

HAVERHILL TOWN COUNCIL

HAVERHILL AREA FORUM

26 June 2017



Present:

Cambridgeshire:

Councillor Duncan Ogilvy, Bartlow Parish Council
Councillor Enid Bald, Linton Parish Council
Dr Chris Lowe, Little Thurlow Parish Council
Councillor Di Licence, West Wickham Parish Council
Councillor Trevor Hall, West Wickham Parish Council

Essex

Councillor Diana Garrod, District Councillor for Bumpstead Ward,
Braintree District Council & Chairman Sturmer Parish Council

Haverhill Town Council

Mayor David Roach
Councillor Tony Brown
Councillor John Burns
Councillor Pat Hanlon
Councillor Liz Smith
Councillor Clive Turner

Suffolk

Councillor Quillon Fox, Suffolk County Council
Councillor Paula Fox, Suffolk County Council
Councillor Margaret Marks, St Edmundsbury Borough Council

Apologies:

Essex

Councillor Ian Westrope, Steeple Bumpstead Parish Council
Councillor Nigel Chapman, Steeple Bumpstead Parish Council

Suffolk

Councillor Mary Evans, Suffolk County Council, Clare Division
Councillor Karen Richardson, St Edmundsbury Borough Council
Councillor Paul Bishop, Clare Town Council
Claire Ebeling, Clerk, Clare Town Council

Haverhill Town Council

Councillor Andrew Bramwell
Councillor Maureen Byrne

In attendance:

Derek Crosby, Traffic Management Officer, Cambridgeshire
Constabulary
Andrew Preston, Highways Projects and Road Safety Manager,
Cambridgeshire County Council
Colin Poole, Town Clerk Haverhill Town Council
Vicky Phillips, Assistant Town Clerk, Haverhill Town Council

2 members of the public

Welcome

The Mayor of Haverhill, Councillor David Roach, welcomed everyone to the meeting.

MINUTES

		Action
HAF /019	<p><u>Apologies for Absence</u> The above apologies were noted.</p>	
HAF /020	<p><u>A1307 Safety Concerns</u> Mr Andrew Preston, Highways Projects and Road Safety Manager, Cambridgeshire County Council provided a presentation to the Forum, attached. Information was also available on the MyCambridgeshire website.</p> <p>Derek Crosby, Traffic Management Officer, Cambridgeshire Police, gave a brief overview.</p> <p>AP explained that cluster sites reflected accidents where an injury was recorded but not for damage only. The map showed information collated over the last three years.</p> <p>TH - concerned that this was not a true reflection as there were accidents that he knew of that were not showing on the map, as they had happened before the 3 year period. AP - the data is recorded, but not represented on this particular map, but that the graph later in the presentation covered the last 16 years.</p> <p>AP continued with the presentation, which showed that the main contributory factors for accidents were failing to look properly at junctions.</p> <p>TH – trees, hedges and grass not being cut on a regular basis could contribute to poor visibility by obstructing the view at junctions. AP – all conditions were detailed in the contributory factors.</p> <p>AP explained to members the details of the graph in the presentation, pointing out that in 2009 there was a significant downward trend of accidents which could have been attributed to a road safety campaign that was launched in 2009.</p> <p>CT – other factors could have influenced this trend, slow moving Culina lorries could have had the effect of slowing up traffic AP – would be difficult to link to the trend, but accidents were not always linked to speed and could have possibly increased vehicle speed as people would be trying to overtake slow moving lorries.</p> <p>AP explained that there was to be more funding available to refresh the 2009 campaign, carry out some minor engineering work and the provision of an Education Officer.</p>	

<p>MM – the current National Speeding Awareness course was seen in some cases as an easy option. Perhaps the ROSPA course would be more suitable to deter drivers from speeding.</p> <p>DC – Speed Awareness Course is not an easy option, it is a legal requirement. Not all speeding offences will result in this offer and offenders still receive points on their licence or a Court Appearance.</p> <p>DR – there is a speed camera on the A1307, is the data available and could this be made available? AP – Yes, will try to get it to us. PH – Has the increase in speeding fines made a difference? AP – Has no data on this JB – The speed camera on Park Hill, are the figures still current? Could this be moved as drivers are aware of its position and slow down for it. DC – people are aware it's there, this does happen. Possible way forward is for SPECS average speed cameras along the route. The criteria to provide a speed camera on a road are for collisions to be speed related, the vast majority of accidents flagged up on the A1307 were not speed related. Will get the data to the Clerk.</p> <p>AP – The Road Safety Team are heavily involved in the development stage of the City Deal Scheme for the A1307 and road safety a priority to mitigate accident cluster sites. The presentation included a map of potential options for the A1307 including Park and ride, bus lanes and potential sites for alterations to some junctions or roundabouts, but AP emphasised that nothing had been decided or approved.</p> <p>TH – the park and ride option should be nearer to Haverhill and there should be a dedicated park and ride bus. The public are not being given the opportunity to say what they want.</p> <p>DC – There is a SPEC Campaign in the pipeline which will focus on the usual issues, speed, drinking driving, using mobile phones whilst driving, seatbelts and motor cycling awareness.</p> <p>CP – Need to look a reasons why people are failing to look and trusting to luck DC – People are complacent and there is a long way to go to change that mind-set. CP – The same question to AP, from a road engineering view. AP - City Deal proposals would include engineering to closing the gap, removing the risk or manoeuvre.</p> <p>There was some discussion around the group on tech to detect the use mobile phones whilst driving, there is nothing available at present to detect this. DC confirmed that traffic police had ANPR in all their vehicles.</p> <p>TB – Would cluster sites be removed from the map after the 3 years if no more accidents took place? AP – If all data was kept, this would be difficult to prioritise cluster sites DC – changes in route can affect driving behaviour which can affect cluster sites.</p>	
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