



Little Fransham Parish Council

Steven Thulborn – Head of Planning
& Development

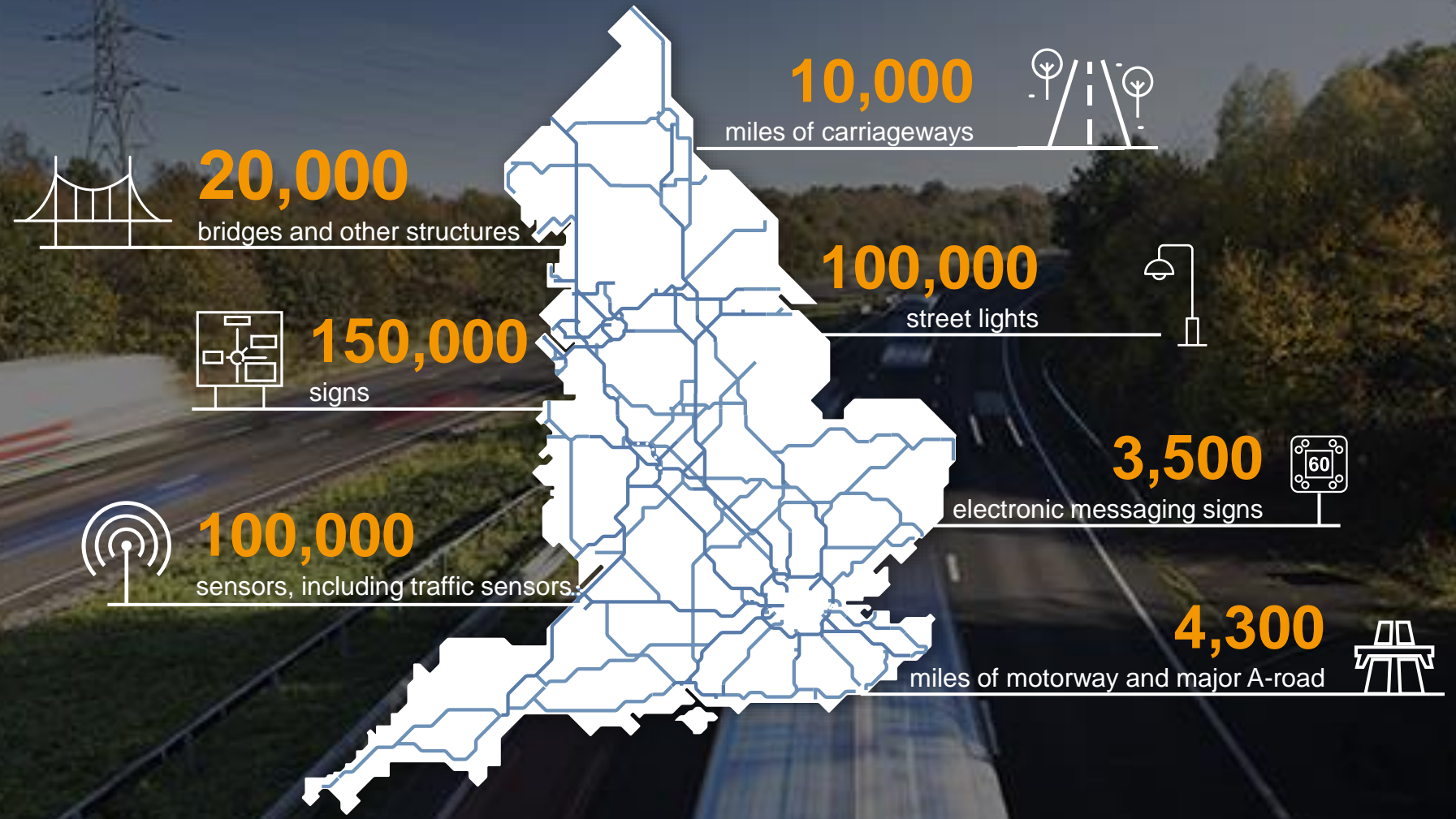
24 January 2023

Introduction



Our road network

We manage and improve over 4,300 miles of motorways and major roads in England known as the strategic road network



Established in 2015, we're a government owned, publicly funded company

Everything we do, from designing our roads to clearing incidents, helps keep traffic moving 24 hours a day, 365 days a year.

