

FALMOUTH TOWN COUNCIL

Minutes of the Meeting of the Council held in the Council Chamber, Municipal Buildings, The Moor, Falmouth on Monday 10th June 2019 at 7.00pm.

Present: Councillors S D Eva (Town Mayor), P A Minson (Deputy Mayor), R J Bonney, G G Chappel, L D Coley, G F Evans CC MBE, A J Gillett, A J Jewell CC, M C Morgan, R J O'Shea, A Parker, J C Robinson, B M A Ross, D W Saunby CC and J M Spargo.

In Attendance: A M Williams (Town Clerk)
R J Gates (Town Manager)
Councillor J Kirkham (Cornwall Council – Smithick ED)
Reverend C Blizzard (Mayor's Chaplain)

PRAYERS

Prior to the formal commencement of the meeting prayers were said by the Mayor's Chaplain Reverend Blizzard.

C5200 APOLOGIES

None received.

C5201 INTERESTS

None received.

C5202 MINUTES

It was proposed by Councillor Jewell, seconded by Councillor Coley and

RESOLVED that the minutes of the meeting held on 29th April 2019 be confirmed as a correct record and signed by the Chairman.

It was proposed by Councillor Jewell, seconded by Councillor Coley and

RESOLVED that the minutes of the Annual Meeting of the Council held on 20th May 2019 be confirmed as a correct record of the proceedings and signed by the Chairman subject to inclusion of Councillor Robinson in the record of attending Councillors.

It was proposed by Councillor Jewell, seconded by Councillor Coley and

RESOLVED that the minutes of the Special Meeting of the Council held on 3rd June 2019 be confirmed as a correct record and signed by the Council.

C5203 TOWN MAYOR'S REPORT

The Town Mayor reported upon his civic attendances including the University Fashion Show and Student Union Awards, Fal River Festival opening Ceremony, Newquay and St Austell Mayor Making Ceremonies, visit by HMS Penzance, Truro Civic Service, Trebah Military Day with 75th Anniversary Commemoration of D-Day. He advised that the summer civic diary was busy. He thanked the Deputy Mayor and Councillor Parker for assisting with civic attendance cover.

The Town Mayor presented Councillor Evans with past mayoral insignia to recognise his past services as Town Mayor.

C5204 **PUBLIC QUESTIONS**

None received.

C5205 **POLICE REPORT**

None received.

C5206 **COMMUNITY SAFETY AND FIRE RESCUE REPORT**

None received.

C5207 **COMMUNITY NETWORK REPORT**

None received.

C5208 **CORNWALL COUNCILLORS REPORTS**

Smithick

Councillor Kirkham reported that Cornwall Council had provided additional support to the Falmouth University Launch Pad initiative, and hoped it would benefit Falmouth more than it currently did. She reported on the Climate Change and the Spaceport aspirations of Cornwall Council and hoped these would be compatible. She was also discussing residents parking schemes with residents.

Boslowick

Councillor Jewell reported on the Central Planning Committee and its consideration of the Linden Homes planning application revision. There had been a road closure for gas main works here. He was discussing with A&P Falmouth land at Turnaware Road. He would attend the Prislw Fields Open Day and the Opening Ceremony of the outdoor gym at Dracaena fields, both schemes had benefited from Section 106 contributions allocated by Cornwall Council. A bootcamp at Swanvale Field that residents were concerned about was a temporary arrangement. He updated on the Maenporth Beach Cafe fire and his concerns regarding beach management and the car park there.

Arwenack

Councillor Evans reported on various planning matters including Pendennis Rise that had been refused. In addition he reported various traffic schemes and matters including a scheme at Pendennis Rise that was progressing and a change to yellow line markings in Bar Road. Speeding vehicles continued to be an issue on Melvill Road. In regard to the Prince of Wales Pier it was hoped to improve access to vessels.

Trescobeas

Councillor Saunby reported upon expressions of interests for Highway Schemes and a drop kerb in Venton Road had been provided and a crossing in Penmere Hill and traffic island in Dracaena Avenue (Highfield Road) and a gateway feature for the 30mph zone at Hill Head were all being considered.

