

cc Local Members

Your Ref:
Date: June 2019

My Ref: HI/12/GEN/DH/KT
Tel No.: 0344 800 8020
Email: martin.wilby@norfolk.gov.uk

From the Cabinet Member for Highways, Infrastructure & Transport

Dear Sir/Madam

Delivering local highway improvements in partnership with Town and Parish Councils

I am delighted to inform you that due to the success of working in partnership with Parish/Town Councils for the last seven years the Parish Partnership Scheme Initiative will again be repeated in the financial year 2020/21. Further supporting information, including possible funding sources for your share of the bid, is available on our website (click on [this link](#)).

The County Council has again provisionally allocated £325,000 on a 50/50 basis (There is an upper limit on Norfolk County Council funding support of £25,000 per bid) to fund schemes put forward by Town and Parish Councils to deliver projects that are priorities for local communities. We are particularly keen to encourage and support first-time bids.

This letter provides more information on the process, invites you to submit bids, and explains how the County Council can support you in developing your ideas. The closing date will be the 6 December 2019. If you need any advice in developing your ideas, especially around the practicalities and cost estimates, please consult your local Highway Engineers based at your local Area Office.

Once all bids have been received we will assess them and inform you of our decision in March 2020 following approval by the ETD Cabinet.

Continued .../

To encourage bids from Town and Parish Councils with annual incomes (precepts plus any another income) below £2,000, we are offering the following support;

- 75% County Council contribution
- £5,000 maximum bid value
- Offer available only once to any bidder

We will also accept bids from unparished County Council Wards. Such Wards can always opt to become a formal Parish Council, but otherwise we are offering support on the basis that the Ward raises the required 50% funding. Kings Lynn Borough Council, Great Yarmouth Borough Council and Norwich City Council have kindly indicated their willingness to consider proposed schemes and potential funding for them. Further details are in the relevant committee report on our website (click on [this link](#)).

What sort of schemes would be acceptable?

- Small lengths of formal footway
- Trods (a simplified and low cost footway),
- Improved crossing facilities
- Improvements to Public Rights of Way.
- Flashing signs to tackle speeding. We would encourage you to consider Speed Awareness Mobile Signs (SAM2) - which flash up the driver's actual speed rather than fixed signs (VAS) - which flash up the speed limit. The number of VAS in Norfolk has grown, and checks show that speed reduction benefits can be minimal. Whilst we will still consider bids for fixed VAS, we will need to be satisfied that they will be effective in reducing speed. We consider that SAM2 mobile signs, which are moved around on an agreed rota, are better at reducing speed; **SAM2 can be jointly purchased with neighbouring Parishes, and would be owned and maintained by the Parish/Town Council**
- Part-time 20mph signs with flashing warning lights, outside schools. The County Council trialled these in 2008/9, and generally had a favourable community response, with some moderate reductions in average speeds during peak times. Whilst the County Council supports the aspiration to have part-time 20mph speed limits outside each school in Norfolk, to do this would cost in the region of £3,750,000.

"Keep Clear" carriageway markings outside schools. Applications will be considered for new school keep clear carriageway markings (which must be supported by the local school), however, these will not be enforceable without a Traffic Regulation Order which is outside the scope of the Parish Partnership Scheme. If you wish to enforce the Order it would have to be wholly funded by the Parish or the Local Member.

New Bus Shelter. A copy of Norfolk County Councils guidance for new bus shelters is available on our web site (click on [this link](#)). **Any new shelter would be owned and maintained by the Parish/Town Council.**

Schemes can be within or off the highway provided they are linked to the highway. If they are off highway the future responsibility for the maintenance will fall to the Parish or Town Council.

Schemes should be self-contained and not require other schemes or works to make them effective.

Continuation sheet

Dated : June 2019

-3-

Schemes that support the Local Transport Plan (LTP) objectives will have a higher priority for funding. The LTP can be found on our website (click on [this link](#)).