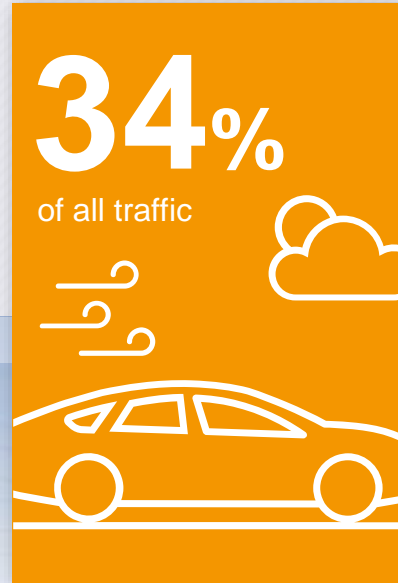
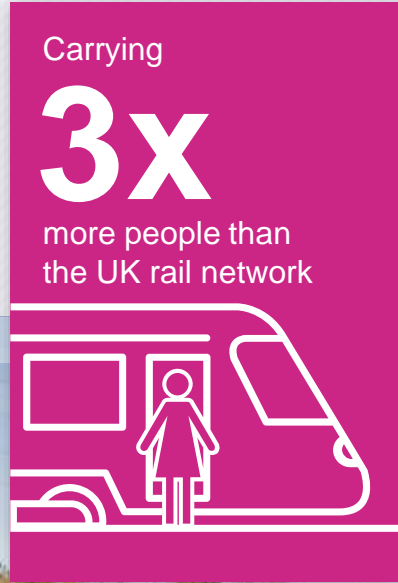


Working with the Department of Transport and other government bodies, to ensure investment in our roads delivers the maximum benefit for taxpayers.