Penwerris

No report.

Councillor Saunby enquired as to the eligibility of Councillor McCarthy to continue to serve and his intention regarding future attendance.

The Town Clerk advised that Councillor McCarthy remained eligible to serve and the Town Mayor advised he would write to Councillor McCarthy to establish his future intention to serve.

C5209 COMMITTEE REPORTS

The Finance and General Purposes Committee Part I Report dated 3rd June 2019 was presented by Councillor O'Shea, Chair of the Committee.

It was proposed by Councillor O'Shea, seconded by Councillor Coley and

RESOLVED that the Part I Report of the Committee dated 3rd June 2019 be approved subject to the addition of Councillors Bonney (family illness) and Ross (family illness) in the record of approved apologies for absence.

The Planning Committee Report dated 29th April 2019 was presented by Councillor Jewell, Chairman of the Committee.

It was proposed by Councillor Jewell, seconded by Councillor Spargo and

RESOLVED that the Report of the Committee dated 29th April 2019 be approved.

The Planning Committee Report dated 13th May 2019 was presented by Councillor Jewell, Chairman of the Committee.

It was proposed by Councillor Jewell, seconded by Councillor Spargo and

RESOLVED that the Report of the Committee dated 13th May 2019 be approved.

The Licensing Committee Report dated 13th May 2019 were presented by Councillor Morgan, Chairman of the Committee.

It was proposed by Councillor Morgan, seconded by Councillor Saunby and

RESOLVED that the Report of the Committee dated 13th May 2019 be approved.

C5210 TOWN MANAGEMENT REPORT

The Town Clerk presented the Town Management Report that was duly noted and forms part of these minutes.

C5211 TOWN CLERK'S REPORT

The Town Clerk's Report was duly noted and forms part of these minutes.

C5212 EXCLUSION OF THE PRESS AND PUBLIC

It was proposed by Councillor Ross, seconded by Councillor Jewell and

RESOLVED that in view of the confidential nature of contractual matters and personal information it is advisable in the public interest that the press and public be excluded from the meeting.



FALMOUTH

the spirit of the sea

Town Management Report to Falmouth Town Council 10/05/19

Falmouth International Sea Shanty Festival

With just a few days until the festival is due to start the committee is putting the finishing touches to the festival. The scale of the festival now means that operationally everything has to be increased to ensure a continuing professional and well-run event. This has been everything from First Aid, Security, Event Control.

All the merchandise is available from the Cornish Store in Arwenack Street ahead of the festival. During the festival it will also be at Custom House Quay and Events Square. The main information point is Custom House Quay, and this is where our Event Control is.

On the Moor as well as the Seven Stars stage which is one of four main stages there will also be activities for children. There will be a climbing wall on the Saturday and Sunday and also a variety of activities from Mel and the team at Ships & Castles plus Leanne who will be face painting. There are 11 traders from the markets all planned in.

There will be road closures in place through the town centre on the Saturday and Sunday with the groups parade on Saturday morning leaving the pier at 11.15am.

For the second year the festival with support from Seasalt and Skinners Brewery have produced a reusable festival cup continuing the town's aim as a whole to reduce single use plastic. It will be available from the festival shops as well as on the Skinners bar on Events Square.

You can find out lots more detail via www.falmouthseashanty.co.uk and www.falmouthseashanty.co.uk/360 is the updated aerial interactive view.

Falmouth Classics

Taking place at the same time as the shanty festival is The English Braids Falmouth Classics event. This has run in parallel for the last few years and the link continues to develop year on year, and it promises to be another good event for the town. For further detail see here www.falmouthclassics.org.uk The Falmouth Classics team have worked really hard to move the event forward and there will be between 150 and 200 boats attending with more entries coming in daily.

