

# **LAVENHAM PARISH COUNCIL**

**To: Members of Lavenham Parish Council**

**You are duly summoned to attend the next meeting of Lavenham Parish Council to be held at 7.30 pm on Thursday 14<sup>th</sup> July 2022 at Lavenham Village Hall, Church Street, Lavenham**

## **Public Attendance**

Members of the public and press are welcome to attend. At item 6 the public will be invited to give their views/question the Parish Council on issues on the agenda, or raise issues for consideration of inclusion at future meetings. This item will generally be limited to 15 mins. duration and will be followed by any County/District Councillors' or Police reports.

## **AGENDA**

- 1. Apologies and approval of absences**
- 2. Declarations of Interest**
- 3. To consider requests for dispensations**
- 4. To approve as accurate minutes of the last meeting of the Council**
- 5. Public participation session (15 minutes)**
- 6. Local Authority Councillors' Reports**
- 7. Co option to a vacancy**
- 8. Infrastructure Development**
  - 8a To receive a report on schemes arising from NP 2016 from Cllr Lamont  
**Motion to progress the projects as listed. (There will be further motions to approve any expenditure.)**
  - 8b To receive updated report on 20mph Scheme from Cllr Lamont  
**Motion to confirm that this project should proceed to completion of the design, and to approve an LPC contribution to the 20mph signage design costs of £4,197.50, to be paid out of the Neighbourhood CIL fund.**
  - 8c To receive a report to identify enabling costs in respect of proposed hedging on First Meadow from Cllr Mitchell  
**Motion to approve a proposed maximum budget of £1,500, to be funded from Neighbourhood CIL as this proposal fits with Babergh's policies to 'green' villages.**
- 9. Finance**
  - 9a To note Income & Expenditure for Quarter 1 2022-23
  - 9b Invoices received for payment **Motion to approve**

9c Application for Barclay's Business Debit Card

**Motion – to resolve that it is in the interest of the Parish Council to apply for a Barclay's Business Debit Card and agree to be bound by the Business Debit Card terms contained in the Business Customer Agreement.**

**10. Events**

To note a report from Cllr Falconer on a proposal to form an Events Working Group (circulated 16/06/2022)

**Motion to seek approval for an Events Working Group, with Terms of Reference to be considered at the August 2022 Parish Council meeting**

**11. Clerk's Report**

Publication of draft minutes

Report on Prentice Street car park drainage & public conveniences

**12. Planning (see separate applications list)**

**To consider recommendations from the Planning Group**

**13. Date of next meeting – Thursday 4<sup>th</sup> August 2022**

**14. To consider excluding the public and press (for items 15 & 16)**

To consider excluding the public and press for item 16 & 17 because of the confidential nature of the material to be discussed.

**Part 2 Closed Session of the Council – Public will be asked to leave the meeting**

**15. Employee Pay**

**16. To discuss recruitment to the future Clerk vacancy**



Jane Bellward  
Clerk to the Council  
13 Weavers Close  
Lavenham

Date: 8<sup>th</sup> July 2022

## **DC Report July 2022 – Cllr Margaret Maybury**

The two major topics of the June Council Meeting were the HRA (Housing Revenue Account) planned business plan and a review of the work of Overview and Scrutiny during the last year. You may wish to view the recording of the meeting to understand the questioning of both items. Parishioners may like to know BDC owns over 4k tenanted homes which are worth in excess of £260m. Currently there is a programme to have all housing reach an EPC (Energy Performance Certificate) rating of C. BDC do hold housing with a banding of E, F, and G. New affordable building is still targeted at 65 pa for five years with a minimum insulation status of phasive haus (passive house) or the equivalent. (stated in the HRA papers) Currently BDC have 796 on their waiting list for housing of this 260 are within Bands A and B which are the most needy. The most pressure is for two bedroomed properties where BDC have 338 on the waiting list. There is a push for all tenants to use digital means of communication and access to controls within their properties and I highlighted the need for broadband or equivalent to be included in the tenancy contract otherwise this is a hidden cost to those who may be finding it difficult to make ends meet.

A member of the public attended the meeting and asked a question on the cost of security at the old council headquarters, Corks Lane. Quoting a figure of £9,000 pm the resident was as concerned as I have always been of the length of time it has taken to have the site developed. Recently an emergency position was taken on increasing the amount of money available to redevelop the site (£700k) however this does not show the true cost of the money needed for the redevelopment which has increased from £3.4m to £7m plus. I sincerely hope a profit is shown for all this investment.

A five point strategy has been developed to assist with the cost of living crisis but this currently does not include any specific funding. SCC is the lead council on this National strategy.

Several managers from the organisation are moving on which adds to the gap in the SLT (Senior Leadership Team) position at BDC. Gavin Fisk from Housing and Cassandra Clements from Environment are the latest to move to pastures new.

### **Cabinet News:**

The Cabinet had a busy Tuesday (5/07) with approval for a policy on Empty Homes; approving the proposal for the HRA Business Plan; A Rent and Service Charge Policy; and a review and amendments to the Gateway to Homechoice Allocations Policy.

The General fund Outturn for 2021/22 showed £1.382m with a revenue carry forward surplus of £402k with other monies being put into other reserves. The HRA Outturn is £409k.

### **Lavenham News:**

I attended the official completion ceremony of the Gas Works Car Park in Lavenham which gives more parking facilities along with EV Charging points. A most informative booklet was produced by Professor Russell Thomas and is well worth a read. Information boards at the site also give the historic background to the gas works.

I was pleased to be able to arrange the cutting of Cock Lane which is a main routeway for pedestrians from Meadow Close/Bears Lane after the walkway became impassable. I have asked for a schedule of cutting from BDC to make sure all are aware of when this will take place over the year.

I have also been supporting the remedial checks on the Prentice Street Car Park toilets where the drains appear to be in need of attention. Lavenham Parish Council are working in partnership with BDC to find a solution to the problem.

**Lavenham Traffic Working Party:**

The working party met again in May but are not due to meet again until September due to the availability of members. Following a round of local parish showcases the BDC Parking Strategy is currently open until 31<sup>st</sup> July, please make sure you have your chance to comment. I did attend the Lavenham showcase on Wednesday 22<sup>nd</sup> June.

I remind all of the Lavenham Library Summer Reading Challenge for children which commences on Saturday 16<sup>th</sup> July. I will be there to help register our young people on their summer reading quest.

