

# Norfolk County Council

## Record of Individual Cabinet Member Decision

Norfolk County Council – Saxon Bank (off Jubilee Close) Thetford -  
20mph Zone

**Responsible Cabinet Member: Councillor Martin Wilby - Cabinet Member for Highways, Infrastructure & Transport**

**Background and Purpose:**

In October 2019, Norfolk County Council were requested to promote a 20mph speed limit zone in a new housing development at Saxon Bank, off Jubilee Close, Thetford.

The new 20 mph speed limit zone is being promoted as it is associated with works carried out under a Section 38 Agreement at this location.

Prior to formally advertising the Traffic Regulation Order (TRO), statutory consultees were consulted on the proposals. The consultees included the local County Councillor, Thetford Town Council and emergency services who would be affected by the proposed TRO. No comments were received.

Formal consultation commenced on 18 December 2020, including public notices in the local newspaper and on-site notices. The public consultation period closed on 19 January 2021.

**Decision:**

**To implement the 20mph speed limit zone as advertised and as shown in Appendix A (drawing: PR3870-HP2-0100-001).**

**Is it a key decision?**

**No**

**Is it subject to call in?**

**Yes**

**If Yes – Deadline for Call in**

**Date: 4pm Tuesday 30 March 2021**

**Evidence and reason for the decision:** As detailed in the attached Report.

**Alternative options considered and rejected:** As detailed in the attached Report.

**Financial, Resource or other implications considered:** As detailed in the attached Report.

**Record of any conflict of interest:** None

**Background Documents:**

- Appendix A - Consultation plans

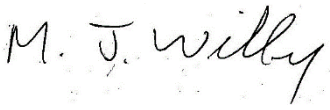
- Appendix B – Traffic Regulation Order
- Appendix C– Comments received with Officer comments

<b>Date of Decision:</b>	<b>19 March 2021</b>
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<b>Publication date of decision:</b>	<b>23 March 2021</b>
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**Signed by Cabinet member:**

I confirm that I have made the decision set out above, for the reasons also set out

  
**Signed:**

**Print name: Cllr Martin Wilby**

**Date: 19 March 2021**

**Accompanying Documents:**

- Report to Cabinet Member - Norfolk County Council proposed traffic order.

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

# Individual Cabinet Member Decision Report

Item No:

<b>Decision making report title:</b>	<b>Norfolk County Council – Saxon Bank (off Jubilee Close) Thetford - 20mph Zone</b>
<b>Date of meeting:</b>	<b>10 March 2021</b>
<b>Responsible Cabinet Member:</b>	<b>Councillor Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Tom McCabe – (Executive Director, Community and Environmental Services)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>Executive Summary</b> <p>This report sets out a proposal to progress a 20mph speed limit Traffic Regulation Order (TRO) in a new housing estate off Jubilee Close, Thetford.</p> <p>The new 20 mph speed limit zone is being promoted as it is associated with works carried out under a Section 38 Agreement at this location.</p> <b>Recommendation</b> <p>1. To implement the 20mph speed limit zone as advertised and as shown in Appendix A (drawing: PR3870-HP2-0100-001).</p>	

## **1 Background and Purpose**

- 1.1 The 20mph speed limit zone is being promoted to act as a traffic calming measure to reduce the adverse impact of motor vehicles within this built up area. This will improve safety for vehicles, pedestrians and cyclists in this location.

## **2 Proposal**

- 2.1 This project aims to improve safety for vehicles, pedestrians and cyclists in the area. The inclusion of the 20mph speed limit within the Section 38 agreement was approved as part of the planning permission for the new housing development.

New Traffic Regulation Orders and notices are required, and these were formally advertised between 18 December 2020 and the 19 January 2021. A copy of the advertised order and consultation plans can be seen in Appendices A and B.

## **3 Impact of the Proposal**

- 3.1 If the 20mph Speed limit zone is implemented as advertised, it will increase safety for all highway users.

## **4 Evidence and Reasons for Decision**

- 4.1 The proposals received support from Norfolk Constabulary, Thetford Town Council and Local Member, Cllr Terry Jermy.

