

Parish Infrastructure Investment Plan (PIIP) template

Parish name(s)	Bawdsey Parish Council Infrastructure Plan for Pedestrian Safety in Bawdsey
Area covered (if combined area)	Bawdsey. Plus maintenance of B1083 footpath from Bawdsey to Alderton
Date of PIIP	November 2024
Date of next review	Progress and next steps reviewed with minor amendments at Parish Council meeting 23 January 2025, and to be kept under review at future meetings.
Date adopted / approved by Parish Council	Plan, subject to minor amendments, and actions agreed at Parish Council 20 November 2024
Existing infrastructure audit – list of services and facilities within the local area, their condition, location, existing capacity and catchment area.	<p>Bawdsey is built along the B1083 from the boundary with Alderton to Bawdsey Quay, known as The Street and Ferry Road. To its east, School Lane and East Lane connect and serve Bawdsey Primary School, and join also with Long Lane / Red House Lane; these are designated Quiet Lanes.</p> <p>We are very concerned about the uses and condition of the B1083 and the impact of the safety and peace of mind for pedestrians, especially for parents and children walking to and from the primary school and for all wider pedestrian movements within the village</p> <p>The risks and problems have been made more serious by the building of two new housing estates a). at Manor Farm Gardens, which involves a 15-minute walk along the B1083 to get to the primary school, and b). in School Lane where 15 new houses have recently been built.</p> <p>We are concerned too about the safety of secondary school children who make their own ways to and from the stops for the school busses.</p> <p>The B1083 is frequently used by tractors and trucks carrying agricultural produce and by busses to and from PGL Bawdsey Manor. The size and speed of this traffic in relation to the narrow roadway and lack of footpaths presents a clear danger for all pedestrians.</p> <p>In the coming year, the road will also be heavily used by construction traffic serving Scottish Power's new Landfall cabling operations for bringing offshore wind generated power ashore, on the road towards Bawdsey Quay.</p> <p>The carriageway of the B1083 is narrowed in many places by overgrowing verges, and visibility for drivers and pedestrians is</p>

	<p>restricted by continual overgrowing hedges particularly between the war memorial to School Lane including the junction with East Lane.</p> <p>There is a footpath for 400m on the west side of the B1083 and also for short sections of School Lane and East Lane. Alongside the new houses at the north end of the village the new footpath has been constructed at too steep a gradient around the entrance to Manor Farm Gardens development, forcing people, especially with buggies, to walk in the road.</p> <p>In all other places through the village, the highway margins are tightly constrained by front garden walls, hedging or fenced farm land up to the roadside, and people have to walk in the road.</p> <p>We can see little prospect of building new footpaths along the roads. Generally the roadways are not wide enough to make space for a formal footpath.</p> <p>There is no land where new footpaths could be created separately alongside the roads. Nor are there any existing footpaths through the surrounding farmland which can be used or adapted for journeys in the village.</p> <p>Therefore, our plan has to focus on improving conditions and traffic behaviour so that residents can feel safer walking in the village and may be more encouraged to take exercise rather than drive from place to place within the village.</p> <p>This infrastructure plan is designed to remedy the effects from years piecemeal development and neglect, and to establish a sound basis for a future highway maintenance programme by SCC.</p>
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<p>External infrastructure audit – as above, identifying the services and facilities outside the PIIP area that are used by the community.</p>	<p>The B1083 is the only means of access in and out of the village. Residents without the availability of a car are forced to walk to Alderton for their first access to either a shop, doctors surgery or pub. This 1.0km journey between Bawdsey and Alderton relies on intermittent sections of grossly neglected footpath.</p> <p>The recent survey of primary school parents (March 2024) reveals the risks for parents walking to and from Alderton along overgrown footpaths such that they need to push children's buggies in the road. We are taking up this problem with Alderton Parish Council and county Highways.</p>
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We are proposing the following combination of straightforward and easily maintainable measures to improve pedestrian safety.

- 1) Distinctive sign “Welcome to Bawdsey” as enter village on B1083 displaying cautions about driving with care, and children and adults walking along the road. We considered to mark the entrance to the village with a white picket fence either side of the road but decided against this on grounds of maintenance. *We are in discussion with county Highways about speed identification equipment and signs, including question of any cost to parish council funds.*
- 2) SIDS on B1083 at entrance to village (as now) and to be installed on north bound road from Bawdsey Quay before School Lane near High House (needing 18m of sight line). They will need solar panels to keep them charged, as our experience with the existing SID is that the battery runs down too frequently. *We are budgeting for these costs from parish funds.*
- 3) Signage – 30mph roundels, new (two) and extracted from overgrown hedges (see below); warnings about children on B1083 to north of East Lane and south of School Lane. We considered traffic calming measures such as coloured road surfaces at junctions and marking sections of the roadway as shared with pedestrians or as reducing the road to one lane. However, we reckoned these measures might offer a false sense of security to pedestrians (especially given there would be no policing) as well as being alien in a rural village. *We are in discussion with county Highways about wording for signs and costs which fall to the parish council.*
- 4) Road markings – speed roundels and white lines need to be repainted. *We are in discussion with county Highways about wording and costs.*
- 5) Hedge cutting – a series of hedges along B1083 have overgrown by as much as 1 metre across verges and onto the roadway, obscuring vision for drivers and pedestrians and covering up road signs. We will liaise with landowners for the severely overgrown hedges for their agreement for the parish to cut back their hedges or otherwise encourage landowners to do it for themselves. If residents do not agree, we will report to Suffolk County Council who have the necessary statutory powers for highway maintenance and safety. Hedge-cutting will need to be carried out after bird nesting in autumn 2025. *We are seeking estimates from D E Keble Ltd, Nick Saberton or other contractors for hedge cutting and will commission the work when we have quantified the work (see below 11).*