**Other News:**

Sudbury and District Citizens Advice are still advising many on the increase in the cost of living. CitA can assist with many aspects of debt including, where applicable, vouchers for energy and grocery shopping. BDC supports CitA with a grant of £53,500 pa plus another £20,000 this last year. This grant was confirmed at the June Council meeting of being increased by 15% and index linked. I did request that increased monies promised three years ago be honoured.

Lastly, I am now a member of the Health Scrutiny Committee. On Tuesday we had our first meeting of the new committee and were briefed on the changeover from Clinical Commissioning Groups to Integrated Care Boards where Suffolk and North-East Essex has been grouped together with a second grouping of Norfolk and Waveney. The strap line for Suffolk and North-East Essex ICB is “can do”. Medical partners will now be grouped under the title of Intergrated Care Partners. The Committee also reviewed the underuse of Hartismere Health and Care Centre.

NOTE: I suggested at the meeting the parish council ask SCC for an audit on their grass cutting within the parish as the PC have some concerns. (Cockfield)

## **Agenda Item 8a & 8b**

### **Infrastructure projects for 22/23**

#### Major Schemes- 2022-23

1. 20mph scheme - this is covered by a separate motion.
2. Acquisition of land and planning approval for allotments if site available - New CIL Bid
3. Water street scheme - investigation of costing & funding for final scheme in preparation for works in 2023-2024. No progressing trial scheme until cost & funding is established. Papers of history are attached.

#### Minor 2022-23

1. TWP High Level study -NCIL
2. Hedge planting – approved by earlier meeting – need motion for funding.

**Motion to progress these projects as listed. There will be further motions to approve any expenditure.**

## **History of the Water St scheme**

The initial conception of this was in a series of emails with Suffolk Highways in a report release in May 2012

It was included in the 2016 LNP

The scheme was implemented in 2018 in a temporary fashion for the trial using plastic street furniture

After a 2 year trial and consultation of its success with the community (I commented amongst others) the TRO (Traffic Regulation Order) was signed 22/7/20 approving the scheme as permanent – the documents are attached (Water St TRO.zip)

Then entered a period of discussion with Suffolk Highways, ending in District Councillor Robert Lindsay funding the Design work for a final scheme, with permanent Islands & low impact signage at the end of 2020.

This initial design analysis was completed in July 2021 and was circulated to LPC on 5/7/21. This was discussed with Robert Lindsay, Graham Rankin from Kier, Susan Broom from Suffolk highways & a Safety Officer. It was agreed a trial scheme would be needed of the simplified signage

The cost to implement the trial (and to later re-install the priority signs if needed) has been estimated at **£2,374.04 (including VAT)**

**This needs to include a survey of its effectiveness. This is where we came to a stop last year.**

**A two week camera survey Total cost (including VAT) for this level of monitoring = £11,717.72**

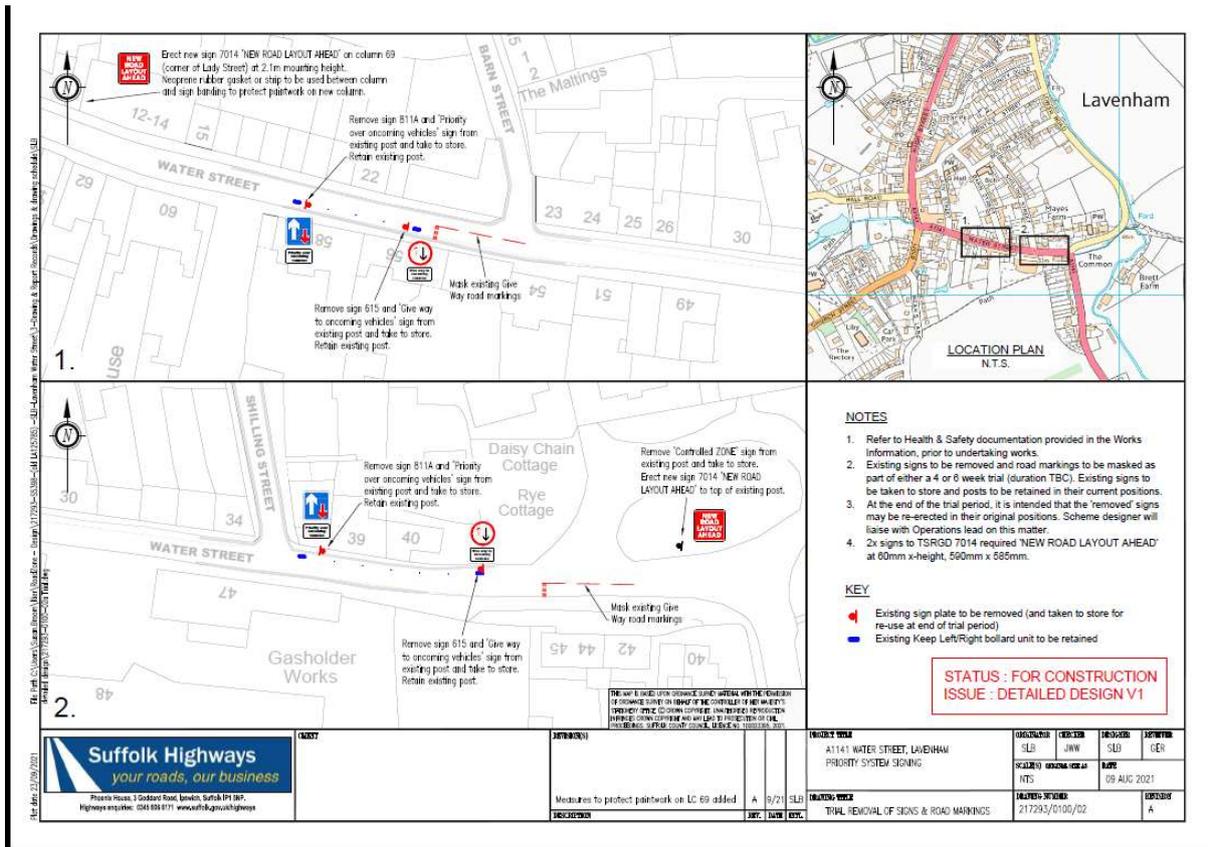
**A one week camera survey Total cost (including VAT) for camera survey durations reduced to 1 week = £6,644.94**

