

Norfolk County Council

Record of Individual Cabinet Member Decision

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

Background and Purpose:

In October 2019, the Council facilitated a number of initiatives and highway improvements to reduce the likelihood and severity of accidents along the C470 Dereham Road, Scarning.

In June 2020, the Council promoted a Traffic Regulation Order (TRO) to amend the speed restrictions at this location.

Prior to formally advertising the TRO, statutory consultees were consulted on the proposals. The consultees included the local County Councillor, Scarning Parish Council and emergency services who all supported the proposals.

Formal consultation, including public notices in the local newspaper and on site was carried out on 2nd October 2020.

Decision:

To implement the speed limit changes as detailed in Appendix A & B

Is it a key decision?

No

Is it subject to call in?

Yes

Date: 30 March 2021

If Yes – Deadline for Call in

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 Traffic Order

Appendix B – TRO Layout Plan

Date of Decision:

19 March 2021

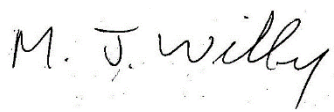
Publication date of decision:

23 March 2021

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 (C470 Dereham Road, Scarning) 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

Report to Cabinet Member

Item No.

Report title:	Scarning - C470 Dereham Road – Speed Limit Changes
Date of meeting:	10 March 2021
Responsible Cabinet Member:	Councillor Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Tom McCabe (Executive Director, Community and Environmental Services)
Is this a key decision?	No
Executive Summary/Introduction from Cabinet Member <p>In October 2019, following an accident investigation study, the Council was requested to promote a number of initiatives to reduce the likelihood and severity of accidents along the C470 Dereham Road, Scarning. This included proposals to reduce speed limits.</p> <p>There have been three fatal accidents in the last 20 years in this section of the C470. Road safety improvements have been implemented on site previously. In June 2020, the Council promoted a Traffic Regulation Order (TRO) to amend the speed restrictions at this location to further improve road safety.</p> Recommendation <p>To implement the speed limit changes as detailed in Appendix A & B.</p>	

1. Background and Purpose

- 1.1 The C470 in Scarning has a poor accident record, including three fatalities over the past 20 years. In June 2020, to help improve safety as recommended by the accident investigation study, the Council promoted a Traffic Regulation Order (TRO) to reduce the speed limit on the area of road detailed in Appendix A & B.

Prior to formally advertising the TRO, statutory consultees were consulted on the proposals. The consultees included the local County Councillor, Scarning Parish Council and emergency services who all supported the proposal.

Norfolk Constabulary recommended extending the proposed 50mph section up to the junction with A47 and this was included with the TRO.

As part of the formal consultation process, notices were published in the local newspaper and notices on site was carried out on 2nd October 2020 (see Appendix A).

2. Proposals

- 2.1. The proposal seeks to implement new speed restrictions on C470 Dereham Road, reducing approach speeds to bends on the C470 which have seen disproportionate numbers and severity of accidents.

See Appendix B for the proposed TRO layout plan.

3. Impact of the Proposal

- 3.1. The advertisement received two objections which are summarised below.

Comment Received	Support Y/N	Officer Comment
<p>There is no reason why a competent driver cannot drive in a sensible manner within the existing limits. Reducing the speed limit from 50mph to 40mph is unnecessary as there are few frontages, it also raises the risk of non-compliance. Police are also unlikely to enforce.</p>	<p>N</p>	<p>I am confident that a lower speed limit will improve road safety on this section of road and reduce the likelihood of loss of control incidents. With regard to the three fatal accidents which occurred here I can confirm that the none of the accident records, provided by Norfolk Constabulary, cite alcohol or defective vehicle as contributory factors. All three accidents involved single vehicle loss of control on a right-hand bend travelling from east to west. Two occurred in dark conditions (hence the improved verge markers we are installing to improve night time driver guidance) and two involved vehicles colliding with roadside trees (hence the verge clearance). Nevertheless, reducing the operating speed of the approach to the bend will reduce the likelihood of drivers losing control in the first place and is a key part of the package of measures.</p> <p>(NCC Network Safety, Project Engineer).</p>
<p>Would prefer to see a 40mph limit set across the whole stretch of C470, to aid cyclists.</p>	<p>N</p>	<p>The C470 between Scarning (Dereham) and Scarning village has a detached footway and light frontage development over its central section. It therefore complies with our guidance for a 50mph speed limit. There is no evidence or signals to drivers that an unusually high level of cycling need is present. The road environment is quite different to the more dense frontage development present at the existing Scarning 40mph speed limits. Consequently, drivers would not understand the need to travel at 40mph in between Scarning (Dereham) and Scarning village and speed limit compliance would be poor. I would also be concerned that having 40mph throughout would weaken the existing 40mph speed limits through Scarning village and Scarning (Dereham) and give rise</p>