With the County Council's agreement Parishes can employ private contractors to deliver schemes. Any works on the highway would be subject to an agreed programme, inspection on completion, and the contractor having £10m public liability insurance.

What schemes will not be considered?

- Bids for minor traffic management changes such as speed limits or waiting restrictions or any Traffic Regulation Order will not qualify.
- Bids for installation of low-energy LED lighting in streetlights to help cut energy bills and maintenance.
- Mirrors in the highway

What information should you include in your bid?

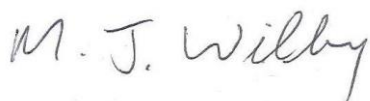
- Details of the scheme, its cost and your contribution.
- A plan/map of the extents of the scheme
- Who, and how many people will benefit.
- How it supports the objectives of the Local Transport Plan.
- Local support, particularly from your local Member, frontagers and land owners.
- For 'off highway' schemes, your proposals for future maintenance.

Please find a simple bid application form attached to this letter. When assessing your bid we will consider the points above, but also:

- The potential for casualty reduction.
- Any ongoing maintenance costs for the County Council.

Your bids should be emailed to ppschemas@norfolk.gov.uk (or posted for the attention of the County Programme Engineer, Linda McDermott, at the above address). If you need further information on the bid process please contact Linda, by email or by phoning 01603 228905. For advice on the scheme practicalities and/or likely costs, please contact your local Highway Engineer.

Yours sincerely



Martin Wilby
Cabinet Member for Highways, Infrastructure & Transport

HINGHAM TOWN COUNCIL



APPLICATION FOR NORFOLK COUNTY COUNCIL PARISH PARTNERSHIP FUNDING

By 06 December 2019
For funding 2020/21
Fairland Crossroads Feasibility Study

AGREED AT THE MEETING OF HINGHAM TOWN COUNCIL ON 03 DECEMBER 2019



Alison Doe, Town Clerk
Hingham Town Council
c/o 11 Rectory Road
Rockland All Saints
Attleborough
Norfolk
NR17 1XA
01953 483891
hinghamtc@hotmail.com

Capital Programme Manager
Environment, Transport, Development
County Hall
Martineau Lane
Norwich
NR1 2SG

Via email - ppschemas@norfolk.gov.uk

03 December 2019

Dear Sir/Madam

Firstly I would like to thank you for the Parish Partnership funding awarded to Hingham Town Council in previous years.

This year the Town Council are applying for Parish Partnership funding for a feasibility study into road safety improvements at the Fairland crossroads (B1108/ Attleborough Road/Dereham Road junction).

Please find attached the application form sent on behalf of Hingham Town Council containing supporting information and I hope that you will look favourably on this bid for Parish Partnership funding for the town of Hingham.