**I have now requested an estimate for the installation of the final scheme and all of the approach road signage so we can work out how much money we need to find in total**





# Drawing of trial scheme proposed to test low impact signage



Councillor Iain Lamont

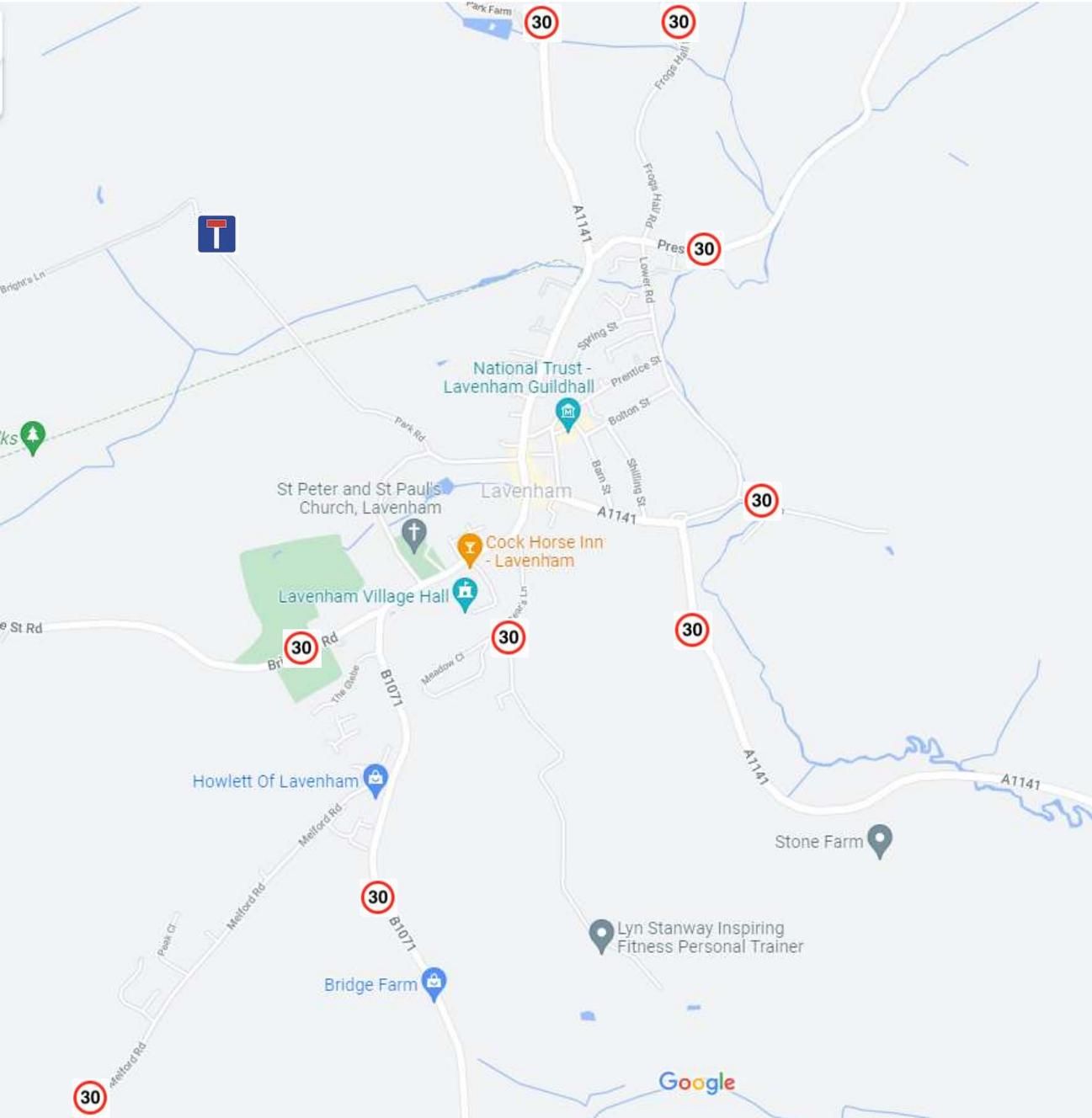
5/7/22

# LAVENHAM REQUEST FOR A 20MPH SPEED LIMIT

## Introduction

County Councillor Robert Lindsay contacted the Safety and Speed Management Team on behalf of Lavenham Parish Council, who wish to pursue a 20mph speed limit in the village of Lavenham.

They would like the 20mph speed limit to completely replace the existing 30mph speed limit, shown below.



Councillor Lindsay is aware that Suffolk County Council's Policy states that 20mph speed limits will not be considered on A or B class roads unless exceptional circumstances are cited.

The Parish Council believes Lavenham exhibits the following exceptional circumstances:

- The village has narrow streets and footways
- Heavy traffic runs through the village, some vehicles at inconsiderate speeds
- Lavenham is a very popular tourist location
- An older population is prevalent
- High pedestrian movements in the village centre, many crossing the busy roads

The Parish Council also believes that a lower speed limit would also encourage the growth of cycle traffic throughout the village.

### **Village Description**

The B1071 is a short rural B-road, just shy of 3 miles, that branches off the B1115 to the west of Little Waldingfield. It heads north and ends on Church Street in Lavenham, where it meets the A1141.

The A1141 starts on the A1071 Hadleigh bypass and runs for almost 14 miles, through the villages of Semer, Monks Eleigh, Brent Eleigh and the centre of Lavenham, before finishing at the A134 near Cockfield.

Smaller residential roads branch off the B1071 and the A1141.

### **Development**

Lavenham is a popular tourist destination, mostly for its medieval architecture.

The village has many timbered buildings including the Guildhall of Corpus Christi and the Little Hall.

Thirteen properties in Lavenham are Grade 1 listed and the village also has two Scheduled Ancient Monuments.

In addition to the above, Lavenham draws tourist interest with its restaurants, hotels, galleries and shops.

The village adequately accommodates the needs of its residents in terms of amenities, with an independent grocer, butcher, baker, a pharmacy, two co-operative stores, a doctor's surgery, two dentists, restaurants and a highly regarded Primary School.

## Traffic Surveys

It would have been a costly exercise to survey speeds on all roads in Lavenham. On discussion with Councillor Lindsay it was agreed that two major roads and two minor roads would be surveyed.

