

Environmental Information Regulations – Response - 27217

Follow on requests to 27150 and 27060

3rd request.

1. From the information you sent me, could you please confirm that the list of Carriageway Safety Inspections (in a very jumbled order) on pages 1-3 and the Action number inspections on the subsequent page are simply drive-by visual inspections from the road and that trees were actually not physically examined.

All carriageway safety inspections are driven, and the observer views all aspects of the highway that may impact the safety of all highway users. Including adjacent trees, they assess for any obvious signs of damage or disease. They do stop the vehicles as required and, should they observe a possible defect, they will undertake a closer inspection.

On none of the Carriageway Safety Inspections has the Descriptions section been filled in. I can understand that if they did not “see” any defects from 6+ feet away then there would not potentially be a description. However on two occasions they did say “yes” to defects, but did not give a description of the defect, nor how urgent it was.

I am assuming that a further form would have been filled out detailing what the defect(s) were and that a separate further full inspection of the actual defect would have been done to by your Soft Team. I am assuming they would have been treated with some urgency.

2. Were these carried out, on what dates were they carried out?

The description field is not a place to record identified defects meeting repair criteria, it is for general comments about the inspection. The ‘yes’ on the reports refers to the highway defects that met repair criteria on that inspection.

3. If so, could I please have copies of these reports and the action taken.

These are identified and included as file named ‘27217_Defects.pdf’.

The Carriageway Safety Inspections that did say “yes” to defects were as follows:

Survey no 183322 on 24/4/25 at 16.32pm

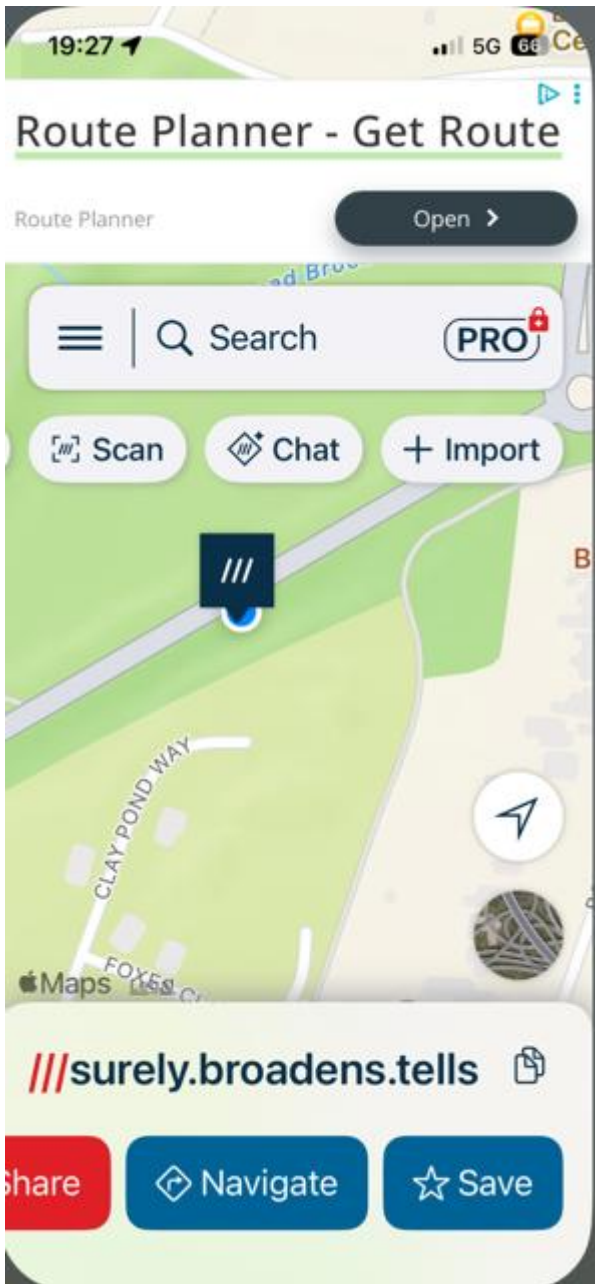
Survey no 201102 on 23/1/2026 at 19.13pm

I am assuming that the verge in question where the tree crashed down is Suffolk County Council’s responsibility. I have tried to get a what3words location to narrow down the exact location of the fallen tree, but there is not a good signal on an extremely busy A road. Coming from the roundabout on the left hand side, it is just before a footpath sign. There is a cluster of very tall pine type trees.