Birmingham New Street

For the second year the Town Team working closely with the Devon and Cornwall Rail Partnership took over a section of the concourse at Birmingham New Street station. This was after London Paddington last year. The whole Falmouth brand with grass/deckchairs/giveaways/competition/aerial imagery/giant

Monopoly board and much much more was in situ. On the day we had 850 people fill out the competition entry with many more also completing online. It is a great initiative interacting with potential new customers and speaking to many people who were trying to decide where to go on holiday. It puts Falmouth in the forefront of their minds. There were also people who have visited before and are looking to come back plus many others that wanted to find out exactly where Falmouth is located. There were many prize partners such as the Greenbank Hotel and Seasalt as well as St Michaels Hotel and Cross-Country trains. It is certainly something we will be continuing each year.

A few other points:

Cape to Cape: classics cars driving from Cape Trafalgar to Cape Cornwall with Falmouth one of the final stops.

Penryn College: linked up with them to give some interview support for students with additional needs and will also be helping Falmouth School children in the coming weeks.

Bill Grimsey talk: attended the talk at County Hall on the current and future state of the high street both nationally and internationally.

Ex-M&S site: We have images waiting to go into some of the windows on this site, but we are unable to do this until certain works are completed internally from a safety perspective. All being well this will be soon to brighten up the area.

The work has started on the Fish Strand Hill/student development and we have been liaising with the contractors to where possible minimise disruption.

Georgia Down Towns (represent a number of small towns across the state of Atlanta) visited the Town Team and Town Clerk to gain an understanding of what has worked in Falmouth and been achieved as well as the many challenges that we have all faced.



FALMOUTH TOWN COUNCIL
10TH JUNE 2019
TOWN CLERKS REPORT PART I

ITEM NO. 12

12.1 SAFER CORNWALL – ROAD SAFETY AND COMMUNITY SPEED
ENGAGEMENT EVENT

Attached is details regarding this event that was attended by the Town Clerk and Councillors.

Mark Williams FCIS FSLCC
Town Clerk
June 2019

CORNWALL

Road Safety and Community Speed engagement event

Tuesday, 14th May, 2019

09.30 – 13.30

Council Chamber, County Hall, Truro TR1 3AY

Please note we are unable to guarantee parking – please use the Park and Ride facilities – details are here: <https://www.cornwall.gov.uk/transport-and-streets/public-transport/cornwalls-transport-services/park-and-ride-services/park-for-truro/> . There will be refreshments on arrival in the Long Gallery.

Agenda

09.30	Welcome and Introduction by Geoff Brown, Portfolio Holder for Transport
09.40	Road Safety Initiatives <ul style="list-style-type: none">• Paula Wellings, Casualty Reduction Manager, will introduce the initiatives Cornwall Council and its partners are taking to educate and raise awareness of Road Safety.• Zoe Wonnaott, Community Safety Officer, will speak about the Safer Towns initiative• Miles Topham will outline the innovative role of the new Tri-Service Officers
10.05	Policing our Roads <ul style="list-style-type: none">• Chief Inspector Adrian Leisk will outline the Devon and Cornwall Police strategy for road safety and 'No Excuse' team.• Jon Farr from the Peninsula Road Safety Partnership will speak about the partnership approach to the use of safety cameras
10.30	Cornwall Road Casualty Reduction Strategy <ul style="list-style-type: none">• Natalie Warr, Transport Strategy Manager will outline the 5 pillars of this Strategy• Adrian Roberts, Traffic and Safety Engineer for Cormac, will help us understand the process of engineering solutions to make our roads safer.• Steve Bayley, Highway Network Manager for Cormac, explains the how highways maintenance contributes to road safety
11.00	BREAK for refreshments

11.15	Community Involvement , introduced by Simon Mould, Assistant Service Director for Resilient Cornwall
11.20	Mobile Speed Visors <ul style="list-style-type: none"> • Some communities have purchased their own mobile speed visors - Natalie Warr, Transport Strategy Manager will outline the policy and guidance from Cornwall Council, and Chris Bell, St Day Parish Council will give us the benefit of their experience in implementing this.
11.35	Community Speed Watch <ul style="list-style-type: none"> • Volunteers can have a role in monitoring speeds in their community - Chief Inspector Adrian Leisk will outline a new approach to supporting volunteer teams and William Harrison from the St Austell Community Speedwatch team will tell us what it is like to be part of a team.
12.30	Communities working together - workshop. <ul style="list-style-type: none"> • Following an introduction by Simon Mould, there will an opportunity to have more informal discussions about how communities can get involved in three breakout groups: <ul style="list-style-type: none"> ○ Mobile Speed Visors ○ Community Speedwatch ○ Highways improvements
13.00	Final session To finish this event, there will be a time for questions and closing remarks
13.30	Close.