Traffic survey data was collected on B1071 Church Street, A1141 High Street, U8154 Prentice Street and C702 Lower Road, between Friday 30th April 2021 and Thursday 6th May 2021.



The following tables summarise the speeds and volumes of traffic reported.

B1071 Church Street

	East Bound			West Bound		
	Volume	85 <sup>th</sup> percentile	Mean	Volume	85 <sup>th</sup> percentile	Mean
<b>30 April</b>	2380	30	26	2329	31	27
<b>1 May</b>	1935	29	25	1876	30	25
<b>2 May</b>	1559	29	25	1502	29	24
<b>3 May</b>	1579	30	25	1417	30	25
<b>4 May</b>	2318	30	26	2108	30	26
<b>5 May</b>	2132	31	26	2096	30	26
<b>6 May</b>	2324	30	26	2187	30	25
<b>5-day Average</b>	2147	30	26	2027	30	26
<b>7-day Average</b>	2032	30	26	1931	30	25

A1141 High Street

	South Bound			North Bound		
	Volume	85 <sup>th</sup> percentile	Mean	Volume	85 <sup>th</sup> percentile	Mean
<b>30 April</b>	2226	27	22	2087	28	21
<b>1 May</b>	1655	26	21	1735	26	20
<b>2 May</b>	1441	27	21	1517	27	21
<b>3 May</b>	1494	27	21	1540	28	21
<b>4 May</b>	1952	28	22	1895	28	22
<b>5 May</b>	1889	27	22	1856	28	21
<b>6 May</b>	1861	27	22	2061	28	21
<b>5-day Average</b>	1884	27	22	1888	28	21
<b>7-day Average</b>	1788	27	22	1813	28	21

U8154 Prentice Street

	East Bound			West Bound		
	Volume	85 <sup>th</sup> percentile	Mean	Volume	85 <sup>th</sup> percentile	Mean
<b>30 April</b>	207	17	13	103	17	14
<b>1 May</b>	201	17	13	141	18	14
<b>2 May</b>	148	17	14	71	16	13
<b>3 May</b>	128	18	14	70	18	14
<b>4 May</b>	183	18	14	94	18	14
<b>5 May</b>	173	18	14	132	17	14
<b>6 May</b>	188	18	14	89	18	14
<b>5-day Average</b>	176	18	14	98	18	14
<b>7-day Average</b>	175	18	14	100	18	14

C702 Lower Road

	South Bound			North Bound		
	Volume	85 <sup>th</sup> percentile	Mean	Volume	85 <sup>th</sup> percentile	Mean
<b>30 April</b>	276	34	28	446	30	25
<b>1 May</b>	272	33	26	374	29	24
<b>2 May</b>	208	32	26	308	29	23
<b>3 May</b>	153	31	25	245	28	23
<b>4 May</b>	332	33	26	416	30	25
<b>5 May</b>	341	33	25	429	30	25
<b>6 May</b>	304	35	28	400	31	25
<b>5-day Average</b>	281	34	27	387	30	25
<b>7-day Average</b>	269	33	26	374	30	24

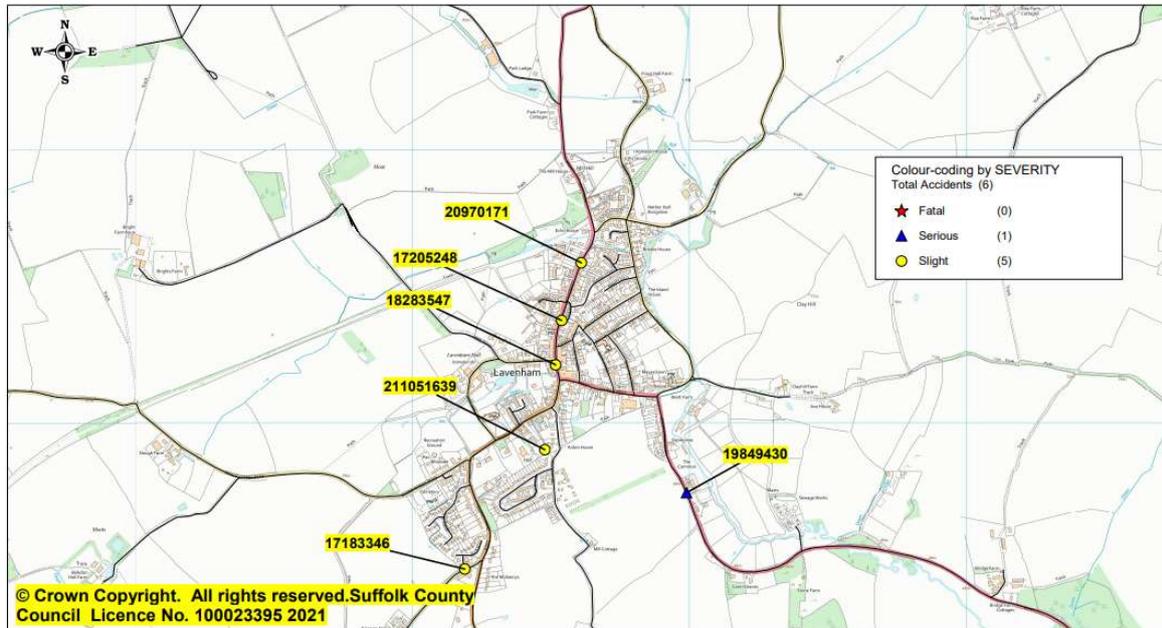
Suffolk County Council's 20mph Policy states that the mean speeds must be at or below 24mph to meet the criteria in terms of vehicle speeds. The mean speeds recorded on Church Street and Lower Road (southbound) fall just outside of the required 24mph.

Mean speeds recorded on the High Street and Prentice Street suggest that there may be a level of compliance with a reduced speed limit of 20mph.

## COLLISION HISTORY

Our records show that there are six injury accidents recorded during the five-year period, between 1st July 2016 and 30th June 2021, within the proposed 20mph speed limit area (please see following plan and summary table).

Full details can be provided if necessary. There is nothing to suggest that excessive vehicle speeds contributed to the collisions recorded.



