

From: [REDACTED]
To: [Norfolk Boreas](#); [Norfolk Boreas](#)
Cc: [REDACTED]
Subject: Norfolk Boreas Deadline 7 (Cawston Parish Council)
Date: 31 March 2020 12:13:58
Attachments: [Cawston Resident Comments March 2020.docx](#)

Cawston PC supports the requests from Norfolk CC and the District Councils that this deadline be extended to the end of April and urging the ExA to extend the examination period.

We have been prioritising our response to the COVID-19 outbreak and are unable to meet to discuss any submission at this time.

In the meantime we do share the results of our survey of residents, carried out on 14-15 March by email and social media. We had hoped to do this face to face but this was considered inappropriate in the circumstances.

Nevertheless, we received 25 responses from verified local residents; their comments are collected in the attached Word file. The summary of their perception of risk in Cawston High Street is as follows:-

On a scale of 0-100, where 0 is the lowest risk and 100 the highest, how do you perceive the risk to pedestrians in Cawston High St In each of these scenarios?

i) *present traffic levels*

AVERAGE SCORE 74

ii) *present levels plus more than 200 additional heavy lorries per day, Monday - Friday between 0900 and 1800 (with a break 1500-1600). There would be a 20mph speed limit introduced, with road markings and signs warning drivers to look out for pedestrians.*

AVERAGE SCORE 94

We consider that these scores, and the comments, speak for themselves.

Chris Monk
Cawston PC

[REDACTED]

Sent from my iPad

CAWSTON PEDESTRIAN SURVEY – ISSUED 14th March 2020

Residents Comments – copied from emails received, “in their own words”

1. *Last week I was struck a glancing blow by the wing mirror of a slow moving car trying to avoid a lorry outside White House Farm. I often have to press myself against the walls or hedge to avoid lorries – and cars – close to the kerb, and even on the pavement.*

2. . I am writing this as an adult, considering risk to me - the risk levels to my children are significantly higher due to their levels of concentration, perception of risk and experience. It is not mere chivalry that makes us insist our children and friends walk against the high wall opposite our property, it is because we know from experience to be ever vigilant, taking the risk to be the buffer for the close proximity of vehicles. We actually say we are “running the gauntlet” when crossing the section of pavement from the Deli to past the Aylsham Road sign. Personally I have not been clipped but have had some very close calls. The current risk is already too high - increased traffic and consistent flow will make the small windows when we deem it safe to cross and move along the pavement almost non-existent. I consistently focus my comments on children, but recently whilst waiting to pull out of the drive I saw an elderly lady pushing her shopping trolley in front of her across the “gauntlet”. Her focus was down, on pushing - thankfully she wasn't fully aware of the squeezing of the Lorry and car trying to manoeuvre past one another next to her - it could so quickly have gone badly wrong. She had neither the speed or escape route to get out of the way should either vehicle have moved inches over!

3. *at village hall to main footpath by [REDACTED] high street risk is high as path is narrow, sight lines poor . We are nervous walking our grandsons in that section
Ditto for the section from market place up to Costcutter- poor path, have to cross road , dark in winter and feels dangerous
Overall feels very uncomfortable when lorries going past
Signage and speed limits will make no difference - if there isn't enough room there isn't enough room! It's bad enough now when bus meets lorry at village hall corner*

*doesn't bear thinking about, risk 100% and I am certain that someone will be injured or killed especially coming from village hall
I also think that the likelihood of a vehicle hitting the bridge will increase significantly , ditto for bridge over Blackwater by the substation*

reducing speed won't improve sight lines or reduce lorry movements/ might actually make it worse if drivers are distracted by signage

Cawston is a small village - walking round the village should be safe and easy for everyone. I am concerned that children and older people particularly will have their lives significantly impacted if traffic increases as it will but be safe to walk to school or the shops or to the playing field ; the footfall of the businesses in the village will be reduced affecting the well-being and independence of our older and / or more dependent residents.

4. I'm sending this on behalf of my grandparents who don't have email. They were born & bred in Cawston & had lived there all their lives, except the last 5 years when they moved to Aylsham. They're both late 70s now however are more than happy to help where they can to block this from happening. They're concerns are as below;

Present traffic levels: safety 100. Parked cars always on the pavements so tight for pedestrians to get

through, especially those with mobility difficulties who may need some more space.