Yours sincerely

Alison Doe
Clerk to Hingham Town Council

Parish Partnership bid application form

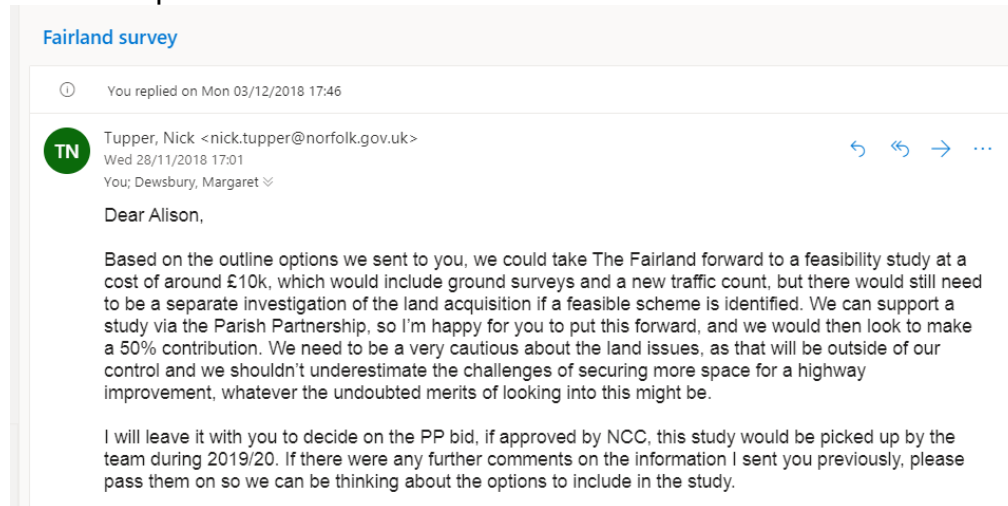
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| Fund applied for: | Parish Partnership Fund | | |
| Applicant details: | Hingham Town Council | | |
| Submitted by/contact: | Alison Doe – clerk to Hingham Town Council | | |
| Sum applied for: | £5000 | | |
| Total project cost: | £10,000 (estimated) | | |
| Project title: | Fairland Cross Roads Feasibility Study into Safety Improvements | | |
| Project detail: (please include a plan/map of the extents of the scheme): | <p>For Norfolk County Council to undertake a feasibility study into what would be feasible at the Fairland Crossroads with regard to improvement to road safety at the junction, with an initial assessment as to IF ANYTHING IS FEASIBLE (that being, that if it is initially deemed that there is NO feasible solution to improving safety, the study is not progressed).</p> <p>The result of the study would need to detail feasible options available to improve safety at the Fairland crossroads. For example:</p> <ul style="list-style-type: none"> • Solutions to improving visibility at the Attleborough Road junction (e.g re-aligning the junction) for drivers exiting the Attleborough Road, including any additional realigning of the roads in the vicinity. • Speed reduction measures to help to enforce the 20 mph speed limit. A road painted mini roundabout at the crossroads has previously been suggested. • Improvements in safety for pedestrians, with reference to width of pavements and crossing the B1108 and Attleborough Road • Preventing parking on the Dereham Road, along the Fairland grass up to the crossroads junction. | | |
| plan/map attached: | Yes | | |
| Any other funding: | No other external funding | | |
| Parish Income: | Precept | Other Income | Total Yearly Income |
| | £67,000 (2019/20) | The Town Council estimated an income of £3500 from cemetery fees in 2019/20. We receive a fee of (approximately) | The Town Council budget for 2019/20 predicted an income of £ 74,320 for 2019/20 <i>This does not include CIL payments as this</i> |

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| | | <p>£3746 from NCC for a grass cutting agreement. The Council also receive CIL payments (via SNC/the planning system), in 2019/20 these have totalled £1335. CIL payments are not a guaranteed income stream year on year. Interest is paid on bank accounts (£157 to date 2019/20)</p> | <p><i>funding is not predictable and may be returned to SNC if not spent within the 5 year deadline (from receipt).</i></p> |
| Reason for works: | <p>There has been a steady history of accidents at the Fairland Crossroads. The Town Council worked with Norfolk County Council to undertake a programme of measures intended to improve safety and reduce speeding on the B1108. This included, road edge lines through the Market Place, new signage, the use of a portable SAM2 sign and the extension of the 20mph speed limit (taking it through the Fairland, to include the Fairland crossroads). A new fixed flashing speed sign was installed on the Fairland.</p> <p>The 20 mph speed limit signage was installed on the Fairland in April 2018, and there has since been 3 accidents that the Town Council are aware of, although people regularly advise of “near misses”. Drivers generally do not appear to adhere to the speed limit.</p> <p>The visibility at the junction, exiting Attleborough Road is very limited due to the existence of a large brick wall (the Lodge wall, to the right). It is very difficult to see if traffic is approaching from the Market Place. If wishing to turn right (onto B1108) or go straight over at the junction (onto Dereham Road), drivers are reliant on watching for oncoming traffic in the reflection in a window on the north side of Church Street.</p> <p>Drivers exiting the Dereham Road, to go over the junction on to Attleborough Road, often (if they perceive the road to be clear) do not slow to stop/ give way at the junction. The Dereham Road, along the Fairland Green is now regularly parked upon, meaning vehicles are having to approach the junction on the wrong side of the road.</p> <p>The B1108 seemingly continues to become an increasingly busy road, carrying traffic to and from Wymondham and Norwich as the surrounding areas (Watton in particular) become subject to more housing development. The Fairland Crossroads is also the route from B1108 to Dereham and</p> | | |

