

From: [REDACTED]
To: [A47 Blofield to North Burlingham](#)
Subject: Blofield to North Burlingham
Date: 07 April 2021 12:54:49
Attachments: [image002.png](#)
[TMO Report into proposed new dual carriageway - North Burlingham to Blofield 30.03.21 \(V1.3\).pdf](#)
[FW Norfolk Police Traffic Management Officer response to A47 North Burlingham - Blofield Dual carriageway Proposal.msg](#)
[FW A47 Blofield to North Burlingham - Consultation.msg](#)

Afternoon

I have received the attached TMO Report from [REDACTED], Force Traffic Management Officer for Norfolk Constabulary. Am I ok to just pass this on to you (email also attached)?

In addition, we have also had a request from an Ecologist from Norfolk County Council, requesting a copy of our Badger Report (email also attached). Again is this something that I should direct to the PINS website?

I appreciate your help, please let me know if there are any problems.

Thanks & regards

[REDACTED]

Assistant Project Manager- Regional Investment Programme

Highways England- 2nd Floor, Woodlands, Manton Lane, Bedford, MK41 7LW

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From: [A47 Blofield to North Burlingham RIS](#)
To: [REDACTED]
Subject: FW: Norfolk Police Traffic Management Officer response to A47 North Burlingham - Blofield Dual carriageway Proposal
Date: 07 April 2021 09:34:00
Attachments: [image001.png](#)
[TMO Report into proposed new dual carriageway - North Burlingham to Blofield 30.03.21 \(V1.3\).pdf](#)
Importance: High

From: Traffic Management Officer (Norfolk) <TMONorfolk@norfolk.pnn.police.uk>
Sent: 06 April 2021 14:41
To: A47 Blofield to North Burlingham RIS
<A47BlofieldtoNorthBurlinghamRIS@highwaysengland.co.uk>
Cc: [REDACTED]@suffolk.police.uk>
Subject: Norfolk Police Traffic Management Officer response to A47 North Burlingham - Blofield Dual carriageway Proposal
Importance: High

Good afternoon,

Please find my response to the attached,

Kind regards,

[REDACTED]

[REDACTED]

Force Traffic Management Officer,
Norfolk Constabulary,
Roads and Armed Policing Team,
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NORFOLK POLICE TRAFFIC MANAGEMENT REPORT

A47 Dualling Blofield – North Burlingham

April 2021

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1. INTRODUCTION

- 1a. This report looks at the proposed new A47 dual carriageway road construction due to be built from Blofield to North Burlingham, Norfolk in place of the current single carriageway stretch of road at that location which currently stretches between two dual carriageways between Norwich and Acle.
- 1b. The consultation period for responses to the Development Consent Order (DCO) application expires on 6th April 2021.
- 1c. The report has been compiled by [REDACTED] the Norfolk Constabulary Traffic Management Officer (TMO) who is fully conversant with the location and has read the Transport Assessment dated December 2020.
- 1d. I have compiled this report having consulted internally with Management, Local Policing, Road Policing and the Abnormal loads dept. all of whom were invited to put forward their views prior to me compiling this report.

2. INFORMATION

- 2a. This particular road has over the last 10 years seen 1 x fatal collision, 3 x serious collisions and 29 x slight injury collisions and the collision data shows a higher than average number of collisions over the 10yr period than would be normally expected. Anything that can be done to improve the infrastructure and safety of the road is welcomed by the police. The fatal and serious collisions are outlined below:

Date	Classification	Circumstances
01.11.2011	Fatal	Car travelling eastbound left road nearside and collided with a parked HGV in the layby. 1 x fatal (fns passenger) 4 x serious including driver and 3 x occupants.
30.09.2014	Serious	Motorcycle (M/C) travelling eastbound braked suddenly, lost control and hit rear of HGV in front. M/C then entered opposing carriageway and hit 2 x cars heading in the opposite direction. V1 rider (the motorcyclist) suffered serious injuries.
25.09.2015	Serious	2 x cars travelling eastbound. V2 stopped for stationary traffic and V1 failed to stop in time and collided with the rear of V2. Driver of V1 suffered serious injuries and driver of V2 was not injured.

20.08.2020	Serious	An unidentified vehicle travelling eastbound had been waiting to turn into a farm track but was prevented doing so by oncoming westbound traffic. Vehicles 1, 2, 3 and 4, were travelling eastbound. A line of traffic had stopped for the unidentified vehicle waiting to turn right but it appears that V1 has seen this too late and has collided with the rear of the line of stationary traffic, causing each vehicle (V2 – V4) to collide with the rear of the one in front. V's 1 & 2 were HGV's (over 7.5 tonne). The driver of V1 suffered serious injuries. Drivers of V's 2 & 3 suffered slight injuries.
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- 2b. Of the 29 x slight injury collisions, I have examined the causation factors of which four cannot be determinable from my records. Of the remaining 25 x collisions, the causation factors are as follows:

Hit rear of vehicle in front	Percentage	Comments
20	69%	Three of the twenty vehicles then entered the opposing carriageway and collided with an oncoming vehicle.
Pulling out of a priority junction or layby		
4	14%	
Drifting into opposing carriageway		
1	3.5%	

- 2c. As can be seen 83% of the collisions over the past 10 years have been as a result of rear end collisions with stationary vehicles or colliding with the line of traffic built up behind the stationary traffic waiting to turn into junctions or pulling out from junctions/layby's indiscriminately or without the necessary due care and attention.
- 2d. By removing the priority junctions in favour of merge lanes will dramatically reduce the amount of times that traffic will be stationary on the main carriageway in turn causing tailbacks and rear end collisions. It will also dramatically prevent the errant driver pulling out without the necessary due care and attention.
- 2e. Also, by updating the current lay-bys with new more modern and lay-bys with improved signage, I am certain that this will also reduce collisions.