	<b>Lavenham Accident Investigation</b> Selected Range of Accidents between dates 01/07/2016 and 30/06/2021 Selected using Manual Selection	SCALE <b>1 : 15000</b>
	DATE <b>05/10/2021</b>	DRAWING No. DRAWN BY

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2016	0	0	0	0
2017	0	0	2	2
2018	0	0	1	1
2019	0	1	0	1
2020	0	0	1	1
2021	0	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>

## County Councillor Robert Lindsay's Comments

Thank you for this report and its positive response to my and the parish council's request for a 20mph area in the village.

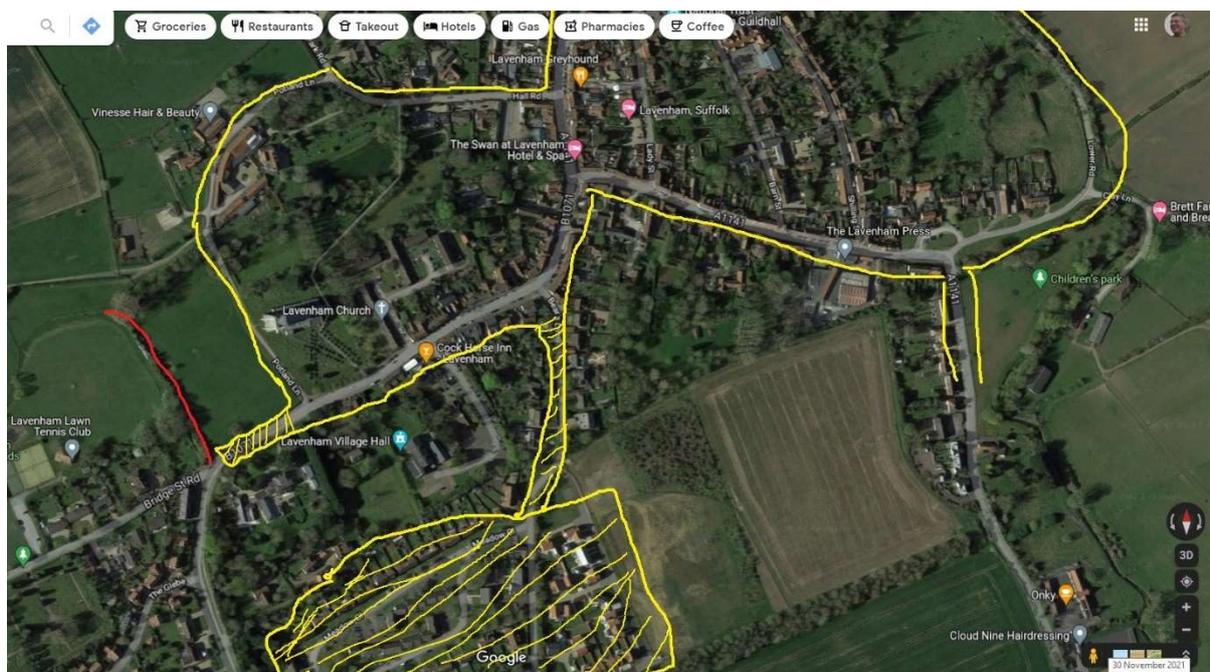
As the report states both I and the parish council would have preferred to have a 20mph limit across the entirety of the current 30mph zone. This is easier to win compliance for since it means one rule - 20mph - applies for all roads within the built up part of the village.

With a smaller area for 20mph, some roads within the village would have to be 30mph and others 20mph. Church Street would be 30mph for a short stretch and then suddenly be 20mph, although the street scene changes little between these stretches. Bears Lane – a cul de sac off Church Street - would be 30mph but would feed a more major route that is 20mph.

This will seem illogical to drivers and is unlikely to convince them to comply.

Therefore if we are to have a smaller area of 20mph, there are a few amendments to the yellow area on the map I and the parish would like to insist on.

I have attempted to show them on the map below (areas with yellow cross hatching).



1. The 20mph area should include Bears Lane (the very narrow, dead end road that leads south from Church Street) and its side streets, Meadow Close and Osier View, in their entirety. Meadow Close is a council estate of at least 86 properties. Osier View was recently constructed on the East side of Bears Lane along with 24 new houses, all now occupied – visible on my map above. There is likely to be more proposed development on this site, since the developers still own adjacent land. Bears Lane is very narrow, particularly at the north end close to where it joins Church Street.



My picture above shows a spot on Bears Lane close to the entrance with Church Street where residents must cross to left side on a blind bend to continue on the pavement. The junction with Church Street is the only vehicle exit for the several hundred residents of Bears Lane and its side streets.

2. We urge the extension of the 20mph area proposed in the officer's report (in yellow) a few hundred yards further west along Church Road up to the junction with Bridge Street Road. This is because there is a very well used right of way that leads north from Church Street, (shown with a red line on my map above) to the playing fields/recreation ground. The vehicle entrance to the playing fields is on Bridge Street Road. But the Church Street pavement and right of way are very busy with residents who prefer to walk, whenever there is a festival, firework display or other event on the playing fields.
3. It is not clear from the map in the original report where the eastern boundary of the 20mph zone will fall but it ought to include Lower Road, as I have shown on the Google satellite map I have included above. The

southern stretch of Lower Road has no pavement and is too narrow for two cars to pass each other but is commonly used by residents and visitors alike on foot. A slower speed limit on this road would ensure drivers see cars, lorries and agricultural vehicles coming the other way in time to give way where the road is wide enough, rather than (as now) having to pull onto a verge which on the east side of the road is a bank that is, as a result, starting to collapse into the garden of the house below it. It would ensure that drivers either give way to pedestrians as they should, or at least give pedestrians a chance to find refuge from vehicles.

4. Both I and the parish council would also like to see the 30mph sign on the Sudbury Road moved further south to beyond the last house on that road. We have received several requests from residents about the dangers of walking into the village through a 60mph limit stretch of road where there is no pavement. See my map below



5.



The above picture shows Sudbury Road looking north into Lavenham. The 30mph limit currently begins way beyond the house visible on the corner in the distance. There are about 7 separate homes and various businesses scattered along this stretch of about 300m, many linked to Bridge Farm historically, including two semi-detached Victorian farm cottages very close against the road. Then there is a 300m gap and then the 30mph zone starts right at the beginning of the closely packed homes on Sudbury Road. An extension of the 30mph limit to here would make sense to drivers and so be self-enforcing, since drivers can clearly see homes and driveways scattered along the road for some distance. The village begins here, not 600m north.