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| | <p>Attleborough.</p> <p>The pavement on Church Street/The Fairland (south side) approaching Attleborough Road is very narrow as is the pavement on The Fairland to the west of Dereham Road. Wheelchair users have reported this as an issue, some having to use the road instead of the pavement which is too narrow to accommodate the type of wheelchair used.</p> <p>For Pedestrians, crossing at the top of Attleborough Road is difficult due to the lack of visibility, especially if crossing the Attleborough Road from the church side onto the Fairland. Crossing the B1108 from the south side (by the lodge wall) to get access to the Dereham Road/Fairland Terrace is also difficult.</p> |
| <p>Any relevant supporting documents (e.g. supportive correspondence) :</p> | <p>See additional correspondence and images below.</p> <p>Supporting information: The portable SAM2 sign was positioned on a post to the left of the Dereham Road junction. The sign faced (west) The Fairland and was active through August 2019 (approx. 4 weeks) Then was turned to face (east) Church Street (chicane) and was active through September 2019 (approx. 4 weeks) Drivers approaching the Fairland Crossroads from the Watton Road would have already passed the fixed 20mph flashing speed sign before the SAM2 sign. Drivers approaching the Fairland Crossroads from the Market Place would be exiting the Church Street chicane before approaching the SAM2 sign.</p> <p>Data from the SAM2 sign shows that: Traffic Approaching from (west) Watton Road A daily count of between 3500 and 4000 vehicles most days Highest speed 55mph (on 3 occasions), many instances of 40 – 50 mph Very high percentage of speeders - AVERAGE amount of speeders by day of the week – between 68 and 72%</p> <p>Traffic approaching from (east) Church Street A daily count of between 4000 and 4500 vehicles most days Highest speeds 70mph (2 occasions) 65 mph (on 10 occasions), many instances of 30-40 mph percentage of speeders - AVERAGE amount of speeders by day of the week – between 40 and 45%</p> |
| <p>Discussed with:</p> | <p>Nick Tupper – (when in post) Assistant Director - Highways and Waste - Community and Environmental Services Robert West – Highway Engineer Kevin Townly Asset & Capital Programme Manager (via email)</p> |

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Confirmation from Nick Tupper that a Feasibility Study could be funded under the Parish Partnership Scheme



Text from an email from Kevin Townly regarding the content of a feasibility study.

“Regarding the likely cost of a feasibility to consider possible alternative junction layouts at the B1108/Attleborough Road, Hingham.

We undertook four feasibilities in 2018-9 we can use as a benchmark.

The cost of these were £11,166, £13,366, £8,381 and £13,692.

They included a study of traffic flow, Road Traffic Accidents (RTA's) recorded by the police, public utilities, land ownership and any environmental restrictions.

This informed possible solutions, deliverability and likely cost . This enabled a cost benefit ratio (CBR) for the options to enable a recommendation for the location.

So the expectation of should be in the region of £10,000, unless the scope is reduced.

If the Town Council made a bid via our 'Parish Partnership' we would split the costs 50/50, hence a likely cost in the region of £5,000 for the Town Council.

It will be useful in the application to confirm;-

- The objectives of the study (For example to consider Options to amend the current junction layout with the intention of improving safety at the B1108/Attleborough junction, without causing significant congestion?)
- The areas on a plan your want us to review.

- Whether any potential options (review signing/lining, mini roundabout, roundabout, closing of roads, traffic lights etc) or areas of land not in our control (i.e. The Fairland) should be considered 'out of scope'.