	<p>6) <u>Hedge maintenance</u> – tackling the most overgrown hedges will be part of an extensive programme which will enable other residents to join in having their hedges cut back by the parish for amenity and safety. <i>We are seeking estimates for hedge cutting and will commission the work when we have assessed the need closely (see below 11).</i></p> <p>7) <u>Verges</u> – the verges need to be managed so the roadway is at its full width and so verges are clear for pedestrians to walk safely or, in places, step aside for passing traffic. Like the hedges, the verges have been neglected for many years. <i>We are in discussion with county Highways to undertake the remedial work and ongoing maintenance and seeking estimates from contractors for work which the parish council may need to undertake before county schedules.</i></p> <p>8) <u>East Lane</u> – this is the route parents and children walking to and from school mostly to take. From where the footpath ends up to the junction with B1083 we will clear a path along the verge and cut back the hedge so pedestrians can proceed off the roadway. At the junction, we will make a clear space where pedestrians can pause and check traffic before walking northwards along B1083. <i>(See above for actions)</i></p> <p>9) <u>Footpath at Manor Farm Gardens</u> – <i>we are in contact with Orwell Housing to remedy the steep incline from the footpath to the roadway.</i></p> <p>10) <u>Footpath to Alderton</u> – <i>we are in contact with Alderton Parish Council and county Highways for clearing the footpath to be usable by pedestrians with children; also with the relevant landowner for trimming the hedge on the section west of the B1083.</i></p> <p>11) <u>Communication with residents</u> – people living in the village need to be informed about this infrastructure plan and its response to concerns raised through consultations and through the survey of parents/ carers of children at Bawdsey Primary School. Residents with hedges need to be informed about the proposed hedge cutting and offered the opportunity for the parish to undertake the work. <i>11.1 We will produce and deliver a newsletter to all houses in the village in February. 11.2 We will also inform parents/ carers of children at Bawdsey Primary School (some of whom live outside the village) of the outcome of the survey. 11.3 We will need to collect and quantify information from residents on their wishes and cooperation in hedge cutting and to consider estimates of costs (see above).</i></p>

<p>Community engagement- record details of how you have sought the views of your community and how they have helped to inform your current and future needs</p>	<p>We have undertaken a range of consultations to establish the problems and possible solutions.</p> <ol style="list-style-type: none"> 1) We consulted with residents (summer 2023) inviting suggestions for spending CIL funds, The majority of responses asked us to improve conditions for walking in the village. 2) We conducted a survey of parents of children attending Bawdsey Primary School (March 2024). The report (to attach) demonstrates the risks and anxieties of parents walking children to and from school. They are very concerned about the passing traffic, especially at speed. 3) We have held two sets of on-site discussions with county Highways staff and ongoing email correspondence. This has enabled us to identify the problems, as noted in this plan, and to consider potential solutions. We have reviewed a range of solutions in terms of their practicality and legality, and our proposals in this plan are the outcome. We are faced with factors that we cannot do anything about, such as lack of available space, more so than by the cost of changes which might be ideally envisaged. 4) We have undertaken a Speed Survey (February 2024) which found there is not a major problem with speeding through the village, despite public perception to the contrary. 5) We have considered a range of traffic calming measures as noted above and have come to the proposals in this plan as providing a practical and sound basis for remedying the problems now and having a basis for ongoing maintenance. 6) When we have agreed this plan in parish council, we will place it and an explanatory text on our bulletin and will produce and deliver a newsletter to residents.
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<p>Expected growth – location, size and timing of development sites. What impact would these have on your community needs?</p>	<p>Implementation of this plan depends on residents' cooperation for the cutting back of hedges, and to a lesser extent SCC's management for the installation of signs.</p> <p>Having gone ahead with this plan, based on consultations with residents, we are well-placed to hear and respond to further suggestions to improve other aspects of infrastructure within the village.</p>
<p>Projected income – from all sources including external grants, CIL and s106 income (legal agreements attached to planning permissions).</p> <p>East Suffolk may be able to give a broad estimate of expected CIL income for the next 3 year period.</p>	<p><u>Income</u></p> <ul style="list-style-type: none"> - projected to be drawn from the CIL funds now held by the parish council. <p><u>Summary of actions and expenditure</u></p> <ul style="list-style-type: none"> a) discussion with SCC Highways to undertake <ul style="list-style-type: none"> - signs for entry to village - signs for speed limits and warnings - road markings - clearing and maintenance of verges/ roadways b) estimates from D E Keble Ltd, Nick Saberton and if needed other contractors for hedge cutting and remedial work on verges c) SIDS – 1 new - and solar panels – 2. Decision on opportunity for purchase of SIDS to be made at Parish Council on 23 January 2025 d) newsletter and communications for residents and school parents/ carers
<p>Your investment priorities – the list of infrastructure projects to be funded over the next 3 to 5 year period, in order of their priority</p>	<p>This plan for one aspect of village infrastructure improvements has given the parish council a model for tackling other problems subject to consultations.</p>