MINUTES OF A MEETING OF THE PARISH COUNCIL HELD ON MONDAY 5 AUGUST 2024 AT 7.30 PM AT THE VILLAGE HALL

Present: Chairman: Councillor C L Atkinson.
Councillors: Mrs C Adams (Vice/Chairman), F A Delderfield, Mrs H R Dundon, T E Gregan, Mrs A V Heaviside, J.V Keyes and B S Marshall.

096.24 DISCLOSURE OF INTERESTS
There were no disclosures

097.24 ADJOURNMENT FOR THE PUBLIC TO SPEAK
No members of the public were present.

098.24 MINUTES OF THE PREVIOUS MEETING
The minutes of the Meeting of the Council held on 8 July 2024 were amended under minute 90.24 in respect of planning application **FUL/MAL/24/00435** The provision of a single dwelling (Retrospective). Godfreys Bungalow Sheepcoates, Lane to say: *The Council supports the application* and then confirmed and signed. The Clerk confirmed that an amended planning response has been sent to the Maldon District Council (see Minute 102.24 below).

099.24 MATTERS ARISING FROM THE MINUTES
Overgrown Hedges: Cllr F A Delderfield reported that County Councillor Mark Durham in his conversation with him about overgrown hedges had mentioned that the County Highways is overwhelmed with hedges and other vegetation growth.

100.24 CHAIRMAN'S ANNOUNCEMENTS, REPORTS OF OTHER BODIES AND GENERAL CORRESPONDENCE.
There were no reports

101.24 PLANNING POLICY AND STRATEGY:
There were no policy matters to consider

102.24 PLANNING APPLICATIONS
Planning Decisions: No planning decisions were reported for the period.
Corrected response: FUL/MAL/24/00435: (see Minute 098.24 above). Cllr. B S Marshall had previously declared an interest in this application. A letter from Mr M Phillis pointed out that the Councils response to this planning application is incorrect and Members agreed that this is the case The Council's response had been submitted to the Maldon District Council and it was agreed that a corrected response should be sent to the District Council as follows:

FUL/MAL/24/00435 The provision of a single dwelling (Retrospective). Godfreys Bungalow Sheepcoates, Lane: The Council supports the application"

Latest Applications: Comments on planning applications received up to week ending 4 August 2024 were as follows:

(Note: The Parish Council receives notification of and may give its views on planning applications, in accordance with planning legislation, policy and local plans. The Maldon District Council is responsible for making decisions on them.)

MLA/MAL/24/00530 Modification of the S106 agreement dated 14.10.2019 for application 15/00419/OUT (Part outline/part detailed (hybrid) application for mixed use development including:
(i) Residential development (Use Class C3) for up to 1138 dwellings including 30% as affordable housing (Outline). Etc

Modification seeks:-
-Insert an express provision into the definition of Affordable Rented Units which allows for the Affordable Rent units to be increased annually by consumer price index plus 1%
-Amend (a) of the definition of Shared Ownership Units so the 25% is replaced with 10% so Shared Ownership initial equity share is in line with Homes England current model lease allowing for 10-75%
Land At Broad Street Green Road And Langford Road And Maypole Road

The Council has no comment

HOUSE/MAL/24/00526 Single storey rear extension and a two storey side extension. 80 Staplers Heath Great Totham Maldon Essex - The Council has no comment

HOUSE/MAL/24/00445 Single storey extension to cart lodge. Single storey extension to pool changing hut. Fenestration alterations. Change to external materials of pool changing hut. Fair Oaks 3 Maclarens.-The Council has no comment

LBC/MAL/24/00561 Replacement of existing internal window with a timber door. Alteration to existing staircase and creation of access opening. Infill existing opening. Walnut Cottage 16 Totham Hill Green Great. The Council supports the views of the specialist Conservation Officer

FUL/MAL/24/00569 Erection of 3 storey, 66 bed care home for older people with associated landscaping, car parking and access. Land at Broad Street Green Road and Langford Road and Maypole Road -

The Council objects to this application which is of an inappropriate design for its location in a rural setting as well as proposing an unacceptable three story building. The Council also questions the need for an additional facility for older people as it understands that plans are in place for a 120 bed facility elsewhere within the development. The Council recommends refusal.

WTPO/24/00577 (TPO 12/95) T1-T3 Oak (T3-T5 on TPO)- Crown Reduction by 1.5m. The Oaks Mount Lodge Chase Great Totham Maldon. - The Council supports the views of the specialist Tree Officer

HOUSE/24/00544 Erection of brick boundary wall and black metal railings. Oaklands Kelvedon Road Great Totham -
The proposed development is contrary to the Great Totham Village Design statement and the Council does not support the apparent urbanisation of a rural location. The Council recommends refusal.