200 additional lorries a day: safety 100. This is a ludicrous suggestion and can't go ahead. The village is too small to sustain this level of traffic and isn't safe for children to be playing or the older generation to get around. Even at 20mph the momentum of a heavy lorries going past and two way traffic could be enough to make someone unsteady on their feet and the pavements aren't wide enough. The speed limit wouldn't be adhered too as it isn't in Aylsham and it isn't safe or sustainable.

Other comments:

This really can't go ahead. It isn't safe and having lived in cawston for most of our lives it isn't a nice prospect. There is the current daytime traffic of parents taking children to school or people visiting family/friends, how would these people safely park with these lorries going back and forth. Children will not be able to walk to and from school safely with this number of lorries as the pavements aren't wide enough or safe enough. This is the same for ordinary people going about their day on foot. We believe people will feel pushed out for the village due to safety and look to live elsewhere. Would they support the local businesses if they can't walk their safely? We don't think so. The roads within cawston are not wide enough to get past parked cars some days so how will two way, 200 lorries get through.

We really do think very strongly about this and will help to support the blocking of this where we can.

Please let me know if you'd like anything else from them. I only lived in Cawston until I was 10 years old however having visited my grandparents there over the last 20 years, there is a significant difference in the traffic levels in the village as it is and I would agree the additional lorries is a ludicrous idea and a shame to spoil such a lovely village.

5. Responding to your request about risks in walking in village centre.

My wife and I live in the village centre [REDACTED] and regularly walk round the village via High Street.

1. Present traffic levels.

Highest risk - a) from junction with Booton Rd to Village Hall - very narrow pavement and traffic here can be travelling too fast.

b) from Deli to HighSt/AylshamRoad/Norwich Road junction. Again pavement very narrow and visibility for vehicles entering High St. from Norwich. Road extremely limited

c) from High St./Church Lane junction to the Bell. Again pavement very narrow and traffic usually travelling on left hand side due to parked vehicles opposite side.

d) pedestrian access from High St to AylshamRoad interrupted at junction with Norwich Road. Pedestrians have to cross road at point where there is no pavement and limited visibility of traffic approaching junction along Norwich Road.

ii. Increased heavy lorries.

Same area as above but danger to pedestrians markedly increased.

General comments.

To a large extent the dangerous nature of pedestrian access to the High Street area is mitigated by the physical layout of the route through the village. Traffic is forced to slow down. The sharp bend

by the bridge, the general narrowness at certain points and the lack of visibility in the High Street due to parked cars. That's not to say that some vehicles still approach these areas too fast but overall it would be so much worse if the route was wider and straighter.

Routing large numbers of lorries through the village on a daily basis will change the situation dramatically. Every day it's possible to witness traffic chaos outside the Deli as large vehicles try to negotiate their way through. Increasing the numbers of heavy lorries in the crazy way suggested would make the High Street largely a 'no go' area for pedestrians. I think this would be particularly the case for young families and the elderly. I'm grateful I don't have young children to worry about. Making a 20 miles an hour restriction is irrelevant. As already pointed out the general level of speed through the village isn't the issue. It's the narrowness of both the carriageway and the pavements that's the issue.

6. The pavements are very narrow to walk on. Parked cars in the high Street mean passing vehicles drive past very close to the pavements. I often have to stop if a lorry or bus is passing as the wing mirrors reach over the pavement and could easily catch me.

7. Hi I live in Fairfield, I walk our dogs from Fairfield through the passage to Chappel St, down the high st down towards the village Hall, I cross the road nr the bend as I find I can see most traffic coming both ways, but as you know there is always cars parked along the road side, alot of traffic do not stick to 30mile an hour limit, so where ever you cross you are at risk, luckily my dogs are trained to keep to the curb, and wont cross until I say, and the pavement is very narrow.

8. speed at village hall end coming in to the village normally exceeds 30 and then heavy breaking due to parked cars and on coming traffic.

When cars, vans or the occasional hgv meet its not unusual for the vehicle heading towards the village hall needing to mount the pavement due to space restriction.