One Objection was received and is summarised below with full details in Appendix C with the officer response.

Objection:

The orders would cover a series of residential streets on a newbuild estate which are short, narrow, and where speeds are likely to be low already. There appears to be nothing specific about these streets that warrants the making of a 20 mph zone. It is also a significant consideration that many motorist's disregards 20 mph limits in the absence of visible enforcement.

Officer Comment:

It is acknowledged that the speed limit being proposed is being implemented in order to discharge a planning condition for the development which was designed to 20mph speeds by virtue of alignment. Without the legal order then the estate would revert to 30mph which would be too high for the narrow residential streets.

These estate roads have been designed down to that speed rather than having a bolt on 20 mph limited added to encourage driver behaviour to change.

## **5 Alternative Options**

- 5.1 The alternative options are:
1. To develop an alternative scheme – however, it may not be possible to deliver the full range of benefits with an alternative scheme, would increase the financial contribution from the developer and require a further planning application.
  2. To abandon the proposals – which means the benefits cannot be realised and safety will not be improved. This proposal is a condition of planning placed on the developer.

## **6 Financial Implications**

- 6.1 The scheme is fully funded by the developer with no financial impact on Norfolk County Council.

## **7 Resource Implications**

- 7.1 **Staff:** Scheme designed and delivered utilising existing resources.
- 7.2 **Property:** Nil
- 7.3 **IT:** Nil

## **8 Other Implications**

### **8.1 Legal Implications**

Nplaw have advised on the making of this traffic regulation order and have confirmed that actions taken to date have been compliant with the legislative requirements.

### **8.2 Human Rights implications**

Nil

### **8.3 Equality Impact Assessment (EqIA)**

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Public consultation on the TRO has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

It has been concluded that this scheme will not provide any Equality Implications and the lower speed limit will help improve accessibility for all and help encourage more cycling and walking.

### **8.4 Health and Safety implications**

The proposed scheme should improve safety for all users.

### **8.5 Sustainability implications**

The proposed scheme will help create an environment to encourage more walking and cycling, positively contributing to sustainability.

### **8.6 Any other implications**

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to consider.

## **9 Risk Implications/Assessment**

- 9.1 The implementation of the proposed scheme will act as a traffic calming measure to reduce the adverse impact of motor vehicles in built up areas. This will improve safety for vehicles, pedestrians and cyclists in this area.

## **10 Select Committee comments**

- 10.1 N/A

## **11 Recommendation**

- 11.1 **1. To implement the 20mph speed limit zone as advertised and as shown in Appendix A (drawing: PR39870-HP2-0100-001)**

## **12 Background Papers**

12.1

- Appendix A - Consultation plans
- Appendix B – Traffic Regulation Order
- Appendix C– Comments received with Officer comments