103.24 FINANCE
Confirmation of Payments: Payments were confirmed for:

764.46	Maldon District Council	Community Engagement Services
60.75	C L Atkinson	Payment to PC doctor (Preparation of Speedwatch reports) £40.00 Payment for swing fixings £16.00 Payment for Bolts £4.65
1000.00	C R Potter	Salary/allowance

104.24 AMENITIES
Report of Chairman of Amenities Committee:
The Clerk has placed an order for hedge cutting at the Council's properties and has also asked the contractors if they can deal with the overgrown area near the playground equipment at the Totham Hill Recreation Ground. A message via the Council's Facebook pages which advised that a redundant light appears to hang precariously.

The small slide at the Jubilee Recreation Ground is being moved to Bull Green and new parts have been purchased for he swings.
Cllr Marshall reported that he is to tidy up the area next to the War Memorial Bus shelter and plant up the areas. It was suggested that he might contact the gardening Club

The reports were received and adopted.

105.24 24 HIGHWAYS AND TRANSPORTATION
Finger Post at Braxted Lane: The old finger post at the end of Braxted Lane has been removed by Cllr. J V Keyes for repair.
Potholes: The Clerk is undertaking a survey of potholes within the Parish to report to Essex Highways (each pothole requires an individual report including a photograph.) A current example is a large pothole in Church Road. Note: following the meeting the Chairman asked Members to help by noting details of location and taking a photograph to send to the Clerk for reporting of any potholes they encounter.
Overgrown Hedges: The Clerk is also reporting to Essex Highways overgrown trees, hedges and other vegetation which affect highway users (which includes overhanging of footways) and create a safety hazard. A photograph and exact locations (for example outside No 21 Xxxx Road) are required for the report. Some recent examples are Back Lane, Colchester Road opposite the Recreation ground and the hedge near the Village Hall

106.24 COMMUNITY POLICING, SAFETY AND REGULATION
Community Protection Team Report: The July report had not been received at the time of the meeting.
Speedwatch: Three Speedwatch sessions carried out in addition to speed checks carried out by the Community Protection Team
Speed Indicator signs: The Clerk had investigated literature on the accuracy of Speed Indicator Devices and produced the attached report. However it was

considered that the actual speed displayed may be incorrect and that re-calibration of the equipment may be required.

107.24 CASUAL VACANCY FOR A MEMBER OF THE COUNCIL
The Clerk reported that following advertising locally he had received five initial enquires about being considered These resulted in two final applications of which one was withdrawn because of family health issues. It was thereupon agreed to co-opt Mr Nicholas J Snelling as a Member of the Council. The Clerk was asked to make the necessary arrangements.

108.24 OTHER URGENT BUSINESS & FUTURE AGENDA ITEMS.
There was no other business and the meeting closed 8.35 pm.

Next Meeting: 9 September 2024.

Great Totham Parish Council

Report to Council 5 August 2024

Accuracy of the Speed Indicators (SID) at Great Totham located on the B1022 Road near the Cricket Field and Captains Wood

The Council has received a few e-mail messages from local motorists reporting that the new speed indicators on the B1022 road are inaccurate as they are showing a lower speed than their vehicle speedometers. The simple answer is that the speed indicator equipment is most likely correct and vehicle speedometers are deliberately showing a higher speed than the vehicle is actually travelling.

Speed Indicator Devices (SID)

Speed Indicator Devices, such as the Council's Equipment, work on the same principle as radar which uses the Doppler Effect. It works by transmitting a fixed frequency signal to a moving vehicle which then bounces back to the equipment and is calculated and converted into a speed measurement which is displayed. This happens almost instantaneously.

In terms of accuracy the equipment handbook states the following about the equipment manufacturer's calibration:

7.3 Accuracy

The accuracy of the speed value is:

± 2% and ± 1 digit, for the whole measurement range

Herewith the accuracy is better than specified for repressive velocity measurement systems in the German „Eichordnung" of the „Physikalisch-Technische Bundesanstalt" (± 3% for v > 100 km/h and ± 3 km/h for v < 100 km/h).

Therefore, as they are set at 30 mph the error range is 29.4 to 30.6 or as displayed 29 to 31 mph

Vehicle Speedometers

Vehicle speedometers operate from the revolution of the wheels and whilst some small variation in may be due to wear of the tyres the speedometer in most cars is designed to overstate the true speed of the vehicle. This ensures that a driver does not inadvertently exceed speed restrictions and in prosecutions for speeding offences the instrument cannot be cited as under-reporting the vehicle speed to the driver.

Speedometer Accuracy

Under UK law - which is based on a European Union standard - UK speedometer regulations outline how accurate speedometers must be.

The regulation states that speedometers must never under-report a vehicle's speed, while it must never over-report by more than 110% of the actual speed + 6.25mph.

So if a vehicle is travelling at 30 mph, its speedometer may be set to read from 33 to 39 but it can never read less than 30mph. In order to stay within the law, carmakers calibrate their speedometers to over-report their vehicles' speeds.

At an actual speed of 40mph, your speedometer may read up to 50.25mph as an extreme or at 30mph the reading might be up to 39mph

The following extracts from Hansard and websites explain the position further. There is also an extract on fixed speed cameras.