Community Speed Initiatives

May 2019

Community Speed Watch is an initiative supported by most English police services, where active members of local communities join with the support of the police to monitor speeds of vehicles using speed detection devices.

Mobile Speed Activation Signs detect the speed of oncoming traffic and when the set threshold is exceeded, it will either show the speed limit and/or show registration number.

Community Speed Watch and Mobile Speed Activation Signs are **proactive solutions** that local areas can put in place to **tackle excessive speed or unsafe driving** and help to improve the safety and quality of life for everyone in the community.

Both types of initiatives require a **formal approval process** to ensure that location for implementation is safe and appropriate. Community Speed Watch requires the support of the police and must thus also be approved by Neighbourhood Teams. Mobile Speed Activation signs must be approved by the Highways Authority.

Feedback through the Community Network Panels, and Safer Towns Partnerships, has led to the production of this Briefing Note. There is an opportunity to provide some consistency of approach and learn from best practice by bringing together advocates from Town and Parish Councils, and community groups. Cornwall Council will hold an event on **14th May to engage Town and Parish Councils, and community volunteers**, about Road Safety and Community Speed Initiatives in particular, and explore ways to work together. This could result in regular Road Safety Forums if there is appetite to develop this area of work together.

Community Speed Watch

Due to be relaunched in 2019, the scheme aims to cater for the problem of **real or perceived speed related offending**, and through partnership with the community it is to be used in circumstances that are necessary, justifiable and proportionate in order to:

- Reduce death and injury on the roads

- Improve the quality of life for local communities
- Reduce the speed of vehicles to the speed limit
- Increase public awareness of inappropriate speed

Vehicles observed and recorded by volunteers as exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds. In cases where education is blatantly ignored and evidence of repeat or excessive offences is collated (even across county borders), intelligence submitted from Community Speed Watch can lead to follow up enforcement and prosecution by safety camera partnership or police officers.

The process for implementing a local scheme involves a number of stages and must include securing police resources to support the initiative.

- Site identification, backed by evidence if possible. Once a site has been confirmed, the location will be **assessed for suitability by an appropriate Officer**, to include:
 - Location of advance warning sign
 - Safe place for Speed Watch Volunteer Team to operate from
 - Safe distance between sign and Speed Watch Volunteer Team
 - Permission secured from the landowner, if required
 - Note that there is a waiting list due to current RCRO capacity
- **Volunteers are recruited from the local community**; there are usually a number of people engaged by this point but the formal **police volunteer recruitment process** must be followed. This includes vetting procedures and setting out roles and responsibilities;
- For a new group, volunteers receive a **half-day training session** by the Force Speed Watch Co-ordinator. One volunteer will be nominated as the volunteer co-ordinator and this person will be responsible for uploading the details of any vehicles exceeding the speed limit to the police system;
- **Equipment is provided** as per the requirements of the installation, such as high-vis wear for volunteers, calibrated radar guns and portable signs;
- The appropriate **police resource is secured** from the Neighbourhood Team. The police role involves **supporting the volunteers** on their first outings to build their confidence and **following up speeding alerts** logged by volunteer co-ordinators with warning letters etc.
- The police role **could also extend to troubleshooting issues** such as equipment failure and driver behaviours, dependent on Neighbourhood Team capacity;

Work is underway to ensure that there is one community speed watch group for each of the community network areas (where requested). This is a community by the Police and will ensure opportunities are provided to all communities to be involved.

