

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Background and Purpose:

This report sets out proposals to reduce the existing 30mph to 20mph speed limit along the length of Meadow Way, Hellesdon. The speed limit is being promoted due to the concerns about speeding traffic travelling along the road, particularly in the proximity of the pedestrian school gate onto Meadow Way. Implementation should improve safety for all pedestrians and cyclists including pupils and parents.

Decision:

To implement the 20mph speed limit as advertised on the plan in Appendix A and Traffic Regulation Order in Appendix C.

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: 4pm, Friday 23 September 2022

Impact of the Decision:

As detailed in the attached report.

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:

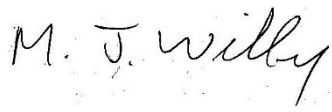
- Appendix A - Advertised Layout Plan
- Appendix B – Comments Received with Officer Comment
- Appendix C - Advertised Traffic Order

Date of Decision: 13/09/22

Publication Date of Decision: 15/09/22

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 Wilby

Date: 13/09/2022

Accompanying documents:

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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

Individual Cabinet Member Decision Report

Item No:

Report Title: Hellesdon - Meadow Way - 20mph Speed limit

Date of Meeting: N/A

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Tom McCabe – (Executive Director, Community and Environmental Services)

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary

This report sets out proposals to reduce the existing 30mph to 20mph speed limit along the length of Meadow Way, Hellesdon. The speed limit is being promoted due to the concerns about speeding traffic travelling along the road, particularly in the proximity of the pedestrian school gate onto Meadow Way. Implementation should improve safety for all pedestrians and cyclists including pupils and parents.

Recommendation:

- 1. To implement the 20mph speed limit as advertised on the plan in Appendix A and Traffic Regulation Order in Appendix C.**

1. Background and Purpose

- 1.1** The local member and County Councillor Shelagh Gurney, and Hellesdon Parish Council raised concerns for the safety of children using Meadow Way when walking to Firside Junior School due to speeding traffic.

2. Proposal

- 2.1** The proposal seeks to implement a 20mph speed limit on Meadow Way between the C261 Reepham Road and A140 Cromer Road, including both the northern and southern sections of Meadow Close and was consulted on as per the drawing in Appendix A.

3. Impact of the Proposal

- 3.1 The 20mph speed restriction will assist in suppressing vehicle speeds and raise the level of road safety to improve safety for all highway users, particularly cyclists, pedestrians, parents, and pupils who attend the local school. The lower speed limit should also help sustainable transport by encouraging more cycling and walking.

4. Evidence and Reasons for Decision

- 4.1 Shelagh Gurney County Councillor and Hellesdon Parish Council raised concerns regarding the safety of children using Meadow Way when walking to Firside School.
- 4.2 The proposal aims to reduce the speed of vehicles by reducing the speed limit to 20mph.
- 4.3 The advertised proposal received 6 objections which are summarised below. A redacted summary of the exchange from the start to the end of the engagement is included in Appendix B.

Objection Comments Received	Officer Comment
20mph speed limits are only effective if policed	Norfolk Constabulary do not police 20mph speed limit. Although a police presence to monitor the speeds may be possible.
Community speed watch measures would be more effective	This would be something that the parish council or local residents could consider.
More effective measures may be to block the road halfway along	This is not considered feasible, or affordable such provision would require turning heads for which there is not the space and would be costly. This solution would also force residents to use only one access/ egress route and affect through flow of traffic.
Build outs to be constructed rather than 20mph	The road layout should itself suppress vehicle speeds. While build outs are successful it would add significant further costs to the scheme and not felt to be required.