- 2f. The 1 x collision involving a drifting vehicle would not be prevented by a new dual carriageway, but a dual carriageway with a central barrier will prevent vehicles entering the opposing carriageway (as shown on at least four of the above collisions) hopefully preventing further head-on injury collisions.

3. OPTIONS

- 3a. In this report I have considered the four identified options listed in the Transport Assessment below:

- Option 1 - an on-line upgrade of the existing road to dual carriageway standards.
- Option 2 - a new off-line dual carriageway, to the north of the existing A47 between Blofield and North Burlingham before crossing the A47 and running to the south between North Burlingham and the B1140.
- Option 3 - a new off-line dual carriageway to the south of the existing A47 which would run south of Poplar Farm and the adjacent properties on Lingwood Road.
- Option 4 - a new off-line dual carriageway to the south of the existing A47 which would run between the existing A47 and Poplar Farm and the adjacent properties on Lingwood Road.

- 3b. From a Policing and Police Traffic Management perspective, I agree with the transport assessment that option 4 is the preferable option. This is purely down to it being the most cost effective, taking into the benefit to cost ratio and I am fully supportive of a new dual carriageway at this location to improve road safety and reduce speed and road casualties.

4. IDENTIFIED BENEFITS

- 4a. It is my view that a new dual carriageway at this location in my view will provide the following benefits:
- Improved road safety, reduction in road collisions and casualties.

- Faster journey times, not only for the general public but this is particularly important for when we are on an emergency call to arrive at incidents quicker giving us a better opportunity for a successful outcome.
- Increased driver journey time reliability.
- Enhanced vehicular capacity on the new dual carriageway will reduce congestion for both east and westbound traffic, particularly at peak times which in turn will reduce emissions and the environmental impact.
- A single carriageway 'A' road (which is currently in place) is approximately three times the risk of an 'A' road dual carriageway (Roadsafe report 2018).
- A dual carriageway minimises the risk of a head on collision compared to a single carriageway stretch of road.
- A dual carriageway permits safer overtaking.
- It will reduce the risk of rear end collisions with vehicles turning right into junctions/driveways.
- It will reduce serious collisions caused by vehicles leaving the road nearside/offside and colliding with roadside furniture, trees etc.
- Closing direct access junctions such as High Noon Road and providing merge lanes to join the main carriageway will enhance safety along this stretch of road by reducing the risk of collision with vehicles turning into and pulling out of the junctions.
- Closing the gap at the B1140 White House Lane junction will also reduce the risk of collisions and near misses.
- New modern lighting at the Yarmouth Road junction is also seen as an added safety feature which will increase visibility and reduce the risk of collisions particularly at times of reduced/poor visibility.
- The provision of an overbridge at the B1140 South Walsham/White House Lane interchange will enhance safety for all road users particularly road vehicles and cyclists.
- The overbridge above will also assist to prevent errant drivers driving the wrong way down the dual carriageway in the opposing direction from either of the above junctions.

5. CONSIDERATIONS

- 5a. During the planning and development phases, consideration should be given to providing two observation raised platforms for use by the Police and the Road Safety Camera Team (SCT).

These have been supplied before by Highways England at Snetterton (A11) and also will be provided on the new A47 stretch at East Tuddenham (still in the development phase).

The advantages to the Police and SCT are as follows:

- It allows the use of Police and SCT equipment to be used effectively such as speed detection devices, Automatic Number Plate Recognition (ANPR) equipment and as a general observation post for active criminality, general observations and road safety checks etc.
- It assists the police to observe inside vehicles to promote engagement and enforcement of the Fatal Four Policing Strategy (Excess speed, drink/drugs, seatbelts and mobile phones) to reduce speed and casualties on the highway.
- It further allows the Police and the SCT to be overtly visible to the motoring public which in turn reduces speed, reduces casualties and promotes road safety.

The advantages to Highways England of the observation platforms would be:

- By reducing speed, this in turn will reduce collisions on the network. Fewer collisions on the network vastly reduces the damage to the network which includes signs, posts, road surface etc. This over time will save Highways England a substantial sum of money.
- With the police and SCT being overtly visible to the motoring public, it in turn promotes better driving standards on the Highways England network.

6. CONCLUSIONS:

- 6a. Having consulted with my colleagues and considered the plans and consultation documents, Norfolk Constabulary Traffic Management Officer on behalf of Norfolk Constabulary is in favour of the new dual carriageway proposed and Highways England have our full support for this project.