

## Notes South of the A47 Rat Running Taskforce

**07/02/2020 16.30-17.30**

**The Council Chamber, Wymondham Town Council, 14 Middleton Street, Wymondham, NR18 0AD**

Present:

Tom Fenwick (TF) on behalf of George Freeman

Highways England – Peter Havlicek (PH); James Powis (JP); Tom Lawman (TM)

Norfolk County Council – David Allfrey (DA); Chris Fernandez (CF)

Honingham – Richard Kirkham (RK)

Barnham Broom - Sara Harrold (SH)

Kimberley and Carleton Forehoe – Val Evans (VE); Jane Fraser (JF)

Wymondham – Kevin Hurn Wymondham Town Mayor and Chair (KH)

Apologies:

George Freeman; Richard Elliott; Margaret Dewsbury

	<b>Agenda items</b>	<b>Action</b>
1.	<i>Welcome</i> KH – thanked everyone for attending and apologised on behalf of George Freeman MP that he had been called away at short notice on ministerial business	
2.	<i>Agree/amend notes from last meeting on 08/11/19</i> DA – asked that item 6 on the 081120 notes be changed to reflect that Arron Gatley (AG), from Mr Freeman’s office, would collate local concerns and requests for mitigation received from the wider group of Parish Councils	JF to recirculate amended notes from 081120 meeting
3.	<i>Agreement on time frame for Norfolk County Council to carry out baseline measurements of the current traffic load and environmental impact assessment specifically from the Berry’s Lane junction of the A47 through Barnham Broom</i> a. <i>To Tuttle Lane via Kimberley</i> b. <i>To Tuttle Lane via Carleton Forehoe</i> CF – shared a map of proposed sites for collecting baseline measurements of vehicle movements from points a. and b. above and other roads south of the A47. The counters will collect data on speed/number/weight of vehicles passing. VE – requested an additional counter be placed at the Barnham Broom Road/Watton Road junction; an accident black spot. SH – raised the issue of seasonal traffic (harvest, maize, sugar beet). RK – cycles from Honingham to Norwich daily and large lorries block the single-track local roads and local context such as seasonal agricultural activity must be taken into account.	JF to request copy of map from CF for electronic circulation to wider parishes

	<p>DA – responded that NCC are required to find a neutral period for traffic monitoring, but stressed that local context is then applied to this data. Each parish must raise their own concerns, and their mitigation needs (via the Taskforce website currently being created by George Freemans office). Once the above data has been collected the model will be tested and this will take into account the seasonal variations. This will show the affect on the whole network and inform mitigation measures needed.</p> <p>KH – summed up by saying he was pleased more surveys were being arranged by NCC and asked when the data would be available.</p> <p>DA – said the surveys would be done after half term and before Easter. Previous survey data should be available by the end of February.</p>	<p>DA, CF to oversee traffic data collection as agreed by end of April 2020.</p>
<p>4.</p>	<p><i>NCC and HE agree above (adjusted to include impact since NDR opened) measurements will be included and used to inform any future planning applications for the Western Road Link and the A47 dualling project</i></p> <p>DA – NCC have the post NDR construction data and are currently updating the model and any new data will be fed into this. The same model is being used by Highways England and NWL/NDR.</p>	<p>JP will ask for this data from NCC.</p>
<p>5.</p>	<p><i>Agree immediate joint impact assessments (A47 and NWL) and timeframe for action for the route from the Berry’s Lane junction of the A47 through Barnham Broom</i></p> <p><i>a. To Tuttle’s Lane via Kimberley</i></p> <p><i>b. To Tuttle’s Lane via Carleton Forehoe especially during the time of the Thickthorn modification</i></p> <p>PH – the first phase of the Thickthorn junction upgrade should start in March 2021. Planning application has yet to be submitted.</p> <p>KH – asked if the A47 works and the NWL works would happen at the same time.</p> <p>PH – originally there was a year gap in-between schedules, but if construction is happening on the two roads at different times, it should not cause a problem as the new A47 work is “off-line” (will not affect the existing A47)</p> <p>KH – when the Thickthorn works occur what will happen to diverted traffic, especially HGV’s?</p> <p>PH – local advice will be needed regarding a construction vehicle route. HE hoping to use only A roads for construction traffic to minimise impact.</p> <p>KH – HGV’s on the network from A47 to Wymondham would cause substantial problems.</p> <p>DA – construction traffic can be controlled but local traffic can’t and that is where mitigation measures come in, alongside timing of works, diverting traffic, traffic management, stopping traffic from using certain roads. Key find alternative routes to look after the customer.</p>	