### **Officer Contact**

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name: Elanor Coe**

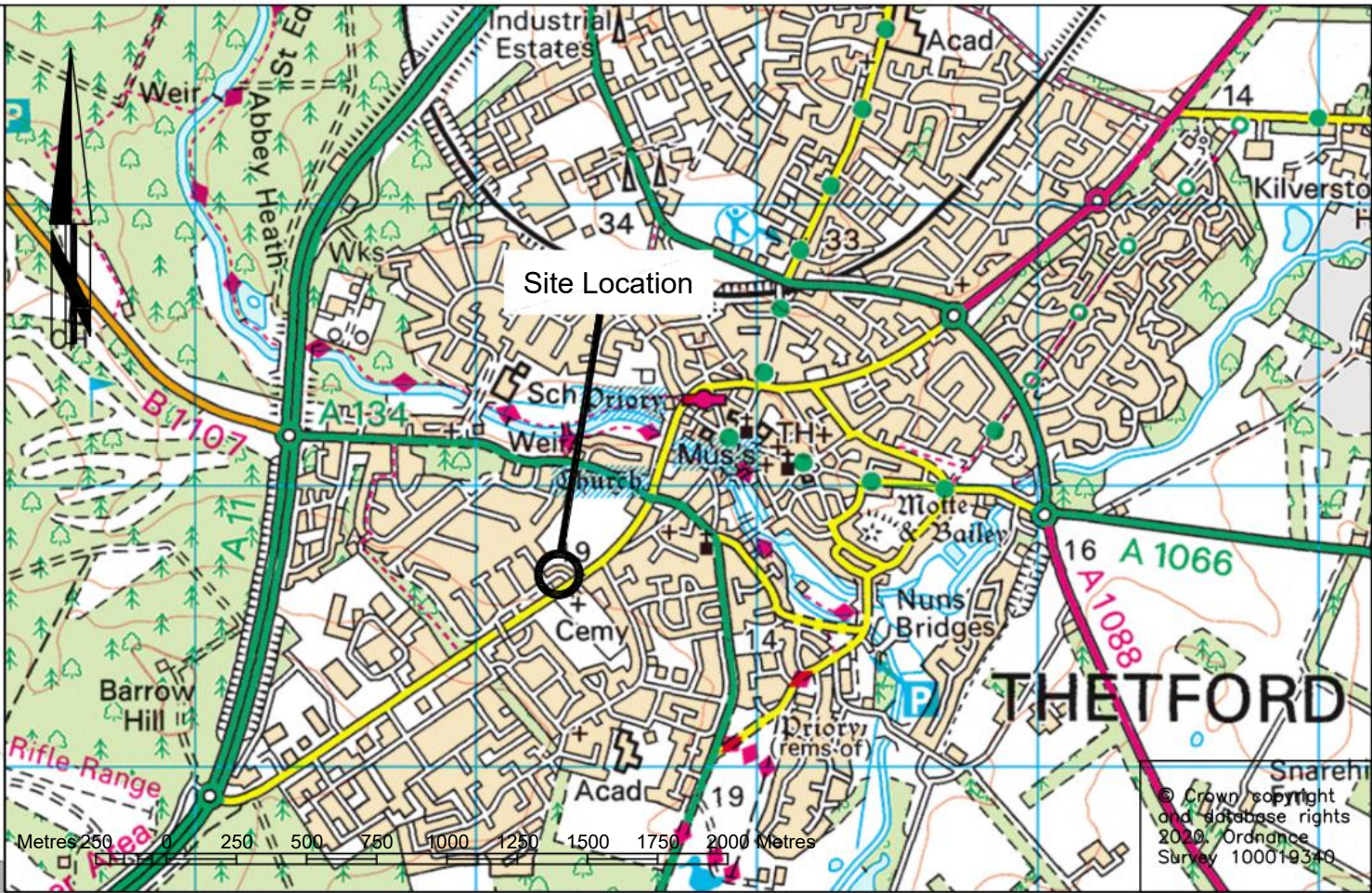
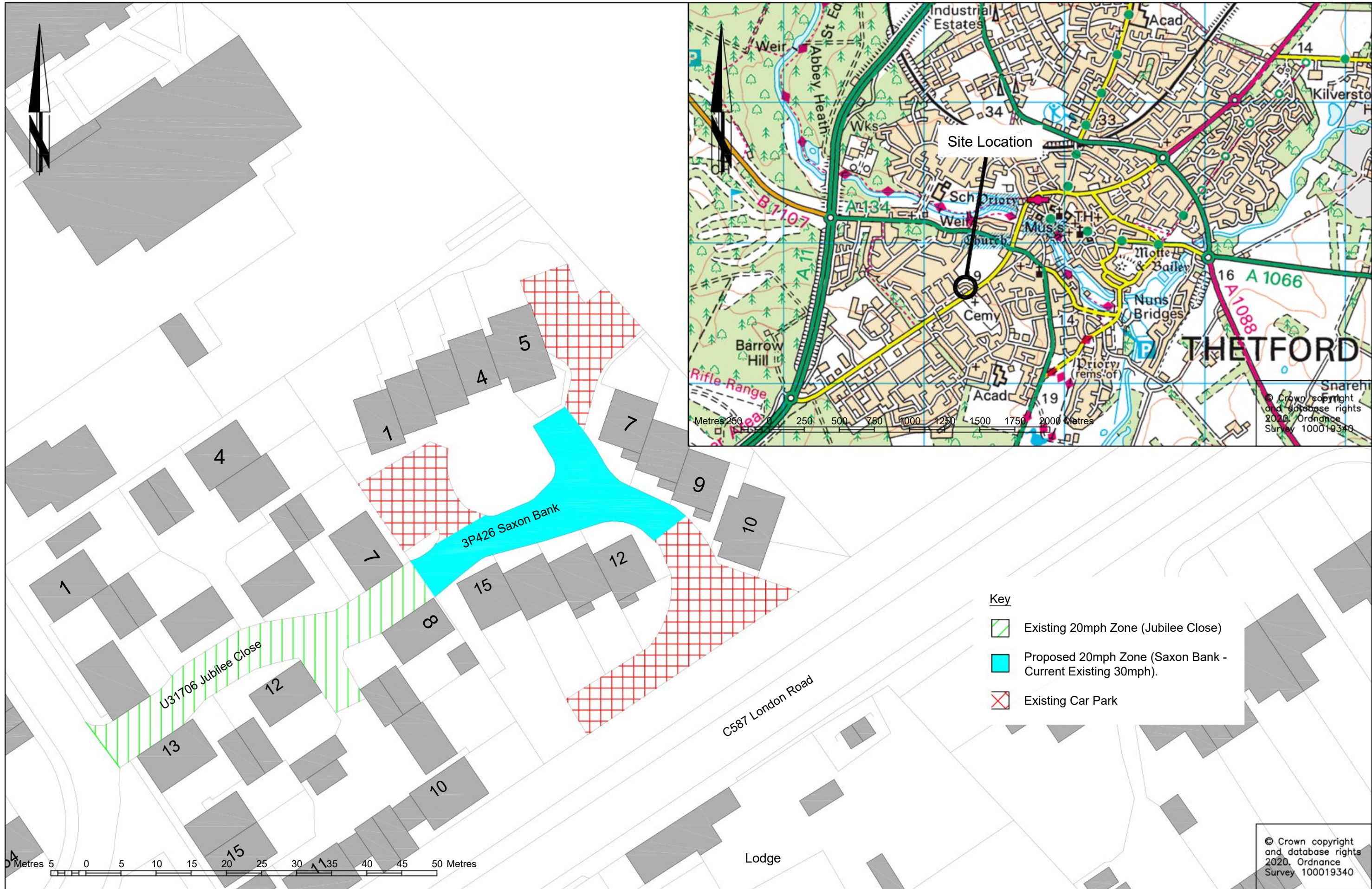
**Tel No: 01603 222987**