Even without parked cars 2 hvg traveling in opposite directions passing just after the pub i would question if they would make it through without mounting the pavement. Or both being so close to the curb both sides of the road that this would be high risk to any pedestrians.

In addition to this the most common use for the low end of the village pavement tends to be families and young children with bikes, balls and scooter going to the park. I would be extremely worried for my children walking on the main road going to the park if we had that many hgv traveling through the village. Especially when a hgv has so many more blind points to see small children compared to other vehicles.

Also its acknowledged that the traffic coming in at the top end of the village tends to be well over 30 more in the 40mph (and this is an issue without any addition hgv through traffic)

pavements are not wide enough especially if cars parked on road . Seen way to many vans let alone hgv mount the pavement nearly hitting pedestrians.

As previously mentioned where cars are parked its not unusual for traffic to get blocked. And its not like the parked cars can go anywhere as there is no other parking facilities for residents .

And reducing the speed i don't beleive would make a difference.

I would also question the strength of the bridge to cope with that many hgvs? And again on coming traffic flowing over the bridge would create blockages.

I've lived in the village for 10 years opposite [REDACTED] and have seen traffic increase through the village. The speed of the cars is becoming faster and when you get large lorries or hgvs coming past the pub at the lower end of the village 90% of the time they have trouble and block the road.

And its only recently that we have had fatalities from a crash on the bridge which is a hot spot for car crashes.

Also the village has a lot of young families with children who attend the local school so would at minimum want to insist no hgv traffic after 2.45 through the village to account for end of school and extra children

Around the village after this time as well as weekends.

I think this extra traffic would really affect the village and bring down the general quality of life for all that live here if imposed in the way currently planned.

9. You always 'take your life in your hands' walking along the High Street . The pavements and road size are inadequate for pedestrian safety . Vehicles often drive on the pavements and lockjams are not uncommon. Traffic often goes too fast. The high street is particularly hazardous – from the Village Hall right through to where the road widens before the shop.

10. the width of pavements in certain areas is as you know very narrow, in particular as you approach the village hall so taking my children to the park is quite nerve racking and I certainly wouldn't want to be walking there when an HGV passes by.

11. on the narrow pavement before the village hall and the path near White House farm I think the risk is currently much higher. The pavements are too narrow, and there is hardly any street lighting in place so this is going to be particularly dangerous during winter months when it's dark early!

Even without any extra traffic I feel there is a serious risk for pedestrians. If you walk along the high Street towards the shop, the road becomes very narrow at White House Farm and there is nowhere for pedestrians to move to avoid traffic. I feel particularly vulnerable walking up here if there is a lorry/bus coming towards me. With children you need to be in single file and then the path stops completely so you need to cross the road.

Similar issues on the path towards the village hall. The cars come into the village at high speed and the path narrows on the corner. I feel very nervous if I walk this way with the kids as they have to be in single file pushing bikes or scooters to the park, it would be easy for them to step off the pavement into the path of the traffic.

12. With having to cross the road twice to reach the post office I regularly encounter problems with traffic both large and small. The majority of the pavement is single file with walls or buildings to one side so when met with a coach, bus or lorry oncoming at 6ft tall my head is likely to be hit by their wing mirror if I don't take evasive action. With solid boundaries on each side this doesn't leave much room for maneuver.

As it is at present several vehicles including lorries and farm traffic don't adhere to the 30mph limit so a 20mph will make little or no difference

There are also problems with the narrow pavements for those with pushchairs etc as at points they are sufficiently wide enough.

We also encounter problems with vehicles mounting the pavements where vehicles are traveling towards each other as there is enough space for two vehicles to pass at many points along the route

13. The footpaths on the High Street vary in width; some parts are so narrow you can't push a pram / buggy without falling into the road. There are also uneven surfaces to navigate. Wing mirrors on large vehicles are an issue because they overhang and are very dangerous.

14. A regular issue on walking from the pub to the community hall on the right hand side opposite the old forge house. The road narrows and so does the path. Vehicles coming from Reepham once over the railway accelerate to 30 mph without thought to the blind corner. As a pedestrian on a number of occasions vehicles have had pull further in to the kerb to avoid on coming vehicles. This is risking life and limb and is a gamble every time. This will be exacerbated with higher volumes of larger vehicles. It will only be a matter of time before a vehicle a person or child on that section is injured or killed.

