

Norfolk County Council Highways Department Location Meeting 28-2-2019 1430.

Present David Jacklin NCC Highway Engineer Area 3

From NP4NB : Charles Oxley, Mary Dowson PC, Don Crossman PC, Trish Mallett, Janet Trewin



Parking/emergency access outside St Mary's Care Home

The Problem Top priority for the village. Emergency vehicles often unable to park outside the home due to cars on the east side of street, opposite the building. These cars may be those of the care workers, visitors to the home, the local residents, tourists or shoppers who wish to go to the general store, pub or coffee shop. Arguably there is already enough space for local residents to park outside their own houses on the west side of the street, since the white line outside the St Mary's does not extend as far as the neighbouring houses.



County Council Highways' initial response 6.2.19

- There used to be a "minor traffic management" fund for this kind of alteration. The fund has been decreased & now does not exist at all.
- Traffic Regulation Orders are required for such changes which are costly because they require legal input.
- Such changes are not considered to be a priority. The County's priority currently is "maintaining the existing network"
- The cost of the yellow line change could be as much as £5,000. It could easily exceed that. If there is any objection e.g. from residents/publicans/retailers the legal costs mount swiftly.
- The County Council is wary of yellow line changes like this, due to opposition from householders anxious at a reduction in property value.
- Merely pushing the parking issue to pinch points elsewhere. "It just moves the problem along the road".
- Lack of enforcement so people won't obey the markings.
- There are 2 ways of funding such a change. Either the Parish Council pays entirely or it applies for Parish Partnership Funding. This is a fund of £300,000. Letters of invitation to bid for 2019/20 were sent to Parish Clerks in June 2018. The closing date was 7th December 2018.

Outcome 28.2.19:

- ✓ **David Jacklin re-iterated that, financial cut-backs being what they are, such matters are not a priority with the Highways Department. The general advice is to seek alternative answers e.g. putting out traffic cones, leafletting villagers, putting signs on offending cars, and setting notices warning that the space outside the Home is required for Emergency vehicles.**
- ✓ **The white line, known as an "H bar", is advisory only, so there is no way to "enforce" it.**
- ✓ **Yellow lines can be enforced but we are warned that the practicality of police action is very limited due to cost cutting, even although we are concerned with emergency vehicles etc.**
- ✓ **Placing yellow lines could technically be done, but it has to be paid for (anything between £5,000 - £15,000) and , since Norfolk County Council doesn't have the funds to do it, the only way is to seek Parish Partnership Funding - 50% : 50%. The next round of funding should be in April but there is no certainty that the scheme will be renewed this year (2019) . The Parish Council should receive warning of any re-opening of the funding scheme.**
- ✓ **It is emphasised that a major portion of costs, in the experience of the Highways Dept. is objections from local people and/ or local businesses who would have their parking restricted eg King's Head etc.**

Alternative route for HGVs



The Problem 4 very tight, ninety degree blind bends which often require large vehicles to go onto the opposite side of the road. Passing can mean cars going onto the pavement. Reversing in such tight confines is dangerous. 42 houses are listed. They are on the street (no front gardens) & some have no pavements in front. They do not have modern foundations. The vibrations of large HGVs passing can be felt. NB streets are narrower than E Harling where a diversion has been tested. Arguably ours is a much more severe congestion problem.

County Council Highways Initial Response 6.2.19

- Alternative routes demand equivalent or higher grade roads.
- Re-routing requires a large field study by Highways. It could also involve re-designating other roads, upgrading sections of the route and putting up new signs. The obvious short routes avoiding NB do not meet legal requirements.(see below)
- East Harling detour is 16 miles.(cf 5 miles N-S) The experiment will end in April 2019. The County Council imposed an 18 tonne weight limit (A fully laden beet lorry might weigh up to 44 tonne). To be successful, the assessment must show that lorries & agricultural vehicles have been reduced by 40-50%.
- There has been one incident in NB. (King St Oct 2014)



Outcome 28.2.19:

- ✓ There is no money at County Hall. David Jacklin's judgement is that, currently, there is no way that the NCC will act to relieve the problem.
- ✓ If there were injuries/fatalities this would serve merely to push the issue up the agenda - not to force any action.
- ✓ There is no easily defined alternative route (B-grade or higher), nor would there appear to be any enthusiasm to find an alternative solution however serious the structural problems and historic significance is perceived to be.

