



## Safer Village Driving

Secretary: Mr Steve Barron  
Email: [Suffolksavid@gmail.com](mailto:Suffolksavid@gmail.com)  
Phone: 07840 104274

### SAVID Community Group Meeting

Wednesday 29<sup>th</sup> July 2020 6:30pm

Held remotely via Zoom

### Minutes

**1. Chairperson's introduction and welcome.**

Chair welcomed everyone to the SAVID group meeting, first one on Zoom.

**2. To receive apologies from people not attending.**

Tony Fryatt (Clopton) and Mike Garnham (Little Bealings).

Present:

Pauline Procter (Chair, Tuddenham), Colin Hedgley (Treasurer, Great Bealings), Bob Crouch (Grundisburgh), Martin Lyne (Charsfield), Ian Ransome (Little Bealings), Ted Herrington (Playford), Tanya Fosdick (Advisor), David Chenery SCC Highways and the Secretary.

**3. Public participation session: Chair asked that this item be used to allow members to report and update since November 2019 and C19 impacts. This was agreed.**

Bob Crouch reported that Grundisburgh had had the SID for four months (now handed to Tuddenham) and data collected showed that as traffic volumes went down speeds went up. Attempting to get CSW going again.

Colin Hedgley reported that Great Bealings had a SID in Lodge Road all working well. Since the lockdown everything had been on the back shelf, but CSW was now running again with three volunteers doing a one week session set per month.

Martin Lyne reported that the main concern was that as a result of an SDR (Speed Data Recorder) deployment between XMAS and New Year in one of the quieter areas of the village, the data retrieved had resulted in a decision to take Charsfield off the Speed Risk list. It was requested that another SDR deployment be done at Clopton Road, from which the data produced, showed a markedly increase in traffic volume with 40% above the enforcement limit. After a meeting with the Police, the Safety Camera Teams were now deploying again in Charsfield. CSW was ready to start again now, but the main point was to alert others to possible misleading SDR data decisions.

Tanya Fosdick advised that SDR was owned for Police use and was disappointed with the lack of consultation. SDR data can be obtained by submitting an FOI request.

Ted Herrington reported that no progress had been made on the application to SCC for SID posts in Playford despite chasing this up. There had been the occasional Police Safety Camera visit during these seemingly quieter times. Secretary reported that Swilland and Witnesham member Steve Henley had resigned and his potential replacement rep had been moved onto the PC Planning Committee as a priority. Still no SAVID rep but £100 pledged and approved for SAVID.

David Chenery (SCC Highways) gave a verbal report which included:

- There was now a backlog in SID post applications impacted by loss of funding from Speed Awareness Courses (Convicted Speeders were taking the points on the license more so). Further delay impact was from H&S processes now in place. It was hoped to clear this by November but currently SCC were not accepting any fresh applications. Other possible funding streams would be considered in October.
- A partially PC funded extension of the 30mph limit at Boot Street in Great Bealings was progressing.
- A study was pending at the Westerfield Low Road cross roads junction after accidents had occurred in recent months.
- A study of the west end of Boot Street in Playford was underway.
- A 40mph buffer was being considered in Burgh.
- An improvement to Charsfield School entrance linings and the addition of school warning signs had been requested and approved.
- Funding bids were pending for B1078 inter-strategic corridor from Coddendam to Wickham Market: The B1078 has been singled out as a corridor which might be eligible for funding with priorities and locations to be decided: see below
- There were concerns about B1078 Shop Corner in Clopton and if funding is available these will be followed up
- A 40mph buffer into Wickham Market was possible
- It was minded to revisit Swilland Gibraltar Crossroads. So much open countryside from there to Otley College. Traffic calming would be a consideration to ensure compliance with any new 40mph limit which was funding dependent. Currently on hold to review in October.

#### **4. To approve minutes from the meeting held on 20th November 2019.**

The minutes of the SAVID meeting dated 20th November 2019 were agreed as a true record and would be signed by the chair, scanned and sent to the secretary.

#### **5. Matters arising not covered by this agenda.**

- **Quiet Lanes.** David Chenery reported that he was SCC Highways lead and all PCs had been invited for their interest with more documentation to follow.

**6. Treasurer's report**

Colin Hedgley reported that the current balance was £1042.67p with pending payments of £42.00p for web hosting and £77.17p for admin costs leaving £923.50p. Income received had been £100.00p donations each from Grundisburgh, Playford and Tuddenham. Great Bealings and Swilland and Witnesham payments were pending as was Great Bealings (reminder sent). **It was requested to proceed with online banking applications for each signatory to which the meeting agreed.**

**7. Purchase and use of SID/VAS equipment update.**

It was confirmed that Tuddenham currently have the shared SID. Rotation was acknowledged as being vital and it was suggested that SAVID should aim long term, to rotate the SID one week in four, aligning with CSW.

**8. SAVID Tool Kit.**

Chair reported that she had sent Andrew Joliffe the Gloucestershire Document and his responses had been circulated previously. The one issue was considered SAVID's profile and what is SAVID about. It was suggested that SAVID should be clear on what it was trying to achieve. Was it awareness, filling a knowledge deficit or an attempt to change attitudes? Who was going to use it? SAVID must avoid conflicting with Road Safe. Mike Mottram had been using publications to affect hearts and minds. Schools within the SAVID area could be considered as part of joined up thinking. There is a speed awareness week 16<sup>th</sup>-22<sup>nd</sup> November. SAVID could piggy back how to engage with schools. David Chenery agreed to take this up. The Brake website also has resources. Tanya Fosdick and Chair would follow this up. David Chenery reported that support for each other's access to speed monitoring, as part of the Automatic Number Plate Recognition (ANPR) project within SCC, they were acquiring some equipment, but was unclear how this would develop.

**9. SAVID web-site.**

The requested items from November meeting had been posted onto the website. It was agreed not to take up the recent offer to post a link to a "distracted driving" web page, recently received via email, on the SAVID site.

**10. Date of next meeting and items to be raised.**

The next SAVID meeting would be Wednesday 7<sup>th</sup> October, 18:30 via Zoom.

Meeting closed at 8:15 p.m.

*Pammi Procter SAVID Chair*  
*7/10/20*