Can I add a further concern which is the pollution levels . They will increase significantly and as a grandparent who will be taken grandchildren to the park is a huge concern. You can taste the pollution in the air now without the additional vehicles

15. Probably the biggest issue is the additional pollution and the 20mph will mean that the vehicle will be in a lower gear and using higher revs. I believe there are studies backing this up where traffic calming measures have been put in place at other sites. Children are especially vulnerable because the pollution is at their level.

16. I regularly walk down to the village hall. On a number of occasions walking on the section past the pub I have to lean into the walls to avoid the large vehicles wing mirrors that over hang the pavement. The more considerate drivers slow and allow you to get to the wider section of the path. But they are few and far between.

The same issue arises when you walk upto the Post Office from the deli. Large vehicles come from the Post Office to the main street are still travelling at 30mph and you have to hope you can get to the Norwich Road junction where the path ends so you step into that junction and avoid being hit.

This may be perception over reality but physical facts are the path is not wide enough to protect the pedestrian in either situation. Having a 15ft high piece of machinery bearing down on with only 1ft safety margin is an accident and or fatality waiting to happen.

17. I am absolutely positive that introducing this kind of traffic levels will result in serious injury or loss of life raising the figure to 100/100. Speed is not the issue at this location, the road and pavement layouts simply mean that there is no space for pedestrians and lorries.

I have been forced into the hedge along the bend near the village hall by a lorry travelling in one direction who was passing a car in the other direction, there was no room to pass and he had to climb the curb onto the narrow pavement. I had a dog on a lead and she panicked and is still severely frightened a year later.

Pieces of a house have fallen onto the pavement narrowly missing me, this is solely down to vibrations and damage caused by lorries within a few feet of houses built before 1800. Even the council are unable to prevent damage to the road, which can be seen by the surface damaged along the front of ■ High St. Even though they recently inspected it during 2019, they didn't even bother to fix that damage. Further traffic of this nature will destroy these old houses and the road network through the High St.

18. We walk our dog from the Market Place to the Church and Park once or twice a day, every day so we know this well. We also walk up to my sister past the shop often and cross the road from the Kings Head to the Deli.

Trying to cross the road from the old Station House to the steps down to the Marriots Way 75 as cars can come quite fast which with a pushchair, dog or elderly relative (we've had all 3) is difficult to predict. Yet this is the safest place to cross

From the last terraced house , opposite Goosepie Lane to the Village Hall. 75 The pavement is very narrow only 40 cm or so of usable width. Impossible again with a push chair, dog or walking aid to tuck in. We have had wing mirrors clip us and where two lorries have surprised each other as it bends we have seen them mount the pavements to avoid hitting each other. I never feel safe walking that bit now

Along the pavements in the terraced portion of the street 50 /75. Where protected by cars the north side seems ok but with a very narrow pavement it relies on the cars being there which you can't rely on. On the south side again the pavements are so narrow with walls preventing moving away from traffic. With a young child this is terrifying at times as the cars can go quite fast here as they can see ahead. Lorries and buses occupy pretty much all of the space so are very close to the pavement. Our dog is scared to walk on that side. Sometimes also there is a standoff with cars queuing either way trying to negotiate the parked cars. This uncertainty makes crossing difficult

Crossing the Market Place 50-75. OK from the north side, but very unsettling from the deli where you have no clear view and they can come quite fast it is a problem unless you are able to move quickly

Walking from the deli to the shop 75. The pinchpoint by White House Farm is very unpleasant with again narrow pavements and no ability to tuck in with the wall and shrubs there. There is not enough room for two vehicles and frequently one mounts the pavement. Some come quite fast not realising the problem too. This is made worse by the regular occurrence of Winery lorries missing the turn and juggernauts are often seen reversing back up the street past the narrow pinchpoint

I occasionally wonder if videoing some of these moments would help.

*19. I have had lorries and buses almost brush me. Sometimes they, or tractors, mount the pavement and I'm not even sure they realise they have. I am most worried when pushing my grandson in a pushchair or with the dog (or both!!) as the pavement is so narrow in places I fear that I/we might fall off or the dog will step off!
Also worried about children or adults tripping over as the pavement is so bad in places; that could have terrible consequences.*