		to higher traffic speeds in those areas. I am therefore unable to support this request. (NCC Network Safety, Project Engineer).
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4. Evidence and Reasons for Decision

- 4.1. The recommended proposal should be supported as this scheme will directly address the issues raised in the accident investigation report, by implementing a reduced speed limit to improve road safety.

5. Alternative Options

- 5.1. Not to implement the advertised speed restrictions – this has been discounted as this would not contribute to improving road safety in this area.

6. Financial Implications

- 6.1. This Traffic Regulation Order and associated works are being funded by the Highways Local Safety Schemes budget

7. Resource Implications

7.1. Staff:

Work will be delivered using the available 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)

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 the Council to be aware of before a decision is made.

8.4. Health and Safety implications

The speed reduction measures will improve road safety for all users

8.5. Sustainability implications

The reduced speed limit may result in increased fuel efficiency, with its associated environmental benefits.

8.6. **Any other implications**
N/A

9. Risk Implications/Assessment

9.1. The proposals would legally allow the Council to amend the speed restrictions therefore successfully delivering the scheme as proposed which is supported by the Local Member and Parish Council, making the highway network safer.

10. Select Committee comments

10.1. N/A

11. Recommendation

11.1. **To implement the speed limit changes as detailed in Appendix A & B.**

12. Background Papers

12.1. Appendix A – Advertised Traffic Order
Appendix B –TRO Layout Plan

Officer Contact

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

Officer name : Christopher Queen **Tel No. :** 01603 223975

Email address : Christopher.queen@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.

THE NORFOLK COUNTY COUNCIL
(SCARNING, C470 MAIN ROAD/SWAFFHAM ROAD)
(40MPH AND 50 MPH SPEED LIMIT) ORDER 2020

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 the speeds specified below as follows-

- (1) 40 miles per hour along the length of the C470 Main Road/Swaffham Road set out in Schedule 1 below; and
- (2) 50 miles per hour along the length of the C470 Swaffham Road as set out in Schedule 2 below.

Please note this proposed Order is being re-advertised due to an extension of 137m to the 40mph speed restriction to start at the junction with the A47 being considered as a result of the previous consultation.

A copy of 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 27th October 2020. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Mr C Queen, telephone 01603 223975 or 0344 800 8020.

SCHEDULE 1

Proposed 40 m.p.h Speed Limit

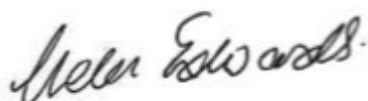
C470 Main Road/ C470 Swaffham Road	-	From its junction with A47 south-eastwards for a distance of 1485 metres.
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SCHEDULE 2

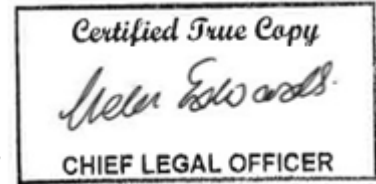
Proposed 50 m.p.h Speed Limit

C470 Swaffham Road	-	From a point 313 metres north-west of the centreline of its junction with C126 Hulver Street south-eastwards for a distance of 1915 metres
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DATED this 2nd October 2020