- 4.4 Support for the proposals was received from 16 residents whose comments are summarised below:

Support Comments Received
The speed many cars travel along the straight stretch of road is concerning and dangerous manner, if something is not done soon someone will get injured.
With the proximity to the school pedestrian gate access many cars park on Meadow Way and so risks of accidents is increased by excessive speeding
Meadow Way has a high footfall of young children, and the proposals will safeguard these vulnerable pedestrians
There are near misses on this road every day and so decreasing the speed limit will help immensely

5. Alternative Options

- 5.1 One alternative option is to not to implement the 20mph speed limit, which would mean pedestrian safety would not be improved, particularly adjacent to the school.
- 5.2 Another option would be to add build - outs into the carriageway to slow vehicles. This is not felt necessary or feasible and would add significant costs to the scheme.
- 5.3 Community speed watch arrangements could also be considered. Hellesdon Parish Council have been made aware of this option for their future consideration, however this will only be in place when the speed watch is in operation.

6. Financial Implications

- 6.1 This Traffic Regulation Order and associated works are being funded by contributions from the Local Councillor's member budget allocation and Hellesdon Parish Council.

7. Resource Implications

- 7.1 **Staff:** Work will be delivered using the existing staff resources.

- 7.2 **Property:** Nil

- 7.3 **IT:** Nil

8. Other Implications

8.1 **Legal Implications:** Nplaw have advised on the making of this Order and 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) (this must be included):**

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 particular 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.

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 **Data Protection Impact Assessments (DPIA):** As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as part of the delegated decision process.

8.5 **Health and Safety implications (where appropriate):**

The proposed scheme should improve road safety for all highway users.

8.6 **Sustainability implications (where appropriate):**

A speed limit reduction will help create an environment to encourage more walking and cycling, positively contributing to sustainable transport.

8.7 **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 reduce vehicle speeds, particularly in the vicinity of the school and will therefore improve highway safety for all transport modes and pedestrians.

10. Select Committee Comments

10.1 N/A

11. Recommendation

- 1. To implement the 20mph speed limit as advertised on the plan in Appendix A and Traffic Regulation Order in Appendix C.**

12. Background Papers

- 12.1 Appendix A - Advertised Layout Plan
- Appendix B – Comments Received with Officer Comment
- Appendix C - Advertised Traffic Order

Officer Contact

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

Officer name: Sophie Craske
Telephone no.: 01263 7390471
Email: sophie.craske@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.



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REV.	DESCRIPTION	CHECKED	DATE
A	Hatched Area detailing Speed limit change	SMC	05/22

	INITIALS	DATE	DRAWING No.
SURVEYED BY	OS		PROJECT TITLE
DESIGNED BY	BS	01/21	Hellesdon- Meadow Way
DRAWN BY	BS	01/21	TRAFFIC REGULATION ORDER
CHECKED BY	BS	01/21	SCALE 1:1500@ A3 FILE No.

Appendix B- Correspondence from Objectors Hellesdon Meadow Way 20mph speed limit/ TRO	Officer Comment
<p>Objector 1</p> <p>I object to the 20-mph speed limit on Meadow Way on two grounds: 1) 20 mph speed limits are only effective if Policed. Ours is a cut through and regular users will soon learn that our road is not Policed. 2) If we have a 20-mph speed limit we cannot have a community speed watch programme. These are effective. 3) Our road needs chicanes. These are proven to slow traffic and need no policing. Therefore, I would prefer chicanes and a community speed watch programme</p>	<p>Norfolk Constabulary do not police 20mph speed limit. Although a police presence to monitor the speeds may be possible. A community speed watch is something that the parish council or local residents could consider setting up</p>
<p>Objector 2</p> <p>With regard to the proposed speed limit, I would like to add my concerns . Who is going to police this rule? I suspect no one, just the same as the other local restrictions. My husband and I live at the crossroads with Windsor Road and are alarmed at the speed and the lack of 'give way ' or even stop at this junction. The speeding traffic commences at around 6.30 am and is really quite alarming. My idea is to stop this rat run as on Heath Crescent by blocking off the road on the main corner we have a wide section to accommodate this idea and stop these idiots. There will be a serious accident before long, as you may be aware all four properties (including ours), on the corners have had vehicles crash through into the garden however the post should help with these incidents so let's stop the speeding! If my idea is not possible then maybe chicanes is the next best option. The 20mph signs will be a waste of money, I fear.</p>	<p>Norfolk Constabulary do not police 20mph speed limit. Although a police presence to monitor the speeds may be possible. Regarding blocking off the road This is not considered feasible, or affordable, such provision would require turning heads for which there is not the space and would be costly. This solution would also force residents to use only one access/ egress route and affect through flow of traffic</p>
<p>Objector 3</p> <p>I am a resident of meadow way, and we recently received a letter stating the plans for the new 20mph speed limit. It mentioned policing the limit and the police having time to enforce the limit. It also spoke about a chicane. I feel policing is a waste of everyone's money and resources and the same effect could be achieved in other ways. Using police to enforce a speed limit on a small road is a waste and they could be used else ware for bigger problems however i feel chicanes and an electric speed reader would have the same effect along with a few 20mph signs as well. However, this would in turn need advertising the changes and</p>	<p>The road layout should itself suppress vehicle speeds, build outs while successful in this way would add significant furthers costs to the scheme and not felt to be required.</p>

