

Why are there so many different agencies involved in the consultation?

Norfolk County Council is the highway authority responsible for the maintenance and improvement of the public highway and will deal with any highway changes that are agreed to go ahead following this consultation.

Norwich City Council are responsible for the Public Spaces Protection Order (PSPO) and own land adjacent to the public highway that may be affected. Information on the PSPO can be found on the City Council's website here:

<https://www.norwich.gov.uk/your-council-explained/policies-plans-and-strategies/public-spaces-protection-orders-pspos/vehicle>

The police are responsible for public safety, emergency response, crime prevention and investigation.

What land does the City Council own?

A strip of verge adjacent to the prison, the car park and Mousehold Heath are owned by Norwich City Council and are not part of the public highway. We will consider responses to the consultation and work with the City Council to consider whether there are any opportunities to make changes to the land to improve the area and help to support any measures implemented as a result of this consultation.

Why have these measures been chosen and what evidence is there to suggest the measures will work?

The highway authority has been asked to consider changes to the public highway that will help to discourage anti-social driving behaviour. The highway authority can make changes to the public highway but it does not own the car park located off Britannia Road and it has no powers to deal with anti-social congregation.

Britannia Road will remain public highway and access is required to be maintained for residents. Physical traffic calming measures help to enforce lower speeds. They are designed to cause no damage when driving in accordance with the posted speed limit but driving too fast over a speed hump or speed cushion can result in damage to vehicles, hence they encourage sensible and legal driving behaviour. Measures are being introduced where speed surveys show speeds exceeding the posted speed limit of 20mph.

What do you know about speeding and why isn't the speed limit being enforced?

Speed surveys carried out in 3 locations along Britannia Road in summer 2025 over a 4 week period showed that speeds in excess of the speed limit were largely confined to the part of Britannia Road which is north of the residential properties. Speed limits should ideally be self-enforcing. This means that the environment should make it feel like a speed in accordance with the posted speed limit is appropriate. Traffic calming measures can help with this. Speed limits are not enforceable by either Norwich City Council or Norfolk County Council. They are enforceable by the police.

Can we have a lower speed limit?

The area does not have very high pedestrian flows and does not have a high accident record. A speed limit below 20mph is unlikely to achieve compliance and would be difficult to enforce.

Why can't CCTV be used to help with these issues? Isn't there currently CCTV in operation?

CCTV is in operation and this is managed by the City Council. CCTV doesn't physically stop anti-social driving behaviour. The County Council, as the highway authority, focuses on highway infrastructure and safety. CCTV monitoring is in place related to the Public Spaces Protection Order and this falls under the jurisdiction of Norwich City Council.

Why can't permanent speed cameras be installed?

These are used where there is clear evidence of speed-related danger with an associated accident record; this is not the case on Britannia Road. There are also technological challenges with using these in a 20mph speed limit relating to tolerances and calibration, they are expensive to install and maintain and they would not address issues of congregation and anti-social behaviour.

Why are there no physical changes proposed on Vincent Road?

Vehicles are frequently parked on both sides of the road, limiting the available space for moving traffic and scope for speeding. The measures proposed for Britannia Road will help to break the circuit, reducing the attractiveness of both roads for anti-social driving.

Installing build-outs on Vincent Road to create traffic calming features would require waiting restrictions (i.e. prohibiting parking in some areas) which is unlikely to be

popular with local residents and may offer little benefit, given the existing parking acts as an informal traffic calming feature.

Why can't we install rising or removable bollards to be used at night?

These types of bollards tend to suffer regular damage requiring regular maintenance which can cause inconvenience to local residents and high ongoing maintenance costs for the County Council.

What type of bollards will be used?

The exact bollard type will be chosen as part of the detailed design process but the intention is that the bollards will not be the reboundable type.

Will emergency services be able to get through if a road closure (with bollards) goes ahead?

Arrangements are in place across the city to ensure that emergency services can pass through and we work to ensure that the same applies in this case.

