

# GT. BEALINGS PARISH COUNCIL

([www.greatbealings.co.uk](http://www.greatbealings.co.uk))

The Annual Meeting of Gt. Bealings Parish Council was held in the Angela Cobbold Hall on Tuesday, 11<sup>th</sup> May 2010 commencing at 7.00 p.m.

## **PRESENT**

Mr Eric Barnett	Chairman
Mr Julian Haywood-Smith	Vice Chairman
Mr Robin Sadler	
Mr Paul Norris	
Mrs Sarah Cartwright	Parish Clerk
Mr Peter Bellfield	County Councillor

## **IN ATTENDANCE**

Approx 40 members of the general public

### **1. APOLOGIES FOR ABSENCE**

Apologies were received from Mr John Carter-Jonas, Dr Emily Lynch, Mr Ivan Jowers and PCSO Justin Moss

At the commencement of the Meeting the Chairman welcomed everyone and thanked them for attending.

### **2. MINUTES OF 12<sup>th</sup> May 2009**

The minutes were approved as a true and accurate record of the discussion at that meeting. The Minutes were then put to one side to be signed by the Chairman at the end of the meeting.

### **3. MATTERS ARISING FROM THE MINUTES**

None.

Signed .....

Chairman

**4. MR LUKE BARBER, SCDC HIGHWAYS DEPT – “TRAFFIC CALMING IN BOOT STREET”**

Mr Eric Barnett introduced Mr Luke Barber and reported the concern expressed about traffic in Boot Street. He continued that with the road resurfacing scheduled for end of June/beginning of July it was a wonderful opportunity for traffic calming measures to be put in place. Mr Eric Barnett invited Mr Luke Barber to talk:-

“It is easy to see that Boot Street is a popular rat run which has been used as such for some time. We have limited data to back this up and the County Council do deploy their SID device. The speeds are ‘not that high’. There are large flow and large numbers of vehicles. The statistics they hold were taken on the Grundisburgh/Boot Street junction where 39 mph (the speed with which was recorded) is completely inappropriate (the road narrows). Boot street has no history of injury accidents. The closest accident incident is by Clematis Cottage – further down the C325”. Mr Luke Barber explained that he is from the Safety Engineering Team. Mrs Farran Scott (from the audience) said that fear stops people from walking/cycling along the road. Mr Luke Barber continued, “There are opportunities for traffic calming measures when the strengthening of existing carriageway and re-surfacing is carried out. Poor quality utilities need to be looked at and fixed. There is no budget for enhancing, it will be ‘like for like’. We will listen to the Parish however not going to promise because of limited funding. A document entitled ‘Speed Management’ is being sent out to all Parish Councils – you should be receiving one shortly. It contains information on Traffic Calming and areas it can be used. Regarding enhancing the road for equestrian, cycles, pedestrians the speed limit of 30 mph is not likely to come down. Rat runs do reach some kind of saturation point when it doesn’t get a motorist from A to B any more quickly therefore the motorist will revert to using the road they ‘should be’ using – namely an A or B road. Big changes that are possible (however not possible at present due to funding shortage) are humps and bumps and narrowing of the road. Both have their pit falls. Humps and bumps are occasionally appropriate however because of the proximity of houses (some of which are old) the noise of HGV’s going over the bumps would be intolerable. The hump back bridge is a bit of a natural deterrant. The narrowing of the road like outside Clematis Cottage does have an affect but they are reluctant to go for severe narrowing unless treating places with severe accident record. With any potential options for traffic calming one needs to be aware not to create a hazard where one doesn’t exist. . . . . Bumps and humps and narrowing of a road are the most effective ways of traffic calming and the most expensive. Next down the line are White Lines for instance – visual narrowing. These are as much as anything ‘psychological’ deterrents. They are subtle and relatively inexpensive. The ‘Slow’ markings along Boot Street have mostly been obliterated (the road is in very poor condition). These could be replenished when the road is resurfaced. You don’t want to become too invasive otherwise it might make it look like a suburb of Ipswich. I have had discussions with colleagues at Saxmundham and they are very happy to add enhancements. In Playford they enhanced using ‘roundalls’ and white lining”. **Question: Mrs Sue Prentice:- She has seen narrow roads with designated white lines for parent/child pedestrians.**

**Has that been considered a possibility?** “If you create a virtual footway in a lot of ways it is an illusion of safety. You have a valid point but problem comes if you infer any kind of priority”. **Comment: Mrs Farran Scott:- This is a very narrow part of the road. If you have a white line would there be space for two cars to pass?** “The transition is 5½ metres. You require a little bit of give and take.