Clear signage clutter and re-inforce 20 mph speed restriction Highways put 20 mph signs on the Market Place, owned by the High Bailiff's Trust. They are perceived as adding to "street clutter". The flashing speed sign on the Turnpike warning of a 20 mph zone ahead begins to flash quite a distance from the restricted area. On the south side of the village a 40 mph sign is almost immediately followed by the warning of a 20 mph limit. It's suggested this 40 mph sign is unnecessary. A better option would be a flashing 20 mph sign. Concern that people are not obeying the 20 mph limit on King Street or on Chapel St where they speed to beat the traffic using King St.

County Council Highways Initial Response 6.2.19

- NCC which recently won a national award for reducing sign clutter, are willing to reduce signage where it's safe.
- Signs cannot be put onto telegraph poles or telecoms structures although lamp posts are possible.
- Posts reaching the end of their life can be removed.
- The flashing sign on the turnpike is a Vehicle Activated Sign (V.A.S.). They are normally triggered by radar at 100 metres. It can be adjusted down to 70 m. although it may be beneficial to warn well in advance to slow down.
- A SAM 2 sign, which is also flashing but portable could be installed. It must be moved through 3 different locations. (Who does this?) A SAM 2 could be paid for by matched funding with the Parish Council.

Outcome 28.2.19

- ✓ **Removing the 20mph signs means there can be no enforcement by police. The speed limit is governed by a traffic regulation order AND signs.**
- ✓ **Police do not prioritise enforcement of 20mph limit because it is regarded as being a "self-enforcing" limit. i.e. it's placed in locations where it is a "natural limit" e.g. where there are double bends, narrow roads, lots of parked cars.**
- ✓ **20mph signs cannot be put on telegraph poles.**
- ✓ **A second Vehicle Activated Sign (stationery sign like the one on the common) could be erected at the south of the village but at the village's expense with Breckland match funding.**
- ✓ **The Highway Department could adjust the VAS speed reader on the Common so that it doesn't flash so early although it may be beneficial to give early warning of a much lower speed limit ahead in the village.**
- ✓ **VARs can also be designed with SID(speed Indicator device) which alerts drivers to their actual speed. Other design features include captions: "Thankyou", " Slow down", smiley emoji etc**
- ✓ **A SAM2 (movable speed sign) can be more effective. We can move it ourselves to any of 3 locations. We take advice from NCC as to which locations are suitable (i.e. where it won't block visibility from private driveways or the road and where the speed radar won't be inhibited by parked cars.) The sign can be bought with extra clamps and fittings so it can be put on posts, trees etc**
- ✓ **The cost of a SAM2 can be approx £3,500-4,000 and can be bought using matched funding.**
- ✓ **NCC use Wescotec based in Dereham. Their web site illustrates the possibilities <https://www.wescotec.co.uk/>**

Gateway Treatments on entering New Buckenham Gateway concepts can be successful in slowing traffic. There are many "gateway" ideas : reducing road width, changing the colour of the road surface, planting schemes on verges, altering the nature of the road surface.

County Council Highways Initial Response 6.2.19

- The Highways Department is sympathetic to gateway options but they must be paid for by matched funding or by PC alone.
- The 20 mph speed sign above the village name could be changed to a gate appearance, with planting. Wood not used as it's dangerous if hit, instead it's moulded/coloured plastic.