Why can't we install traffic flow plates (alligator / shark teeth) to help slow vehicles?

These types of features are designed to prevent movement in a particular direction. They are not usually used in the public highway. Incorrect use can result in vehicle damage, disruption to the highway network and other uses and adds to maintenance costs.

Can I park on / adjacent to a road hump / speed cushion?

Where there are no Traffic Regulation Orders (TROs) to state otherwise, e.g. waiting restrictions (such as 'double yellow lines'), this is legally permitted.

Can Vehicle Activated Signs be used to remind drivers to slow down?

These signs can help to remind drivers of their speed but are unlikely to be effective in this area where local people have advised that speeding and associated anti-social behaviour is an intentional action. Physical traffic calming measures help to enforce driving speeds in accordance with the speed limit.

What happens next (after the consultation)?

Norfolk County Council will review responses to the consultation, share the feedback received with Norfolk Police and Norwich City Council and consider what option/s could be considered for delivery.

What happens if the survey shows that the majority of people do not agree with the proposals or there is a lack of consensus about what to do?

Norfolk County Council has agreed to consider options to make changes to the public highway to help discourage the antisocial behaviour reported by residents. It is acknowledged that this alone is unlikely to solve the problem but it may help when combined with the work carried out by the police and Norwich City Council. The results of the consultation will be considered very carefully to assess whether the residents want any highway changes and they will be discussed with Norfolk County Council's Local Councillor before deciding on a course of action.

What is the process for deciding what, if any, option/s to go ahead with?

Norfolk County Council will liaise with the Local County Councillor and Cabinet Member for Highways and Transport to agree next steps.

Will the results of the survey be published online?

The results of the survey will be shared online at www.norfolk.gov.uk/britanniaroad after they have been reviewed by officers and with key stakeholders and a decision taken on next steps.

When will the work be done? Will it need a road closure and what will the diversion route be?

The timetable for the work is dependent on a number of factors, including whether the scheme requires any Traffic Regulation Orders (TROs) as these can add time to the delivery process. We also need to consider feedback from other consultees, such as environmental agencies (due to the status of Mousehold Heath) and the Mousehold Conservators and it may be that other legal processes need to take place, e.g. relating to land. No construction work would be able to take place until next financial year at the earliest. The traffic management requirements will depend on the details of the work required.

What happens if there are objections during the statutory consultation period required for any Traffic Regulation Orders (TROs) needed for a chosen scheme?

In this scenario we may contact objectors to better understand concerns so we can consider whether any changes are appropriate. If any objections cannot be resolved the matter will be reported to the Cabinet Member for Highways and Transport who will consider these and make a decision as to whether the proposals should go ahead or whether any changes should be made. The decision of the Cabinet member will be published on the council's website.

How much will the work cost and how is it funded?

The expected cost of the construction work varies considerably between each option and it is possible that an alternative option comes out of this public consultation. Local Transport Grant funds, which are provided by the Department for Transport (DfT), have been allocated to this scheme, along with £11k funding contribution from Norwich City Council. Costs will be reviewed as the scheme selection process develops.

How will we measure effectiveness / follow up engagement?

Norfolk County Council will continue to liaise with Norwich City Council and the police to seek feedback on whether anti-social behaviour decreases.

What happens if the highway changes are not effective? Will there be an option to subsequently try an alternative (e.g. if cushions don't work can we then try a one way system/closure?)

Highway changes are being considered as a way of helping to reduce anti-social behaviour in the area but in isolation, they are unlikely to solve it. We will carefully consider the feedback from the consultation when deciding what measures, if any, to implement. After this, the police and City Council will continue to be responsible for crime prevention/investigation and enforcement of the Public Spaces Protection Order (PSPO).

How can damage to the public highway be reported?

This should be reported to Norfolk County Council at <https://www.norfolk.gov.uk/highwaysproblem> or call 0344 800 0020