Community Speed Watch Online works on behalf of the Police and communities to organise and coordinate Community Speed Watch activity across the country. More information is available on their website www.communityspeedwatch.org

Mobile Speed Activation Signs

Mobile Speed Activation Signs can be purchased directly by Town and Parish Councils, or through the Community Networks Highways Programme with funding provided by Cornwall Council (see Appendix A for further information on costs). A simple User Agreement setting out the terms will also be needed. Deployment must be designed for a **short period of time to preserve the effectiveness of the signs**. It is recommended that these be used for 2 weeks (8 maximum) with a similar time elapsing before they are used again. Any equipment placed on the highway has to be installed safely and not place highways users at risk. Therefore installation must be by properly accredited installers¹, and, in advance of installation, **approval of the device** must be given by Cornwall Council and agreement on the **safety and suitability of the location** by the Highway & Environment Manager, with assistance from the Engineering Design Group Safety Team as required. Where viable, permission will be given to attach devices to existing street furniture (to reduce street clutter) but this won't be practical in all locations, and new poles will be required.

Up to **2 devices** may be purchased per town and parish council area and local councils who are considering installing such equipment should **contact their Highway & Environment Manager** before purchase.

Transportation and Infrastructure have produced a guidance note regarding the application, approval and implementation process for Mobile Speed Activation Signs. This is provided at [Appendix A](#).

¹ Installation must be by properly accredited installers under the National Highways Sector Scheme (NHSS), comply with Health and Safety for working on the highway and The Health and Safety at work Act 1974 which includes the need for suitable risk assessments to be carried out.

Appendix A: Mobile Speed Activation Signs (MSAS) Guidance Note

Background

MSAS (SpeedVisor-type signs) represent one of a number of tools to tackle inappropriate speeds and encourage safer driving. MSAS detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign reminding drivers of the speed limit is triggered.

These are temporary (portable, battery/solar powered) interactive signs which have been shown to be effective in reducing speed. This guidance is designed to ensure that MSAS are used safely and effectively on the public highway, and in a way that is consistent across the county.

Historically Cornwall Council has undertaken the purchase, installation and operation of MSAS in accordance with Department for Transport guidance and legislation. Cornwall Council accepts that many town and parish councils are concerned about speeding in their areas and welcomes the initiatives taken by local councils to invest from their own budgets in speed monitoring equipment such as MSAS.

As the legal highway authority, we will work with those councils, to support them in their efforts to reduce speeding, and advise them on suitable sites and methods of deployment on the public highway. Where viable and safe, agreement to attach devices to existing infrastructure will be granted (reducing street clutter), but this may not be practical in all locations. In some areas MSAS will support local Speed Watch programmes.

This guidance note provides support for towns and parish councils by outlining the same conditions that Cornwall Council are obliged to follow when installing these devices.

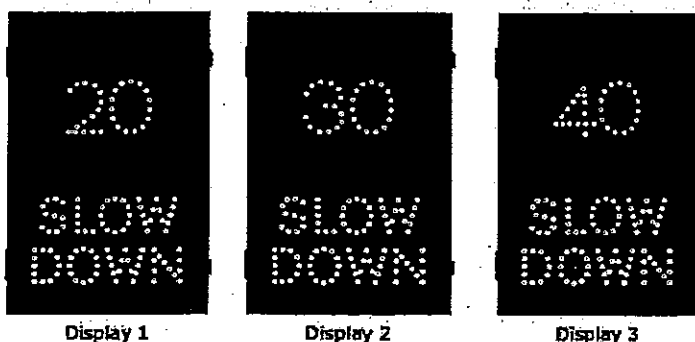
Purchase

All local councils who are considering installing such equipment should contact their Highways and Environment Manager before purchase. To avoid saturation, initially up to 2 MSAS devices may be purchased per town and parish council area. Over use could reduce effectiveness with drivers ignoring the signs (including permanent signs).

MSAS devices can be purchased direct by town and parish councils with their own funds or by Community Network Panels with funding providing through the Community Network Highways Scheme. Equipment bought directly should be assessed for **reliability**, particularly with regard to the environmental conditions (particularly salt air) which affect the longevity of equipment, **compliance with UK standards** and **maintenance/installation** considerations. Town and Parish Councils should ensure signs are erected, maintained and removed in accordance with relevant Health and Safety legislation².