The police asked for comment on the effectiveness of the pavement build outs on Water Street as part of the one way weight restriction there. This scheme was primarily to provide space for pedestrians to walk safely and to protect the medieval buildings from lorry damage and was not designed specifically as a traffic calming measure. So far as I know data has not been collected by the county council on speeds but it is widely seen as effective by village residents at reducing the number of lorries using the street and reducing collisions with property.

Thank you

Robert Lindsay

County Councillor Cosford

### **Further comments from County Councillor Robert Lindsay**

But just to emphasise Mr Lamont's point about the police suggestion.

The council policy is that 20mph limit areas must be in areas of relatively high density housing.

Shrinking the size of the proposed 20mph area would not comply with this policy since drivers would enter an area of high density housing but still be allowed to travel at 30mph and then, for no apparent reason, have to brake to 20mph in the middle of this area.

The whole point of expanding the current 30mph zone out further is to allow the time for drivers to slow their vehicles before they enter an area of higher density housing and pedestrians,

## **Parish Council's Comments**

Please see below the contents of a concise report written by Lavenham Parish Council, entitled Lavenham 20mph Position Paper.

### **Proposal**

The proposal is to introduce a 20 mph zone across Lavenham village to replace the existing 30 mph area. This is necessary due to the prevalence of an older local population and a regular and growing influx of tourists moving around this medieval village with its narrow footpaths and roads. In addition, the centre of the village with its retail core and host of eateries and hostelries is bisected by the A1141, and concomitant pedestrian movements across this main road. The map at page 4 illustrates the position .

Such a speed limit would also help with the growth of cycle traffic throughout the village.

### **Overview**

Lavenham's setting amongst gently undulating countryside contributes greatly to the amenity value of the village. The Parish boundary and the historic core are much the same as they were in Tudor times and the sharp distinction between town and country offers outstanding views both into and out of the village.

Lavenham is characterised by its many timbered buildings which date back to its period as one of the leading woollen cloth towns of the 15<sup>th</sup> century. The Guildhall of Corpus Christi, the Little Hall and the splendid church of Saint Peter and Saint Paul all bear testimony to Lavenham's proud history. The parish includes some 330 listed properties, 13 of which are Grade 1 and two Scheduled Ancient Monuments. The village plan is much as it was when first laid out in 1257 by Lord of the Manor Hugh de Vere, Earl of Oxford. Much of this is contained within the Lavenham Conservation area, a designation employed by local planning authorities to manage areas of special architectural or historic interest and in Lavenham's case both.

Lavenham's population of around 1,800 has remained relatively constant since medieval times. Today, Lavenham is popular as a tourist destination and this enables its economy to support hotels, restaurants, galleries and shops. Lavenham is quite self-sufficient with an independent grocer, butcher, baker, and a pharmacy as well as two co-operative stores, a doctor's surgery, two dentists and a highly regarded Primary School. In addition, the village enjoys a number of eateries and hostelries. This business base contributes some £500,000 per annum in business rates.

Lavenham's economy will continue to depend on tourism and the preservation of the historic core contained within the conservation area is central to this. The large historic core will continue therefore to dominate the settlement as it does today.

Heavy traffic through the village is a problem as is inconsiderate speeding and street parking.

The temporary one-way weight restriction in Water Street has helped with reducing heavy traffic.

### **Aged population**

Based on the 2011 national census the total resident population of the Parish of Lavenham is 1,722 some 822 (48%) were men and 900 (52%) women.

In Lavenham the percentage of people aged over 65 in 2011 was 33.4% compared to 16.4% nationally. The percentage of Lavenham residents older than 65 is over 50% greater than that of Babergh district and over twice that of the national average. This aged bias in the local population places extra and different demands on; local health, education, transport, housing matters and the safety of the person. In addition, Lavenham acts as a hub to smaller local villages and hamlets.

During the pandemic emergency and following government guidelines pedestrians are obliged to step off of pavements to avoid the close proximity of others. In the longer term similar practices will, no doubt, continue.

### **Tourism**

Lavenham businesses generate annually approximately £500,000 in business rates and over 300 people are employed directly in tourism. A figure for the overall number of visitors to Lavenham is not available. Numbers are sufficient however, for the parish council to sponsor the provision of a staffed visitor information point in the village to replace the previous TIC operated by the district council.

Tourism is central to Babergh District Council's growth plans within the emerging Joint Local Plan and the regenerated tourist offer strengthens the South/West Suffolk tourist identity and economy. Again, Lavenham acts as a local hub to visitors to the district and for surrounding villages.

Lavenham fits within the county strategy as primarily a heritage destination. Suffolk's tourism industry during 2017 witnessed its biggest growth for a decade – with the visitor economy reaching the £2 billion mark for the first time. Some 15 percent of all employment in Suffolk is in tourism. Economic research has found that for every £1 spent as part of a heritage visit, only 32p is spent on site. The remaining 68p is spent away from the attraction itself – but as a direct result of a heritage visit – in restaurants, cafes, hotels and shops. Overall, the total amount of money spent within the local economy can be more than doubled, through what is known as the 'heritage motivator'.

### **Cycling**

Suffolk has a number of approved cycle routes and two of these run through the heart of Lavenham. During the summer months with light evenings at least one local cycling club holds regular meetings in Lavenham. These events comprise 30 or so members. At weekends throughout the year numerous serious-cycling groups are to be seen passing through and frequently stopping in Lavenham. In addition, there are the family orientated leisure cyclists. During the current Covid 19 pandemic there has been a noticeable increase in all forms of cycling in and around Lavenham.

A few years ago, a local business branched out into hiring bicycles by the hour. Although this proved popular it was not a successful venture as customers were deterred by the level and speed of vehicles on our narrow roads.

Mention is made in this report of the primary school which has 115 PAN and pupils on its roll. Some of these are brought to school by car as they reside in the surrounding hamlets and villages. The majority live within the parish, but this can mean for some pupils a 1.3 mile journey each way taking 25 minutes walking or 8 minutes cycling. It is easy to see why parents opt to use the car that is sitting on the driveway. We know from our Speed Indicator Device data that the speed of traffic during the school run times can be a serious disincentive to cycling, especially where young children are involved. A reduction in the ambient speed levels and the allocation of space for safe cycling in line with the government programme will have benefits for us all.

