

Proposed response from NCC

1. When determining speed limits Norfolk County Council applies its member approved [Speed Management Strategy](#), which is closely linked to DfT guidance contained in Circular 1/2013. A key element to both documents is that speed limits must be self-explaining and help to reinforce to drivers the appropriate speed at which to travel. To artificially set a speed limit too low can actually cause more safety problems as the difference in speed between the fastest and average speed of drivers increases. It can also lead to a lack of respect for speed limits in general. Frontage development is one of the most important factors in setting speed limits as it changes the highway environment very clearly and reinforces to drivers of the need to reduce speed.

A146 Thurton presently has a 40mph speed limit. Direct frontage on both sides of the road is only present for around 200m. This is too short for a 30mph speed limit to be considered. The rest of the development is hidden by trees and hedging or more spread out. Therefore the current 40mph speed limit is appropriate.

A146 Prospect Place has direct frontage on one side of the southwest side of the road only for around 250m. When assessed against 40mph speed limit criteria within the speed management strategy, this is also too short and with insufficient generators of pedestrian activity (e.g. shops, public house) to justify a lower 40mph speed limit. Hence the current 50mph speed limit is appropriate.

A146 Hellington corner is presently subject to the national speed limit of 60mph. A new 50mph speed limit is currently being progressed and is being funded by a private developer.

2. When determining whether a new pedestrian crossing should be installed or upgraded a Pedestrian Crossing Assessment is required. This is a process involving the commissioning of traffic surveys and pedestrian crossing counts to determine the most appropriate crossing provision for the traffic conditions and environment. A Pedestrian Crossing Assessment can be carried out at Thurton but would require funding. Funding possibilities include the Parish Partnership, Road Safety Community Fund and Local Member Fund.

3. We would be happy to support a 'Other danger' warning sign (exclamation mark in red triangle) with 'Pedestrians Crossing' supplementary sign with SLOW road markings on each approach to the bus stop. The signing would require Parish Partnership Road Safety

Community Fund or Local Member Funding. Road markings can be provided under our routine road markings refresh programme.

4. Village gateway signs can be provided under the Parish Partnership, Road Safety Community Fund or Local Member Fund. However, the gateway signs would be smaller than the current yellow backed signs and are less appropriate for an A class road such as A146. We would therefore not recommend this takes place.. The speed limit roundel markings can be provided under our routine road markings refresh programme.

5. Solar powered lighting can be added to signs such as a bus stop. We would, however, need to check that the bus stop post can support the lighting units or needs replacement. There are also ongoing maintenance costs such as replacement batteries for which Thurton PC would need to provide a commuted sum. The lighting units could be provided under a Parish Partnership agreement, Road Safety Community Fund or Local Member Fund.

Whilst we are unable to meet your request for lower speed limits (except for A146 Hellington which is currently being processed) we would be very happy to discuss taking forward the other requests detailed in points 2 to 5 above.