² All equipment must be authorised by the Highway Technology Team and therefore comply with the Traffic Signs Regulations and General Directions 2016, it must be CE rated and a minimum IP65 and made using corrosive resistant materials. Installation and cyclic maintenance must also comply with Health and Safety regulations

It is recommended that signs display the speed limit (activated by a speeding vehicle), not the actual speed of passing vehicles. This is to avoid 'boy-racer' type behaviour with drivers trying to get 'top score' on the display which was evidenced from previous experience of displaying the actual speed of passing vehicles.



Cornwall Council has negotiated with its supplier, SSE, for the supply of MSAS of this type, together with a 4 year maintenance package. Table 1 provides the costs.

It is important to note that costs presented below provide for the purchase and installation cost together with 4 years of hassle free operation. This includes 4 years of maintenance (one annual visit, 2hr emergency fault response, 12hr standard fault response, battery charging & replacement). This has also included 8 sign moves per year (allowing for the maximum of 8 weeks deployment in any one location as per the guidance). Data from the signs will also be downloaded each time it is removed and sent to Cornwall Council for ongoing monitoring purposes.

As SSE will be managing MSAS deployment together with the fault/maintenance, we will review MSAS requests from each CNP to determine whether one unit can be shared between the desired locations. This provides the most cost effective approach. It minimises the kit required whilst still delivering the desired outcomes at the locations of concern. Should this mean an alteration to the number of sign moves, the price can be adjusted up or down to accommodate this. The price of the actual sign has not changed from previous correspondence but this is providing due diligence of all costs that should be factored when deploying these signs.

Cornwall Council will review the operation of these devices after the 4 year installation and maintenance programme ceases. The current proposal is to gift the signs to a relevant parish or town council who would take on ongoing maintenance.

Table 1: Purchase by Cornwall Council on behalf of Town, parish councils, or Panels.

CC Managed Service provided by SSE		
Sign Type (see attached diagrams)	Cost	Comments
MSAS	£17,153.87	Supply, installation and 4 years maintenance included. Maintenance requirements in line with CC ITC contract (one annual visit, 2hr emergency fault response, 12hr standard fault response, battery charging & replacement). Price includes up to 8 sign moves per year. Additional moves to be funded by the relevant parish council(s).
Solar MSAS	£18,028.89	
MYSI1	£29,687.31	
Solar MYSI1	£18,291.79	
Additional Moves (no Traffic Management required)	£287.60	
Additional Moves Solar (no Traffic Management required)	£359.50	
Permanent Speed Visors	Approx. £8500	Actual costs are dependent on the extent of groundworks needed. Maintenance costs for these devices are minimal and will be covered by Cornwall Council.

Notes: Assumes installation onto existing post/streetlight column. Locations of MSAS to be agreed between the Highway Managers and Parish at time of order. Costs given exclude VAT as Cornwall Council is VAT registered.

Further **permanent** sign options are also available and these are usually deployed where there is evidence of consistent data showing speeding. Installation of permanent vehicle activated sign is approximately £8,500 or number plate vehicle activated signs with an approximate cost of £22,000.

Details of use

If purchased direct, use on the highway will be in accordance with the following conditions:

1. Any MSAS device can be considered for approval by Cornwall Council, we can provide a small number of already accepted devices. They will need to be UK approved and certified. However, if funds are sought from the Cornwall Council Community Network Highways Scheme, suppliers approved as part of the Council's procurement process must be used. Maintenance options are also only available with SSE, Cornwall Councils approved contractor;
2. All deployment locations and positions (on and over the highway) to be agreed with the Highway & Environment Manager to ensure the safety and suitability of each location, with assistance from the Engineering Design Group Safety Team as required. This will involve any necessary permissions from Highways Electrical before attaching to street columns. A Traffic Regulation Order (TRO) is not required.