Outcome 28.2.19

- ✓ **Gateways can cost around £1,000 each, would need one for each side of road. Made from plastic for safety reasons but looks like wood.**
- ✓ **They can be bought through Parish Partnership money although there's no guarantee the scheme will continue throughout 2019.**
- ✓ **The location for gateways needs to be checked with NCC.**
- ✓ **Planting flowers or shrubs technically requires a "cultivation licence" where the flowers are on Council land.**
- ✓ **In our circumstances, along the common and where there are large areas of meadow, it would be regarded as unnecessary.**
- ✓ **The disadvantage of planting is that council verge cutters might cut down the flowers, although it was admitted that cutting happens increasingly infrequently due to cost reductions.**

End flooding problems



Flooding is a constant problem at a number of locations: on King Street, Dambrigg and at the junction of St Martins Gardens and Cuffer Lane. Is this problem long term or can something be done? Note that Dambrigg is mainly Banham and Old Buckenham but



flooding there causes significant access problems to New Buckenham.

County Council Highways Initial Response 6.2.19

- The NCC noted the complaint and cleared gulleys/offlets as a result of initial discussions. The work was done 8.2.19
- If there is a likelihood that further action needs to be taken the area can be added to the County Council Wet Weather Inspection List.

Outcome 28.2.19

- ✓ **NCC Highways will keep an eye on flooding at the Dambrigg location. we can alert in cases of high rainfall.**
- ✓ **The flooding at St Martin's Gardens/Cuffer Lane is to be investigated to see if there is a blockage underneath the road, resulting in no water flow into the moat opposite the village hall.**

FYI From Breckland Website February 28.2.19

Breckland Match funding

Applications can be made at any time while the Fund is open. Please note, this funding programme is currently available up until and including June 30th 2019. The following levels of Match Funding grants are currently available:

Breckland Council Match Funding Small Grants

Funding of between £500 and £5,000.

With this funding stream applicants can expect a maximum of **50%** of the total project cost therefore match funding is required which can be from your own funds or other external funders.

Breckland Council Match Funding Large Grants

Funding of between £5,001 and £20,000.

With this funding stream there is a maximum of **30%** of the total project cost available, therefore match funding is required which can be from your own funds or other external funders.

Parish Partnership Scheme. Under the [Parish Partnership Scheme](#), bidders must co-fund scheme bids with us. This co-funding is usually raised through parish/town council precepts. However, bidders can obtain scheme funding (in whole or part) from other suitable sources, or in partnership with other bidders. Some alternative potential funding sources you may wish to consider are:

Community Infrastructure Levy (CIL) Where a district council has an adopted CIL Charging Schedule in place, the town or parish council will be entitled to 15% of the CIL receipt collected within their area. This figure rises to 25% where the town or parish council has an adopted Neighbourhood Plan in place.

Developer funding In those districts where CIL has not been introduced, developer funding will be secured through agreement between the respective developer and local authorities, which may include the county, district and/or town/parish council. The County Council may still hold relevant, residual Section 106 funds received from developers prior to CIL, which could be applied for highway improvement purposes. However, this will be subject to strict caveats regarding its use and will be site specific. When you submit a bid, we'll automatically review available S106 funding to check whether it may be applied to your scheme either wholly or in partly as your contribution. If it can be, we'll advise you.

Recycling credits Norfolk County Council pays recycling credits to organisations who collect recyclable materials from our residents. [Find out more about recycling credits.](#)

Drainage Funding Our Flood and Water Management Team can help identify funding opportunities which will reduce flood risk across the county. Email water.management@norfolk.gov.uk with details of your potential proposal and they can advise you about possible options.

Norfolk Community Foundation [Norfolk Community Foundation](#) encourages charitable giving and connects donors with communities across Norfolk. An independent registered charity, they are part of a national movement of community foundations that manages funds for its donors, undertakes strategic grant making and contributes to achieving social change in the local area for the long term.

Big Lottery Fund [Big Lottery Fund](#) offers grants from £300 to more than £500,000 to community and voluntary groups and charities.

Local businesses Supportive local businesses may also be willing to help fund/ sponsor schemes benefitting local communities.