A reduced scope, for example the examination of just review signing/lining, mini roundabout, could lead to a reduced cost or be an initial phase.

I have attached a plan of the highway boundary which shows the land under our control.

Any proposal using land outside are control would be dependent upon the agreement and support of the land owners. Pursuing Compulsory Purchase Orders (CPO's) for land to enable highway improvements is problematic. It will require a feasibility indicating this is the most beneficial approach and that similar benefits cannot be achieved using other options just using the existing highway.

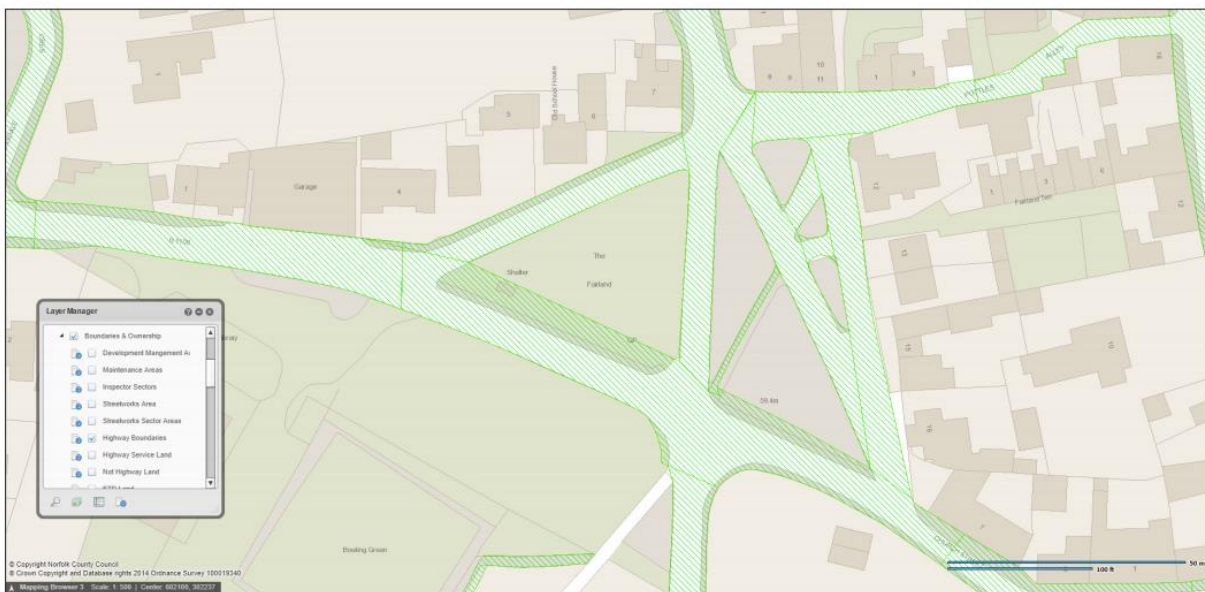
Please note whilst the feasibility may identify a recommended option , it is not linked to any confirmed funding source.

So progressing the recommendation will be dependent upon the cost, the CBR, its's relative priority against similar schemes and the availability of funding.

Regards

Kevin Townly, IEng RegASM (IHE) FIHIE,
Asset & Capital Programme Manager
 Highways & Waste, Community & Environment Services
 Tel: 01603 222627
 County Hall, Martineau Lane, Norwich, Norfolk, NR1 2DH

Plan as supplied by NCC



Images from Google

Poor visibility from Attleborough Road at the junction with B1108



B1108 looking toward the Fairland Crossroads Dereham Road to the north and Attleborough Road to the south



Fairland Crossroads – as approached from Attleborough Road



Fairland Crossroad as approached from Dereham Road (please not the large oak on the right has since been felled)



The Fairland as approached from Church Street – with Attleborough Road being obscured by the brick wall