	<p>TL – added that road worker safety units used during construction can have cameras fitted to monitor traffic and catch people not respecting diversion routes.</p> <p>JP – need to start engagement on construction traffic routes.</p> <p>DA – there is to be an additional local consultation about the NWL to inform the contractor when appointed, so they are aware of local concerns, one at Barnham Broom probably in the second week of April. Important local people go and express their concerns.</p> <p>KH – summed up by saying it was reassuring to know that HE was thinking about installing safety cameras. As yet we don't know the routes construction vehicles will take but although B roads can take HGV's it would not be appropriate for these to be used for construction traffic.</p>	
6.	<p><i>Discuss proposal to modify Wood Lane/Berry's Lane junction. Agree staged plan.</i></p> <p>KH – asked if HE had had a chance to consider RK's proposal</p> <p>PH – said he would prefer not to say what he thought but that the proposal had been sent to the HE planning team.</p> <p>RK – showed those present his map with proposed changes to the Wood Lane/Berry's Lane junction. RK and Honingham Parish Council feel the current plans for the Wood Lane/Berry's Lane junction directly link small lanes with the new dualled A47, which doesn't work for locals as many of the lanes are only the width of one car. As the existing A47 is to stay, RK proposes that this is used for local traffic to access the new A47/NWL, with no direct link from the new A47/NWL to the local lanes. This will also break the direct north/south route (shown in yellow on RK's map). A local traffic flyover will be needed at Church Lane/Sandy Lane; the Wood Lane/Berry's Lane roundabout would need realigning north to allow the NWL to directly join the A47 (without using the roundabout). As the plan is to keep the existing A47 open this could be used for construction traffic thereby mitigating some of the impact on the lanes south of the A47. The same principle could be used north of the A47.</p> <p>KH – asked if, once the NWL was open, whether Wood Lane would need to stay open.</p> <p>DA – explained there are many HGV companies who need to use that route and it needs to be a key connection. The Broadland MP Jerome Mayhew has commented that the new A47/NWL junction is inconsistent with a rural setting and it needs to be simplified to reduce the impact of the junction.</p> <p>JF – asked about the timeframe for A47 work.</p> <p>JP – Fix A is currently underway; collecting feedback; including any changes – could be complete in 2 months so will be consulting immediately. Fix B – will be this year; design is firmed up; don't want to make changes at this point. Fix C – this is submitted as part of the planning application.</p> <p>JF commented that, due to the tight time scale, the HE planning team response to RK's proposal is needed urgently, before</p>	JF to provide copy of RK rationale for proposal plus map to AG for website

	<p>decisions on diversion routes during construction and construction traffic routes can be made by local people.</p> <p>DA – lots to consider; need to wait for feedback on RK proposal; NCC are working closely with NCC; important communities take part in HE and NCC consultations.</p> <p>RK – the NWL/A47 need to take into account the local perspective; a joint plan for communities from NCC/HE teams is needed as this is going to affect the whole local rural community south of the A47 for decades to come.</p> <p>DA – agreed and repeated that the two project teams were meeting.</p> <p>TL - reassured Taskforce that high-level meetings between NCC and HE were also taking place.</p> <p>RK – urged both teams to design a junction that meets everyone’s needs.</p>	<p>HE/NCC to produce joint plan to mitigate impact of work on A47 and NWL for those living south of A47</p>
<p>7.</p>	<p><i>Agree next meeting date, time and venue – if possible</i></p> <p>It was agreed to fix a date later as the following is needed to inform the next meeting to enable George Freeman MP and Jerome Mayhew MP to attend:</p> <p>DA – traffic survey results should be available in April.</p> <p>PH – decision needed on diversion routes. HE tech team will be at HE consultation to talk about any revisions to Wood Lane/Berry’s Lane junction. Honingham will get a direct response from HE to RK’s proposal.</p> <p>JP – will respond on progress at the consultation.</p> <p>KH – thanked everyone and said he felt the Taskforce had gained more insight and that progress had been made.</p> <p><b>The meeting closed at 17.05.</b></p>	<p>JF to provide TF with the requirements for the website to inform the other parishes.</p>