3. The following guidelines are outlined to ensure the safe deployment and use of MSAS devices:

- MSAS may be used in *built-up areas* subject to speed limits of 20mph, 30mph and, occasionally, 40mph limits³;
- Cornwall Council will provide support in setting the minimum speed threshold for activation. This will never be lower than the speed limit itself;
- It is recommended that signs display the speed limit (by activation), not the actual speed of passing vehicles. This is to avoid 'boy-racer' type behaviour with drivers trying to get 'top score' on the display which was evidenced from previous experience of displaying the actual speed of passing vehicles;
- MSAS cannot be used where a static Vehicle Activated Speed Sign is already operating in the same direction on the same section of route in the same settlement;
- MSAS should be located away from junctions and complex road layouts to avoid driver distraction;
- MSAS should not be used in such close proximity to a speed limit change that would result in the sign activating at vehicles outside the relevant speed limit;
- To preserve their effectiveness as a speed reduction tool, MSAS should be moved regularly between locations. Deployment periods of 2 weeks (8 maximum) have been found to be generally effective, with a similar period elapsing before return. Signs should not be deployed permanently at one location; in such cases, a permanent Vehicle Activated Speed Sign may be more appropriate;
- Agreeing the location and installation methodology with your Highway and Environment Manager allows safe access by those deploying and maintaining the MSAS;

4. A simple User Agreement (which will include further guidance on deployment) will ask town and parish councils to record details of all MSAS deployments, including, but not limited to: location; dates; direction; threshold settings.

It is also recommended that at least one set of results from each location is supplied to Cornwall Council on request for inclusion on the existing countywide database. Supplying these details to Cornwall Council enables valuable information to be captured, building a cohesive picture across Cornwall of all MSAS sites. While this speed data may be useful, it will not in itself establish any obligation for further highway works. In most cases, the continued use of the MSAS will be the appropriate measure;

5. The highway authority reserves the right to withdraw consent for specific sites where there is reason to do so, and generally subject to discussion between interested parties. Devices may be removed directly by the highway authority in

³ Deployment in rural areas, even where a 40mph limit applies, is not generally suitable. Higher rural speeds where there is no development could result in loss of control if a driver over-reacts to a sign, particularly at night. This echoes the restrictions on Community Speedwatch. MSAS are directly focused on helping communities, not the more general enforcement of limits, which is for the police.

exceptional circumstances, for example, where they constitute an immediate danger to users of the highway;

6. Calibration and maintenance will need to be carried out in accordance with manufacturers' recommendations. Responsibility for ongoing maintenance and insurance (including insurance for working on the highway) remains with the relevant town or parish council if purchased directly.

Explanatory note

This guidance will support the Cornwall Road Casualty Reduction Strategy and Cornwall Speed Management Strategy.

Action

That this guidance note be distributed and remain in circulation until superseded/deleted or a future guidance has been determined.

If you have any queries in relation to this guidance please contact the Transport Strategy Team Connectingcornwall@cornwall.gov.uk.

SIGN DESIGN – MYSI VARIANT 1

650
450
125

68
270

Sign Specification
 Width 450mm
 Height 650mm
 Area 0.29sq.m
 Speed display 160mm
 Speed colour Amber
 'YS' colour White
 'YS' mat'l Class 2 Ref'vs.
 Background Black
 Weight 11.6Kg
 Batteries 3.8Kg

LED Specification
 '88' 2 x 34 PCB Amber
 'THANK YOU!' 66 Green
 'SLOW-DOWN' 76 Amber

YOUR SPEED
YOUR SPEED
YOUR SPEED
YOUR SPEED

Display 1 (below speed threshold)
 Display 2 (within 10% above speed threshold)
 Display 3 (Greater than 10% above speed threshold)
 Display 4 (above speed threshold)

SWARCO | First In Traffic Solutions.

08.10.2018

7

BATTERY MVAS SIGN DESIGN

650
450
125

68
270

Sign Specification
 Width 450mm
 Height 650mm
 Area 0.29sq.m
 Roundel 300mm
 Colour Red
 Material LED
 Background Black
 Weight 11.6Kg
 Sign 11.6Kg
 Battery 3.8Kg

LED Specification
 Roundel 68 Red
 '2' 15 White
 '3' 15 White
 '4' 15 White
 '0' 15 White
 'SLOW' 45 White
 'DOWN' 51 White

20
SLOW DOWN
30
SLOW DOWN
40
SLOW DOWN

Display 1
Display 2
Display 3

SWARCO | First In Traffic Solutions.

08.10.2018

4