possibly even more streetlights as imagine chicanes had been added and no one was aware and speeding during the night a large incident could occur. Meadow way is very poorly lit and hard to navigate at night-time. As well as the fact that the road is pretty small in the grand scheme of things, so these measures need to be properly planned to be most effective.	
Objector 4 Please reconsider the 20 mph restrictions that are being proposed. I along with many neighbours feel that this would not help the issue as there is no policing of this area. We have had and continue to have parking issues with the school traffic, which is never policed, and illegal parking occurs every day. So, because of this I feel that chicanes would be fit for purpose and a community speed watch would be much more effective than 20mph restrictions which will not be monitored. I appreciate the costing is high, but I feel it would be false economy and unproductive to do anything else.	Norfolk Constabulary do not police 20mph speed limit. Although a police presence to monitor the speeds may be possible. A community speed watch is something that the parish council or local residents could consider setting up
Objector 5 I have heard that the Council wish to introduce a speed restriction of 20 mph all along Meadow Way. I am not sure that a speed restriction would work if it is not properly policed, going to Drayton as often as we do and using Hall Lane, I find that the chicanes work far better as it stops people racing down the road. I appreciate that it will cost more, but at times when the children are come to or from the school, I have a fear one or more will get run over by motorists going too fast. I look forward to hearing what decision the Council arrives at.	Norfolk Constabulary do not police 20mph speed limit. Although a police presence to monitor the speeds may be possible. The road layout should itself suppress vehicle speeds, build outs while successful in this way would add significant furthers costs to the scheme and not felt to be required
Objector 6 I fully agree that meadow way should have chicanes or at least speed bumps. A 20mph speed limit will not be enough to stop the speeding. I live on the corner of Meadow Way (alongside the footpath) and live in fear and dread that one day someone will be run over. it is an accident waiting to happen. i do hope you are successful in your survey.	The road layout should itself suppress vehicle speeds build outs while successful in this way would add significant furthers costs to the scheme and not felt to be required

**The Norfolk County Council
(Hellesdon, Meadow Way and Meadow Close)
(20 M.P.H. Speed Limit) Order 2022**

The Norfolk County Council propose to make the above 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 length of road specified in the Schedule below.

SCHEDULE
In the Parish of Hellesdon

20 m.p.h. Speed Limit

U57674/10 Meadow Close	— —	From its northern junction with the U57370 Meadow Way westwards for 125 metres; and From its southern junction with the U57370 Meadow Way westwards for 128 metres.
U57370 Meadow Way	—	From its junction with the C261 Reepham Road to its junction with A140 Cromer Road

A copy of the draft Order, a plan and Statement of Reasons for making the Order 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 Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU, during normal office hours. However, 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 nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Ms A L Wilton by 16th June 2022. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Mrs S Craske, telephone 0344 800 8020 and 01263 739041.

DATED this 20th day of May 2022

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 this 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.