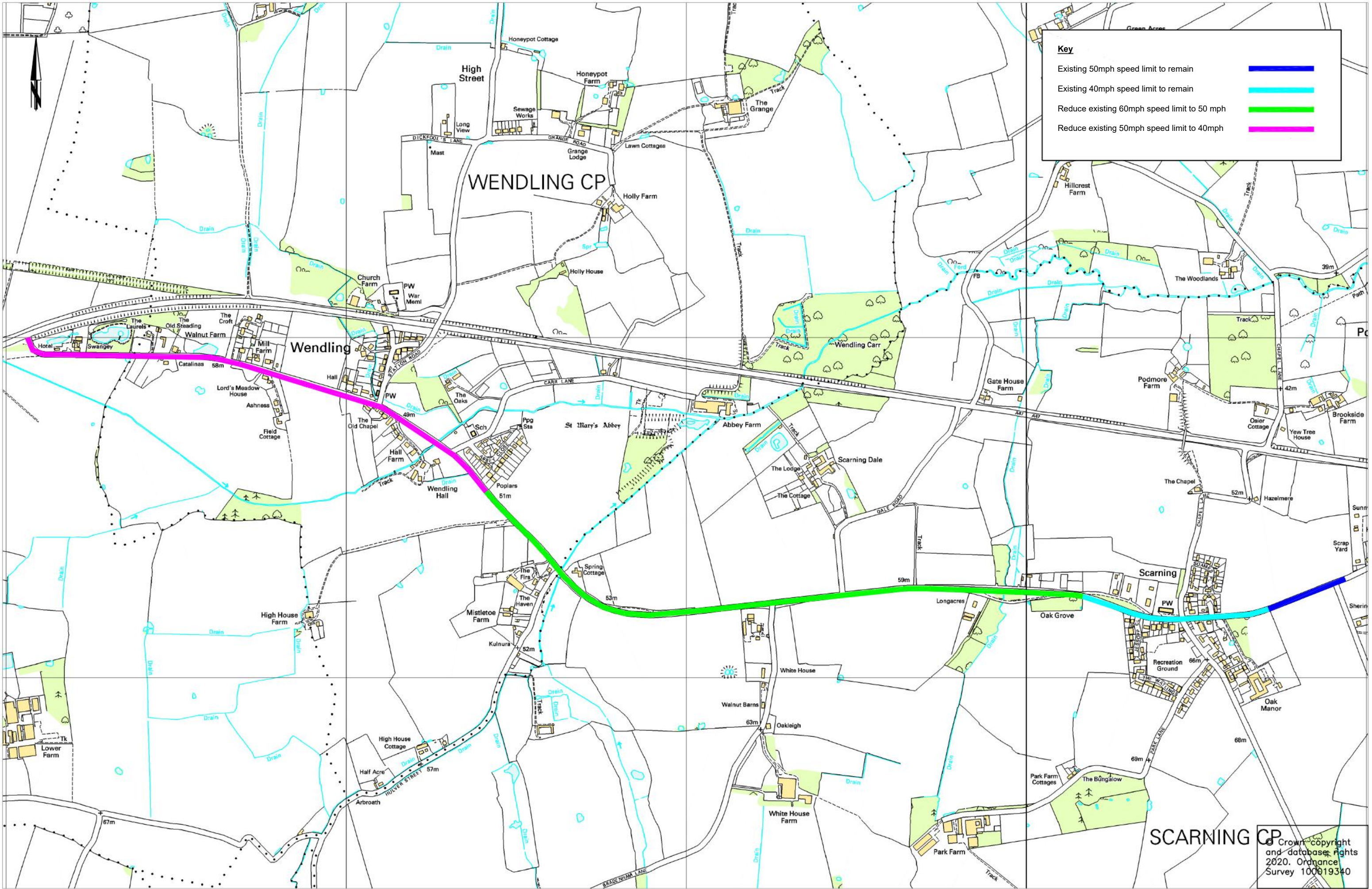
Helen Edwards
Chief Legal Officer



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 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.

HKS/63401PGA033Notice1Revsd)20



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	40mph speed restriction extended up to A47	CQ		09/20

	INITIALS	DATE	DRAWING No.
SURVEYED BY	-	-	PGA003-HP1-003A
DESIGNED BY	CQ	11/19	PROJECT TITLE
DRAWN BY	CQ	11/19	Scarning - C470 Dereham Road
CHECKED BY			Road Safety Improvements
			SCALE
			NTS@ A2
			FILE No.
			PGA003