**Comment: Mrs Farran Scott:- Boot Street is not a straight road. Comment: Jo Whight of Pennygate:- White marks would be a positive step. As it is she ‘hops’ from driveway to driveway when walking. Comment: Mr Peter Bellfield:- A couple of things:- 1. From the Quality of Life Budget he has a small pot of money £1500 which will be available for Boot Street traffic calming measures. 2. Through being a member of the Roads and Transport Scrutiny Committee he knows that they will be removing more traffic lights on the A1214 which will improve the traffic flow. Comment: Mr Phil Holmes:- One of the things which came out of the Parish Plan was the need for a footpath from the Grundisburgh Road/Boot Street to Bealings School. This could be possible if a permissive path was available on the field up from Howard Construction to Holly Lane. Mr Eric Barnett reported that the PC has approached the landowner, The Lord Cranworth. A permissive path from Lower Street, Great Bealings through to Little Bealings had been achieved. A great deal of financial help had been received from the County Council. Question: Mr Paul Norris:- With the significant upgrades to the carriageway he has big worries that it will encourage greater speed and use of the road. The motorists that use the road generally do so on a daily basis therefore ‘psychological’ white lines might only initially deter speeding motorists as they might become quickly ‘conditioned’. Question: Mr Robin Sadler: One of the things you haven’t mentioned is flooding and ice on the road due to the underground natural springs. The road becomes a death trap. This should perhaps be taken into account when re-surfacing. On the continent – for drainage – they have huge ‘box’ channels on either side of the road thereby pushing vehicles into the centre of the road. (Luke Barber) “I don’t have a lot of involvement over the resurfacing however he has taken this up with Saxmundham and they are in dispute with BT over the BT Manhole and subsequent flooding. Discussions are on-going. Question: Jo Whight:- Could they have weight restrictions to stop HGV’s if they had humps and bumps? (Luke Barber) More work should be done on stopping HGV’s using C roads. Eric Barnett:- In terms of weight restrictions it wouldn’t apply to agricultural farmers. Phil Holmes: HGV’s not a real issue. Peter Prentice:- Most cost effective is penalty points on motorists license.....This will focus the mind! Peter Prentice: Can’t accept the fact that the police can’t enforce the law. This is down to the SNT’s. A speed camera would be the answer. Paul Norris:- We have approached the police on so many occasions however they will not put enforcement in place because it is just too risky/dangerous a place. Comment: Martin Cripps:- Shame a police rep is not here. (Question directed to Luke Barber re:- widening of the roads) Are you going to just fill in the pot holes?**

**Mr Eric Barnett:-** Would you like us to set up a presentation by divisional.... We are still trying to get a 30 mph speed limit up Hall Farm Road. **Member of the Audience:-** has anyone thought of having a sign saying “Speed Kills” and a “Slow Please” sign placed strategically? Also the hump back bridge needs protecting from HGV and damage they might cause to it? People didn’t like the narrowing of the road outside Clematis Cottage initially but you sometimes need to ‘train’ people. (Luke Barber)... Black and white signs ie Speed Kills and Slow Please are permitted for up to 6 months at a time so yes, in the early days they might help if a suitable location could be found. A sign below the ‘village’ sign saying ‘please drive carefully’ might help. **Mr David Morgan:-** Would like to see humps and bumps or ‘nick’ the offending motorist. The police have got to be put under pressure. **Mr Ted Herrington:-** Kesgrave SNT meets every three months and the Engagement Team meet every month. At these meetings the main problem discussed is one of speed. If all of Bealings stormed down there they would prioritise our problem and do something about it for at least one month. Another option is to fill in forms that can detail incidents/abusers of cars and bombard the police with them. Need to be raised up their list of priorities. You are only going to cure the problem with enforcement. **Mr Eric Barnett:-** We all agree that we need traffic calming measures. .... Who would go for humps and bumps?  $\frac{3}{4}$  ‘s of general public raise their hands. **Mr Eric Barnett:-** What is the cost? (Luke Barber) The cost goes quite a long way outside. Rumble strips are not going to stop anything. **Mr Eric Barnett:-** Most effective traffic calming that you can produce with our budget. Need to get the best scheme within three to four months. Costing for rumble strips.... Need to know the difference in costing. **Question: Mr Julian Haywood-Smith:-** A practical question..... Works start on the 14<sup>th</sup> June. Are we going to be able to get anything done? Yes we are up against time. **Question: Fiona Powell:-** Has anyone talked about slowing traffic before the bridge? A good idea would be to get the speeds from a SID taken before work is done on the road and then have another SID after the road has been re-surfaced and up-graded and compare data. **Mr Eric Barnett:-** Will use notes in making a submission to Luke Barber. **Mr Paul Norris** says he will be happy to front the Parish Council and need also to get several people from Boot Street. Need to get hold of Saxmundham office as soon as possible.