The nearest what3words I can get is

surely.broadens.tells

I have enclosed a copy of the what3words screen below to try to pinpoint the location.



A plan showing the extent of the highway was given under EIR 27150. The highway verge at this location is approximately 14.0 metres wide. The trees appear to be within the highway limits.

Redacted Information

All information released in response to a Freedom of Information Act 2000 (FOIA) or Environmental Information Regulation 2004 (EIR) request is deemed to be in the public domain. As such we must consider whether or not the requested information qualifies as personal information and should therefore not be released into the public domain.

The council has determined that this is personal information and is therefore exempt from disclosure under **section 40** of the FOIA and **regulation 13** of the EIR.

The Council considered the following, including the possible consequences of disclosure for the data subjects concerned and their reasonable expectations as to the use of their data:

- expectations of the individuals concerned about personal information being put into the public domain;
- reasonable expectations - the data subjects concerned would have a legitimate expectation of privacy concerning their personal information and would not have anticipated this being put into the public domain;
- whether or not the requested information could be anonymised; and
- balancing the individual's rights and the legitimate interests - In past cases the Information Commissioner has weighed the individual's rights to privacy against the public interest in disclosure. There is no presumption in favour of releasing personal data.

This is an absolute exemption, which means that if the condition is satisfied there is no additional public interest test to consider.

In assessing fairness, the Council considered the likely consequences of disclosure of the requested information. Personal information should not be used in ways that have unjustified adverse effects on the individuals concerned. The council also considered whether such disclosure would be within the reasonable expectations of the individuals, given that any response to a request under the FOIA or EIR is deemed to be in the public domain. The council believes that in this instance it is not fair to disclose personal data and is therefore withholding the requested information under section 40 of the FOIA and regulation 13 of the EIR.

General Maintenance LA Code Details

LA Code: 361848 **Stage:** COMPLETED **Source:** REQUEST-H

NSG Ref: 01511035 **Unit Type:** Carriageway

Address: A137 From The Strand To Ipswich Road, Wherstead

Section: A137/210 **Chainage:** 0.00 **Grid Reference:** 616100.79 - 241904.63

Location: A137 on RAB

Expenditure Code: ET07532E73 **Defect:** RC2B Cway Defects - Likely 40-100mm

Priority: 4 10 Working Days

Originated: 23/01/2026 **Kier Order No.** 300440

Selected: 23/01/2026

Ordered: 23/01/2026

Start:

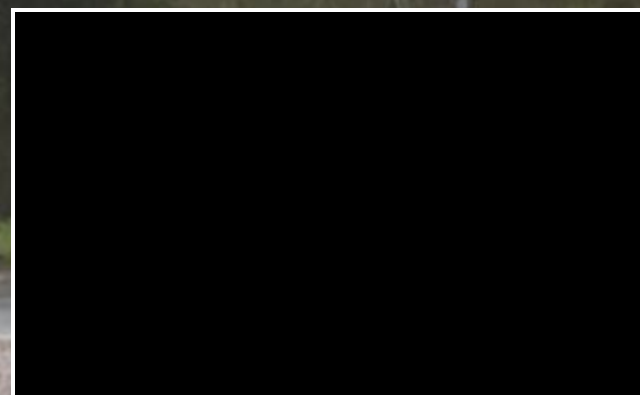
Completed: 06/02/2026



23/01/2026 13:59



23/01/2026 13:58



Wierhead
Brantham



23/01/2026 13:58



24/04/2025 12:47



24/04/2025 12:47



24/04/2025 12:47