**Email address: [Elanor.coe@norfolk.gov.uk](mailto:Elanor.coe@norfolk.gov.uk)**



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.





REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PR3780-HP2-0100-001
DESIGNED BY			PROJECT TITLE
			3P426 Thetford - Saxon Bank S38 TRO
DRAWN BY			SCALE
			1:500/1:25k @A3
CHECKED BY			FILE No.
			PR3780



**THE NORFOLK COUNTY COUNCIL  
(THETFORD, JUBILEE CLOSE/SAXON BANK)  
(20 M.P.H. SPEED LIMIT ZONE) ORDER 2021**

The Norfolk County Council proposes to make an Order under the Road Traffic Regulation Act, 1984, the effect of which will be to prohibit any vehicle from exceeding 20 miles per hour along the lengths of road specified in the Schedule below.

A copy of the Order, Statement of Reasons for making the Order and a plan may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of Breckland District Council, Elizabeth House, Walpole Loke, Dereham during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by 19<sup>th</sup> January 2021. They may also be emailed to [trafficorders@norfolk.gov.uk](mailto:trafficorders@norfolk.gov.uk).

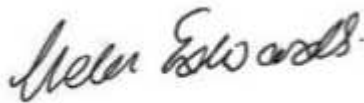
The Officer dealing with the public enquiries concerning these proposals is Miss E Coe, telephone 01603 222987 or 0344 800 8020.

SCHEDULE  
In the Town of Thetford

Proposed 20 m.p.h. Speed Limit

- |                      |   |
|----------------------|---|
| U31706 Jubilee Close | - From its junction with the U30602 Saint Martins Way to its end.                                 |
| 3P426 Saxon Bank     | - From a point 53 metres north-east of its junction with the U30602 Saint Martins Way to its end. |

DATED this 18<sup>th</sup> day of December 2020



Helen Edwards  
Chief Legal Officer

County Hall,  
Martineau Lane,  
Norwich. NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of the Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

*HKS/63483(ThetfordPR3780Notice1)21*



## APPENDIX C

Comment Received	Support Y/N	Officer comment
<p>I hereby object to the making of the proposed orders. I do so in the absolute certainty that any and all objections will be overruled, but nonetheless wish to register my dissent to the making of these orders. The orders would cover a series of residential streets on a newbuild estate which are short, narrow, and where speeds are likely to be low already. That being said, there appears to be nothing specific about these streets that warrants the making of a 20 MPH zone, in particular:</p> <p>1) Traffic travelling at 20 mph or less is likely to cause higher emissions than traffic travelling closer to 30 mph, which is the default speed limit on lit residential roads.</p> <p>2) As most traffic is likely to travel along such roads at speeds of just over 20 mph, the benefits of the order would be limited, they would however criminalise the behaviour of the law-abiding majority. It is unclear that reducing someone's speed from 25 mph to 20 mph would lead to any statistically significant benefit (aside from a higher carbon footprint).</p> <p>3) The cost of implementing such a scheme is likely to be significant and compared to the number of lives likely to be saved (which I suspect is going to be less than 1 per 100 years that the order is in force), the expenditure is almost certainly going to be unwarranted. The council's scarce resources would be better spent fixing potholes, or on adult social care or schooling. Given the fungible nature of money, any funds the developer is willing to commit to the scheme could have been deployed elsewhere (it is unlikely the developer would have ditched the scheme if he had been told that there will be no 20 mph zone but the amount of money he would have spent on the scheme must be spent on fixing potholes or solving drainage issues on nearby roads instead).</p> <p>It is also a significant consideration that a large number of motorists disregards 20 mph limits in the absence of visible enforcement, and implementing a speed limit that is likely to be ignored by most concerned. The DfT report at <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</a> explains at 12.3 that:</p> <p><i>Following the introduction of 20mph limits (signed only) the median speed has fallen by just under 1mph, with faster drivers reducing their speed more. The evidence suggests that this is partly due to the implementation of 20mph limits, but also reflects background trends in speed on urban roads.</i></p> <p>• <i>In residential case study areas, the introduction of 20mph limits is estimated to have resulted in a 0.8mph reduction in median speeds and a 1.1mph reduction in 85th percentile speeds<sup>46</sup> on 'important local roads'.</i></p> <p>Given the financial challenges that face the council, which have only been exacerbated by the COVID crisis, spending thousands of pounds to achieve a reduction in speed in the order of 0.8 MPH or less is a wanton waste of resources which, regardless of their provenance, could no doubt be better deployed elsewhere.</p>	<p>N</p>	<p>The 20mph Speed Limit order is being promoted as it is associated with works being delivered under S38 Agreement.</p> <p>Promoting Speed Limit changes in residential area is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>The speed limit being proposed is being implemented in order to discharge a planning condition for the development which was designed to 20mph speeds by virtue of alignment. Without the legal order then the estate would revert to 30mph which would be too high for the narrow residential streets.</p> <p>I take your point regarding DfT research, however it must be borne in mind that estate roads have been designed down to that speed rather than having a bolt on 20 added to encourage driver behaviour to change.</p> <p>With regard to funding, this is funded in its entirety by the developer and has no detriment to the public purse.</p>