Mr Luke Barber’s presentation and question time ended at 8.35 pm. The Chairman thanked him.

## **5. CHAIRMAN'S REPORT**

The Chairman, Mr Eric Barnett reported that it had been a productive year. He said that consideration and discussion of the Local Government Review/Boundary Committee proposals had proved to be a waste of time and money. Another topic was the consultation on the Local Development Framework. Great Bealings Parish Council had not agreed with the status assigned to the village i.e. Local Service Centre – and asked to have this changed to “Other Village”. This had been done. During the winter Councillors had carried out a complete review of the state of parish roads. Poor road conditions and pot holes in turn had been marked on a “Google” map and this had been submitted to the County Council. The Parish Council continues to fight for the speed limit on Hall Farm Road to be reduced from a 60 mph to 40 mph. The Chairman explained that the amount of money received yearly (the precept) is £3,500. This money is mainly spent on the Clerk’s wages, donations to Bealings Village Hall and the Benefice Newsletter and 5 or 6 other named charities; in addition it pays for the hire of the Committee Room etc for bi-monthly meetings. The Chairman reported that there had been a number of planning applications received and news that the proposal for a burial site at Tuddenham had been refused was a welcome development. He thanked County Councillor Peter Bellfield and District Council Ivan Jowers for their guidance and advice and the Parish Councillors for their involvement and contributions to Parish affairs. He also thanked Mrs Sarah Cartwright for her hard work, dedication and support.

## **6. MR PHIL HOLMES ON THE PARISH PLAN**

Mr Phil Holmes reported briefly on the Parish Plan and reminded everyone that he had copies of the Plan available. He went on to explain that the Parish Plan had been different from the “norm” in that three villages had been involved in its production. An “Action Monitoring Group” has been set up consisting of two people from each Parish. This Group has been very successful at actioning the points brought to light in the Plan. These include improving communications in the villages with the development of the Bealings/Playford News Group; improved parking for the School etc. Details of the action points and the specifics can be viewed on the web site.

## **7. MRS JENNY SHAW ON THE VILLAGE HALL MANAGEMENT COMMITTEE**

Mrs Jenny Shaw, Chairman of the Village Hall Management Committee introduced herself and invited all those who would care to attend an Open Meeting on the 18<sup>th</sup> May 2010. She reported that over the last year they have spent £21,900 on the village hall. Most of this money came from an investment account which had been a mixed blessing since they had been unable to get grants, funding etc because they had too much money in the bank. The balance on this was now down to £5,000. Income generated last year was £8,000. The village hall has had new windows installed and the roof repaired and the condition of the car park was now being looked at. Mrs Jenny Shaw thanked the Parish Council for the £750 they contributed last year. The Chairman thanked Mrs Jenny Shaw for the first class job she is doing.

**8. REPORT FROM COUNTY COUNCILLOR PETER BELLFIELD**

County Councillor Peter Bellfield had given the Chairman a copy of his report as he had had to leave the meeting early; a copy of his report will be circulated to Councillors and also put on the website.

**9. ANY OTHER BUSINESS**

Mrs Farran Scott asked for the Safer Neighbourhood Team representatives contact numbers to be published in the Benefice Newsletter?

Mrs Fiona Powell asked if there was any way residents could set up some sort of system where they could identify/share with fellow parishioners knowledge of dangerous and inconsiderate drivers?

Following Mr Phil Homes suggestion we should have a vote on approaching the landowner, Lord Cranworth for the use of a permissive route running alongside the hedge on Boot Street a show of hands indicated unanimous support for this proposal.

The meeting ended at 8.55 pm

Signed .....  
Chairman