERMISSION TO PLACE STREET FURNITURE AND PLANTING (cultivation) ON THE HIGHWAY

HIGHWAYS ACT 1980

Application Notes

1. General

A licence is required where apparatus (street furniture) is placed on or over the highway. The term highway includes footpaths, cycleways, verges, and roads. It is an offence under the Highways Act 1980 to place apparatus (street furniture) on or over the highway without first obtaining a licence from Suffolk County Council (SCC) as the Highway Authority. Failure to obtain the required licence could result in legal action being taken by SCC.

2. Application procedure

Once the application form has been received by the Highways Licensing and Enforcement Team an acknowledgement will be sent to you, and we will endeavour to respond within 20 working days of our decision.

If successful, a payment fee will be required before the licence is issued. Payment options will be included within our decision correspondence.

Please remember that no work can commence on the highway until you have received written permission from us.

3. Licence conditions

You will need to satisfy the standard conditions before a licence is issued,

These conditions cover such things as;

- The ability to indemnify SCC against third party liability.
- Compliance with legislation in placing the apparatus or opening of the highway.
- Ability for SCC to inspect works.
- Keeping the area safe whilst undertaking works to protect the public.
- Making good of the highway on completion.
- For cultivation it may include such things as type (nothing of a poisonous nature by reason of fruit, flowers or leaves), height limitations and future maintenance arrangements of any planting.
- Future implications of anything that may affect the highway, i.e. root damage.

Copies of the full standard licence conditions can be found on the Street Furniture page at www.Suffolk.gov.uk

Application Form

Please complete the following to enable us to process your application

Applicants details

Name

Address

For and on behalf of

(Parish, Town, District, Borough
Council or Organisation)

**Contact telephone
number**

Email

Proposed location of the Street Furniture (including Cultivation)

Address

(including postcode)

Location (on Footway, on
verge, on carriageway)

**Please supply photos,
plans or sketches**

Description of Street

Furniture (Wooden bench,
metal planter)

Quantity

Dimensions of Street Furniture

W:	mm		H:	mm		L:	mm
-----------	----	--	-----------	----	--	-----------	----

Fixing details including depths of excavation (if applicable)

Planned date of installation

Contractor details (if known)

Declaration

Name (in block capitals)

Position in (Parish, Town, District, Borough Council or Organisation)

Signature

Date

Please return completed form and any additional information you may feel necessary to support your application to highways.streetfurniture@suffolk.gov.uk

Data Protection Act 1998

The personal data you provide on this form will be used by Suffolk County Council to administer your Licence.

We may occasionally share your personal data with other council departments and with other bodies including (housing benefits, the police, Inland Revenue) for the purposes of protecting public money, preventing and detecting crime and/or fraud and ensuring public safety. Such sharing will only occur on a case-by-case basis where a justifiable purpose in line with legislation has been demonstrated. The information may also be used for internal training.

PAYMENT INSTRUCTIONS

A Licence reference number will be provided to you by the Licensing Team on receipt of your application, which you will need to quote when making payment.

ONLINE - Website: www.suffolk.gov.uk

Select the "Pay" icon

Click the right-hand side blue arrow until box appears for "Pay for a Licence".

Click the green "Pay for a licence" button

Enter the provided Licence / Licence Reference Number, i.e. NRSWA-LICENCE-00**111111**
(Please ensure that "00" is entered before the given Licence / Licence Reference number. To make the number 8 digits long.)

Enter your Organisation Name

Enter your contact Telephone Number

Select Application Cost from the drop-down box, "Licence/Penalty Charge"

Enter the amount that is being paid

Click "Proceed to Pay" (for single payments)

For multiple licences, click "Add Another", followed by the "Proceed to Pay" button

ELECTRONICALLY – by the Bankers Automated Clearing Services (BACS). Payment should be made:

To: Suffolk County Council

Sort Code: 30-00-00

Account No: 00293148

If you are a **Lloyds Customer**, you may have difficulty using the above Sort Code and Account number. Therefore, please use the following:

To: Suffolk County Council

Sort Code: 30-00-02

Account No: 01305978

Payment **must** be accompanied by the Licence/Licence Reference Number covered by the payment and the amount being paid in relation to each number and be sent via email to highways.streetfurniture@suffolk.gov.uk

BY POST

Please make your cheque payable to **Suffolk County Council** and send it to:

Highways Licensing and Enforcement Team, Phoenix House, 3 Goddard Road, Ipswich, Suffolk, IP1 5NP

Please note that paying by cheque will delay the process by 7 days, until authorisation of cheque clearance has been received.

IMPORTANT – Payment must be accompanied by the Licence Application or the Licence / Licence Reference Number covered by the payment and the amount being paid in relation to each number. A receipt will be provided on request.

If you have any queries regarding the any of the above information, please get in contact via emailing highways.streetfurniture@suffolk.gov.uk who will seek to solve your queries.