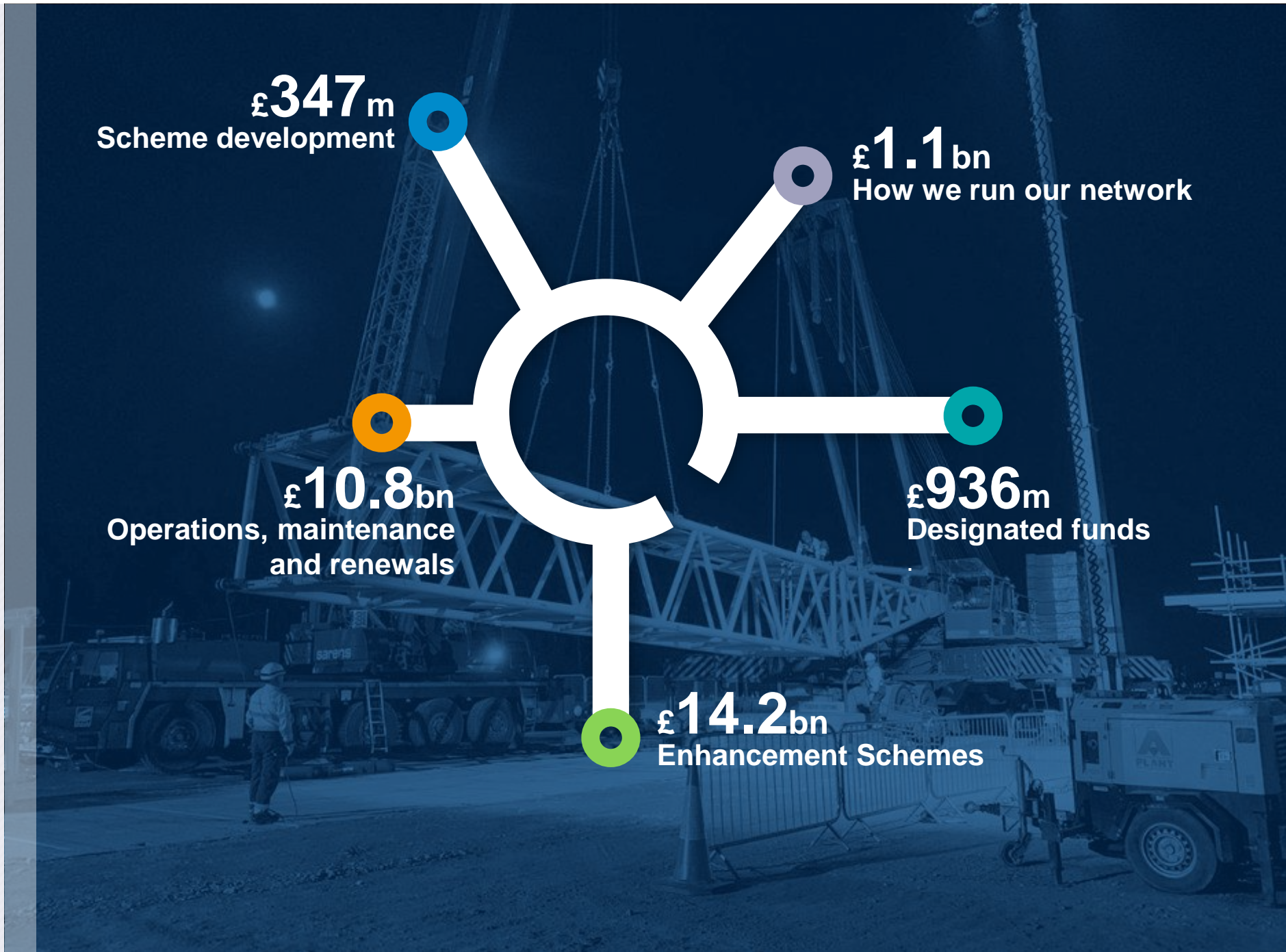


People rely on our roads

To connect people and to drive the economy



Between 2020-2025, we will invest **£27.4 Billion** in our network



Our work goes beyond operating, maintaining and improving roads

We use several dedicated funds – known as designated funds – to provide environmental, social and economic benefits to the people and businesses who live and work near to our strategic road network.



A47 safety improvements – Swaffham duals to Dereham Road



Background

Analysis and monitoring

- We carry out annual collision analysis for all of our roads in the East Region. This identifies the parts of our network that perform worse than the average for similar roads nationally. This is based on average data over a certain period, typically 3 or 5 years.

Identifying safety needs

- The 2020 analysis highlighted the section of the A47 between the end of the dual carriageway at Swaffham and the Dereham Road junction at Wendling as having poorer than average safety performance in terms of
 - Number of collisions
 - Number of serious collisions
 - Number of personal injury collisions (PICs) and number of killed or seriously injured (KSI) collisions
 - Casualty severity ratio (ratio of KSI to slight injuries)

Detailed investigation

- As a result, we then carried out a detailed study to look at the recorded collisions in more detail, including the locations, the types of collisions and the contributing factors, to identify any trends or significant factors that can be addressed through targeted interventions.