## Public involvement

The Lavenham Neighbourhood Plan included the question *The speed limit in Lavenham should be 20 miles per hour*. 63 percent of respondents to that question agreed that such a limit should be pursued. The total response rate to the questionnaire was 64 percent.

The Lavenham Speed Indicator Device data for 2018 shows total traffic movements of 879,410, within the 30 mph zone and some 46 per cent in excess of thereof, as under-

2018	Total	Approach		Back		Average Per Day			
		Total	App	Back	Total	App	Back		
Activations	879,410		433,010	49.24%	446,400	50.76%	2409	1186	1223
31 and over	410,502	47%	190,329	46%	220,173	54%	1125	521	603
33 and over	282,307	32%	127,777	45%	154,530	55%	773	350	423
33 - 40	239,205	27%	110,983	46%	128,222	54%	655	304	351
41 - 50	40,075	5%	15,736	39%	24,339	61%	110	43	67
51 - 60	2,755	0%	929	34%	1,826	66%	8	3	5
61 +	242	0%	117	48%	125	52%	1	0	0
71 +	30	0%	20	67%	10	33%	0	0	0
81+	2	0%	2	100%	-	0%	0	0	0

Lavenham Primary School is a land locked Victorian building in the heart of the central core of the village and its conservation area. It is situated at the confluence of three roads; Barn Street, Bolton Street and Shilling Street and is just off the Market Place. This is a very busy area especially at either end of the school day. The Governors and Head teacher are supportive of this initiative.

Four accidents have been reported on CrashMap, all on the A1141, during the last few years. Over and above this unreported accidents involving vehicles include: two on the corner of the High Street and Water Street, one multiple accident on the A1141 outside the pharmacy, two in Prentice Street, one in Barn Street, and another in Lady Street.

July 2020

Lavenham Parish Council

## Further Comments from Iain Lamont, Chairman of Lavenham Parish Council

I have discussed the response with Robert and we have walked part of the proposed 20mph zone. We are broadly happy with the original proposal, but there are three key changes we asked for, which Robert has detailed in his response. This is from direct local experience

- 1) Extending the 20mph zone to the Junction with Bridge St Road for safer access to the playing fields especially for pedestrians who park in the Church St Car Park and walk to events. Or for children who walk there from the School.
- 2) Extending the 20mph zone up Bears Lane, this is a narrow road, not really wide enough for 2 vehicles to pass and the footpath is very narrow.
- 3) Moving the start of the 30mph zone on Sudbury Road towards Sudbury, so it starts at Bridge Farm shop.

The Police proposal to shrink the proposed 20mph zone does not provide us with the extra protection we desire, especially when there are large number of visitors walking around the village and crossing the roads. We oppose this. We are more interested in the safety of pedestrians and drivers, than compliance with a traffic policy.

Extending the 30mph zone gives road users a better chance to slow down for the built up area.

Note – a number of Councillors, including myself, live on Water Street, and the scheme has been a great success. The reduction in heavy vehicles has made the road quieter, and the built out zones have calmed the traffic. There has also been a noticeable reduction in noise.

Note from Suffolk Constabulary:

**“Suffolk Constabulary will, where possible, align our response to requests of this nature to the Department of Transport, namely that ‘Successful 20mph zones and 20mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing’. It is appreciated that at this location vertical traffic calming measures may be inappropriate but I am aware that some horizontal measures were introduced in Water Street recently and would welcome some thoughts as to the effectiveness of those measures. Without any traffic calming or signing it is unlikely that good compliance would be achieved throughout the extent of the proposed scheme. The suggestion that the 20mph zone could be reduced has merit although, rather than increasing the extent of the 30mph zone beyond that which would be supported by the existing SCC Speed Limit Policy, reducing the 20mph closer to the hub of the village may achieve compliance as suggested by the speed data gathered at Prentice Street and High Street.”**

Please can you consider the comments in the plans for the final scheme.

## **Police Comments**

Suffolk Constabulary will, where possible, align our response to requests of this nature to the Department of Transport, namely that 'Successful 20mph zones and 20mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing'. It is appreciated that at this location vertical traffic calming measures may be inappropriate but I am aware that some horizontal measures were introduced in Water Street recently and would welcome some thoughts as to the effectiveness of those measures. Without any traffic calming or signing it is unlikely that good compliance would be achieved throughout the extent of the proposed scheme. The suggestion that the 20mph zone could be reduced has merit although, rather than increasing the extent of the 30mph zone beyond that which would be supported by the existing SCC Speed Limit Policy, reducing the 20mph closer to the hub of the village may achieve compliance as suggested by the speed data gathered at Prentice Street and High Street.

## **Summary for consideration**

The proposal needs to be assessed against the criteria set out in the Council's 20mph Speed Limit Policy.

Paragraph 3.2 states that, unless exceptional circumstances can be cited, locations will not be considered if they are on A or B class roads, have mean speeds above 30mph or there is no significant community support.

Both the A1141 and the B1071 run through part of the village. Please refer to "Lavenham 20mph Position Paper", written by the Parish Council, which we believe presents a strong enough argument for Lavenham to be considered as an exceptional case. A summarised version can be found on the second page of this Report.

The survey data collected shows that mean speeds under 30mph were recorded on all four roads surveyed and the Parish Council's request for a lower speed limit is evidence of community support.

Based on the information above, officers believe that the proposal meets the criteria in Paragraph 3.2.

The proposal then needs to meet two out of the three criteria set out in Paragraph 3.3 of the Policy:

- **Current mean speeds are at or below 24 mph.**

This requirement is not met as two of the four roads surveyed showed speeds exceeded 24mph, although only marginally.

- **There is a depth of residential development and evidence of pedestrian and cyclist movements within the area.**

Lavenham has all the usual amenities expected to accommodate village residents, but it is also a popular tourist destination and has a mixture of hotels, restaurants, galleries and monuments. Officers are confident that this requirement has been met.

- **There is a record of injury accidents (based on police accident data) within the area within the last five years.**

There have been six recorded injury accidents in Lavenham in the last five years, so this requirement is also met.

### **Conclusion and recommendation**

Officers believe that the decision to introduce a 20mph speed limit in Lavenham is very finely balanced, based on the information set out in the report.

Overall, officers believe that the information provided appears to suggest that sufficient relevant criteria have been met and therefore recommend approval of a 20mph speed limit, but not for the entire extent of the current 30mph speed limit.