H M Government's View

Hansard: The House of Lords: Speedometer Accuracy. Volume 623; debated on Monday 12 March 2001

Lord Allen of Abbeydale asked Her Majesty's Government:

Whether, in the light of the increasing importance of speed limits, they have any plans to make it easier for the private motorist to have his speedometer tested for accuracy. [HL839]

Lord Whitty replied:

The Road Vehicles (Construction and Use) Regulations 1986, as amended, allows the use of speedometers that meet the requirements of EC Community Directive 75/443(97/39) or ECE Regulation 39. Both the EC Directive and the ECE Regulation lay down accuracy requirements to be applied at the time of vehicle approval for speedometers.

These requirements are that the indicated speed must not be more than 10 per cent of the true speed plus 4 km/h. In production, however, a slightly different tolerance of 5 per cent plus 10 km/h is applied. The requirements are also that the indicated speed must never be less than the true speed.

A vehicle meeting these requirements would not be able to travel at a greater speed than that shown on the speedometer and a driver could not, therefore, inadvertently exceed speed restrictions. Her Majesty's Government have no plans to introduce instrument tests.

Information from *The Car Expert*

The law for car speedometers in the UK

The UK law is based on the EU standard, with some minor changes. A speedo must never show less than the actual speed, and must never show more than 110% of actual speed + 6.25mph.

So if your true speed is 40mph, your speedo could legally be reading up to 50.25mph but never less than 40mph. Or to put it another way, if your speedo is reading 50mph, you won't be doing more than 50mph but it's possible you might actually only be travelling at 40mph.

To ensure that they comply with the law and make sure that their speedometers are never showing less than true speed under any foreseeable circumstances, car manufacturers will normally deliberately calibrate their speedos to read ‘high’ by a certain amount. As your satnav is not the designated device by which a car’s speed is measured, it does not need to incorporate any fudge factoring.

Information from Start Recue Co UK

Car manufacturers speedometer calibration UK

In order to stay within the law, and make sure that their speedometers are never showing less than true speed under any foreseeable circumstances, carmakers calibrate their speedometers to slightly over report their vehicles' speeds.
So, in answer to are speedometers accurate, it is clear that the calibration of speedometers by car manufacturers of course means many motorists are travelling slower than they think - which is arguably good news for avoiding accidental speeding tickets and for making our roads safer.

You may well find your sat nav’s GPS is a more accurate determinant of your speed - although you should stick to your car’s speedometer reading to be on the safe side to ensure you stay within the speed limit.

Technological developments also look set to change the way we drive, and the speeds we can travel.

Speed Cameras have similar tolerences

Information from Carwow staff

UK speed camera tolerances explained - August 10, 2022
Item from Basildon, Canvey and Southend Echo 17 March 2024

A great deal of fixed speed cameras operate on a 10% +2mph principle. This means that they will not issue a ticket if your speed was under this threshold.

So, for example, if the road you may have been speeding on had a 60mph limit, 10% of 60mph is 6mph, while plus 2mph brings the speed camera allowance to 68mph – if you were doing less than this then you *shouldn’t* get a ticket.

We say ‘*shouldn’t*’ in italics as the 10% +2mph threshold is only guidance; there really is no hard and fast way of knowing whether or not you will get a ticket until you wait for a couple of weeks (see below for how long you have to wait) to see if you get a dreaded envelope through your letterbox.

That’s because individual police forces (of which there are 43 in England and Wales) are allowed to set their speed camera thresholds independently. So while it would take a very strict chief constable to set a 0.1mph speed camera tolerance, there would be nothing stopping him or her from doing so, if they wished, as anyone travelling 0.1mph over the speed limit is technically breaking the law.

Essex Police Response to a National Survey of Police Forces: Confused.com

Does Essex Police have speed camera tolerances?

Some speed cameras in the UK have tolerances, which means motorists could be going a few miles per hour over the speed limit before they get a fine.

More than 40 police forces across the country were issued Freedom of Information requests by Confused.com in February last year, asking them to share information about when their speed cameras activate if a driver is going above the speed limit.

Essex Police was among the 39 forces which responded to a survey in March 2024 by Confused.com. It revealed that in the county, like most UK police forces, speed cameras have a tolerance of 10 per cent plus 2 mph above the limit before a fixed or mobile speed camera will "flash".

Confused.com confirmed that this means on a 30mph road, a camera would not normally activate unless a car is going past at 35 miles per hour or above.
On a motorway with a limit of 70mph, this threshold would go up to 79 mph.

A retired head of Essex Road Policing advised that road policing vehicles are equipped with enhanced speedometers which measure speed accurately.

Great Totham's Speed Indicator Devices

The Council's equipment has been factory calibrated and installed by a competent contractor. However, an issue that needs addressing on the SID equipment near the Cricket Ground is the likelihood of interference with the signal from the "Patrol" Sign as shown below. As vehicles reach a certain point the equipment is momentarily obstructed by the sign which interrupts the Doppler signal. The Patrol which it warns of stopped operating in 2014 or earlier so the sign is now redundant.

Clive Potter
Clerk to the Council