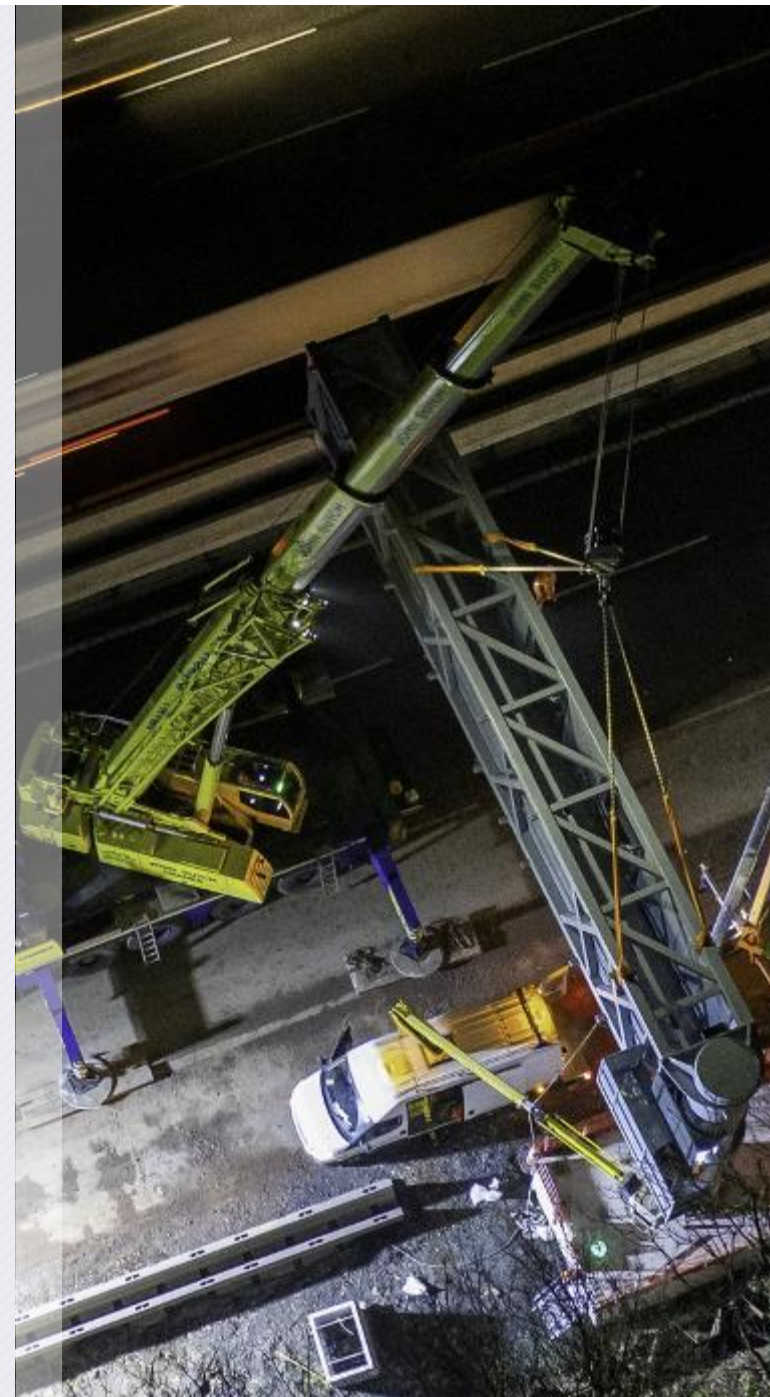
Proposals

Outcome

- The detailed analysis showed no significant collision pattern, so we will be taking a route treatment approach to make a series of minor safety improvements consistently along the section to generally improve the overall standard. These will include;
 - Reduced speed limit through Necton from 50mph to 40mph
 - Reduced speed limit between Necton and Little Fransham from NSL to 50mph
 - Vehicle activated signs (VAS) for speeding drivers between Necton and Little Fransham
 - New village gateway features for Little Fransham and Necton to emphasise the change in speed limit
 - Rationalisation of existing signs to reduce roadside sign clutter and provide clearer information to drivers
 - Improved warning signs with yellow and grey backing to make them more visible
 - White marker post bollards at side road junction mouths and accesses
 - New 'Slow' markings on carriageway adjacent to warning signs, with red or buff backing
 - New and improved edge of carriageway and centre line road markings, using raised profile markings
 - New and improved road studs
 - Vegetation clearance to improve visibility and remove un-passive roadside hazards

Results

- These measures are anticipated to provide a 30% collision saving, equivalent to saving 2 collisions and 1 KSI collision in the first year.



Programme

- Scheme is currently in the detailed design stage
- Construction is programmed for 2023-24 financial year
- Where possible, we aim to combine schemes in the same area to reduce overall impact and disruption for local communities – therefore, don't yet have a more specific construction date.