A more realistic proposal would look something like the below. The yellow hatched area shows the possible extents of a 20mph speed limit, and the red arrows show where the existing 30mph speed limits could be moved further out of the village, so that they can be classified as speed limits rather than buffer zones, which the police find difficult to enforce.



We know that the police do not tend to support 20 mph speed limits without traffic calming measures. Lavenham is a Conservation Area and therefore it could prove difficult to incorporate physical speed reduction measures that actually achieve the desired speed reduction whilst also being acceptable to conservation officers, public transport operators, emergency services, Road Haulage Association, SCC Asset Managers, residents, tourists and cyclists.

Locations within Conservation Areas are not normally considered suitable for sign only 20mph speed limits unless there will be minimal adverse visual impact. Repeater signs are required every 300m. Placement could prove particularly challenging in this historic Conservation Area with restrictive sites in terms of narrow roads and footways and overhanging historic buildings.

Stoke by Nayland is a recent example of a 20mph scheme that wasn't as effective as envisaged, because the originally planned traffic calming measures were diluted. To avoid raising expectations, Councillor Lindsay was informed of this in relation to his request for 20mph speed limits in Bildeston and Lavenham, but he was happy to proceed despite this caveat.

## Agenda Item 8a & 8b

### Update Report on 20mph Scheme.

**History** – this scheme was originally initiated in 2012 as a result of discussions with Suffolk Highways. It was voted on in the 2016 LNP with 65% approval.

LPC applied for the scheme in 2020. Suffolk Highways has a set of rules and requirements to meet in order to consider this. This includes surveying the current speed of traffic on the roads around Lavenham. Suffolk Highways completed this survey in May 2021.

This was followed by Suffolk Highways submission to the SCC Cabinet for Approval & Councillor Richard Smith for approval. County Councillor Robert Lindsey informed us in the March LPC meeting that the cabinet have approved the application as shown in the "Lavenham - 20mph Speed Limit Report.doc"

The next step is for the Design of the Signage for the Scheme to be ordered from Suffolk Highways.

Comment from County Councillor Robert Lindsay's report at the LPC meeting I now have a design estimate cost which is £8,395. I am prepared to pay half if Lavenham PC can pay the other half.

Steps to conclude the project, as provided by County Councillor Robert Lindsay

1. **Design costs are £8,395** from Suffolk Highways. We will then obviously have to pay them ASAP so that they can get on with it.
2. After they have the design money, (even if they have been paid there could be some delay before they start design work if staff are already all involved in other jobs) they draw up a draft design (2 weeks)
3. They then hold an "informal consultation" with me, the parish council, plus blue light services. (3 weeks)
4. Then they have to get legal services to compile draft Traffic Regulation Orders and notices (3 weeks)
5. These are then formally advertised for three weeks
6. They then compile a TRO decision report - based on outcome of the consultation (2 weeks)
7. The report then has to be considered by senior SCC officers (and presumably potentially some amendments made if the report recommends them) before approval. (2 weeks)
8. The works cost is then determined (2 weeks) and drawings and various other docs for engineers at Kier are produced in parallel.
9. We (me and the parish council) are effectively billed for the work. The cost will be heavily dependent on how many signs and how much engineering work (ramps, platforms, build outs etc) are in the design. **Estimated ball park costs from Graham Rankin at Kier is 15k-25k**
10. After they have the money and Kier has the "works order" - they then have a 14 week window in which to do the work, it can generally take less time than this, around 8 weeks but it depends on availability of materials and resources at the time.

**Motion – To confirm that this project should proceed to completion of the design, and to approve an LPC contribution to the 20mph signage design costs of £4,197.50, to be paid out of the Neighbour CIL fund.**

**Councillor Iain Lamont**

**5/7/22**

## **Agenda item 8c**

### **Proposal to plant hedge inside Brent Eleigh Road boundary fence on First Meadow**

#### **Motion for Council 14<sup>th</sup> July 2022**

##### **Background**

Council agreed in March (P C meeting 3<sup>rd</sup> March 2022) to a proposal to plant hedging on the inner side of the fence bordering 1<sup>st</sup> Meadow and Brent Eleigh Road. Plants are to be supplied free of charge by Babergh District Council.

Member of the Open Spaces Working Group have met with the Bio Diversity Officer from Babergh but the Parish Council would have to organise planting. The plants will be available late Autumn. Enabling costs were not noted in the earlier proposal to Council and have now been identified.

It is proposed that a community family oriented event is organised, to plant the hedge on a weekend date in late Autumn. A picnic and hot drinks will be supplied via private donation.

##### **Costs**

- Plants ( free of charge) must be collected from a nursery near Diss. Planting material, stakes and guards can be supplied by this source. The Bio Diversity Officer recommended that a transit sized vehicle would be needed to transport the items
- Catering disposables and possible hire of some equipment
- Possibly some tools may be needed
- A temporary toilet will be required

A maximum budget of £1500 is proposed, to be funded from Neighbourhood CIL. This proposal fits with Babergh policies to 'green' villages.

Proposer: Irene Mitchell

Seconder:

**Planning Applications for consideration at Lavenham Parish Council meeting on 14<sup>th</sup> July 2022**

DC/22/02717 & DC/22/02692 25 Prentice Street, Lavenham (Householder Application & Application for Listed Building Consent)  
Householder Application & Application for Listed Building Consent - Erection of cartlodge/garden store (following demolition of existing garage), reconstruction of conservatory with pantile roof from plinth level, refurbish front and side windows and replace rear windows and doors, re-decorate external render and timbers and reconfigure internal layout with partition walls.

DC/22/02965 Church Cottage, 45 - 46 Church Street, Lavenham  
Application for Listed Building Consent - Alterations to C20 extension including replacement of rear lean-to roof covering, insertion of roof insulation and 3 no. rooflights, timber cladding to external walls and internal insulated lining, infilling of glazed element and replacement sliding doors

DC/22/03294 Church Cottage, 45 - 46 Church Street, Lavenham  
Householder Application - Construction of timber cladding to extension walls, raise and replacement of felt roof with Enviroflex liquid roofing system and insertion of 3No rooflight

DC/22/03035 5 Ropers Court, Lavenham  
Householder Application - Change colour of external render, replace existing front door, erection of fencing and extension of paved path

DC/22/03316 19 Green Willows, Lavenham  
Householder Application - Erection of single storey rear extension and two storey side extension over existing garage.