Collision data

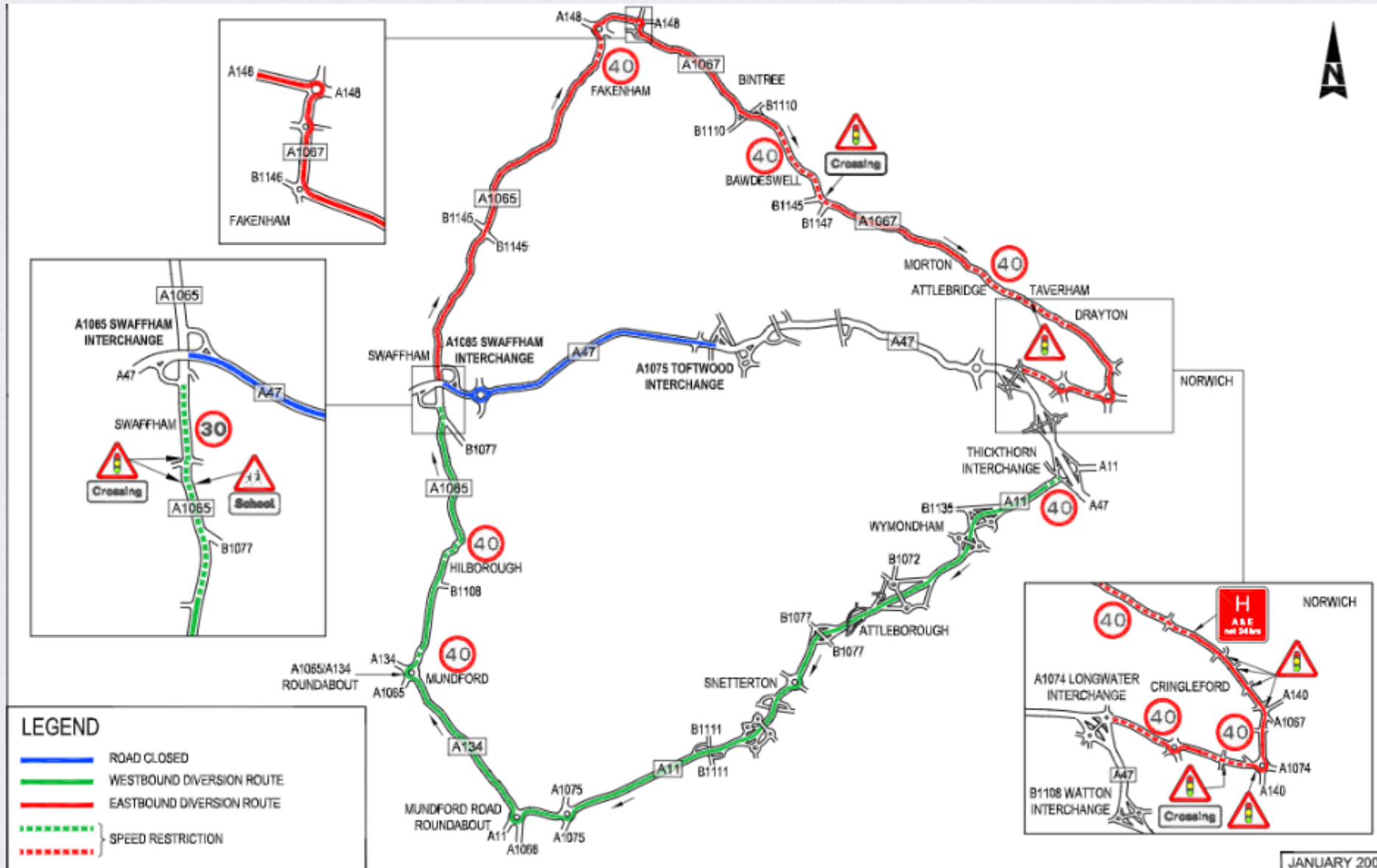


Collision and casualty data – 2015 to 2019

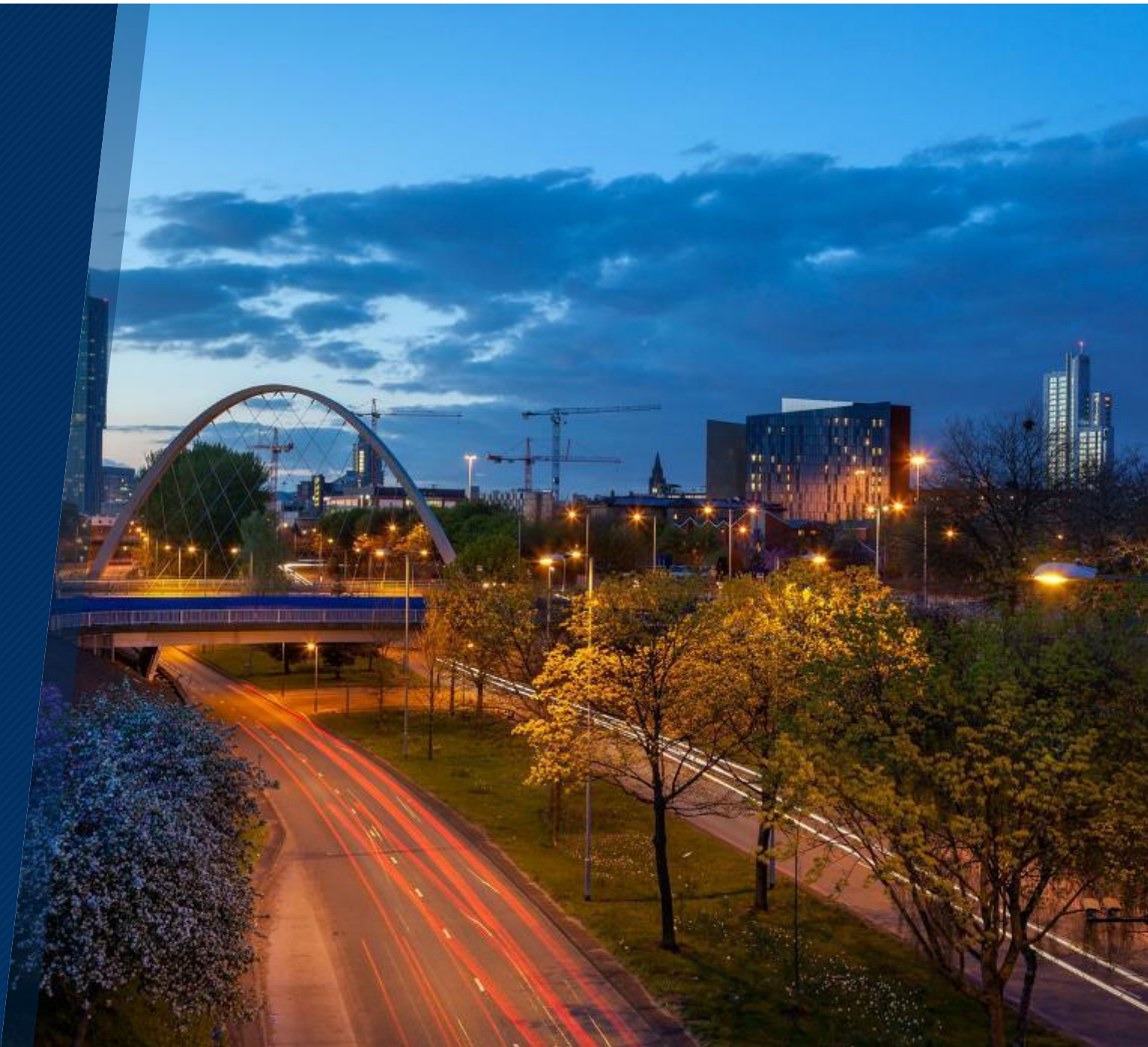
Collisions						
	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	1	1
Serious	1	3	4	0	3	11
Slight	9	4	3	5	3	24
Total	10	7	7	5	7	36

Casualties						
	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	1	1
Serious	1	3	4	0	4	12
Slight	18	5	9	11	5	48
Total	19	8	13	11	10	61

Emergency diversion route



Streetlights



Streetlight maintenance

Problem

- The existing lighting in Little Fransham is old asset and maintenance has been challenging as the lantern units are now obsolete.

Long-term solution

- Full replacement (columns and lanterns) is programmed for RIS3 (2025-2030)

Short-term response

- In the short term we are planning to swap the existing lantern units with new lightweight LED units on the existing columns. We have these in stock but before the swap outs can happen we need to do electrical and structural testing on the existing columns to make sure they are safe for the new lanterns.
- It's likely that a small number will need to be replaced following the results of the testing.
- We are aiming to complete this work by spring this year.

Manhole covers



Failed manhole covers on A47

National Highways assets

We do have some issues with ironwork asset failures through Little Fransham both National Highways owned and BT Openreach owned apparatus. The National Highways owned asset issues are predominantly gully cover failures. The main issue regarding these is that large diameter covers (600mm x 600mm) were installed as part of a previous renewal scheme. Due to the large size of these covers, they protrude into the nearside wheel track and suffer from constant impact from passing HGV traffic resulting in failures occurring quite regularly. We have renewed 6 x covers through this section last 2 years. In response to this issue, where possible, we are replacing the current covers with smaller ones when we repair them.

General maintenance

Regular safety inspections

This section of the A47 has a route safety inspection weekly on a Thursday. Any defects noted that meet our safety intervention criteria are recorded and actioned accordingly, usually within 24 hours of identification and predominantly overnight following the Thursday inspection.

BT Openreach

We have a longstanding ongoing issue with BT Openreach apparatus covers failing on the A47. Where this happens we have to issue a Section 81 notice to BT to repair them. However, these repairs often do not happen as promptly as we would like.

This has happened twice in Little Fransham over the last year, in October 2021 and February 2022.

Our Highway Inspector, who is responsible for patrolling and inspecting the road to ensure it is safe, is in regular discussion with the local BT Plant protection officer to try and encourage a more proactive response to this issue..

Thermal patching surfacing repairs

We are currently delivering a package of thermal patching repairs through Little Fransham. This is being done to address surface course failures and reduce the noise and vibrations caused by passing vehicles, especially HGVs.

Discussion & questions



Keep up to date



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National Highways: East



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