

SAFER JOURNEYS

PROTECTING LIVES ON RURAL ROADS



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CHAPTER 1: INTRODUCTION



BEN GOLDSBOROUGH MP

Throughout my first year and a half as the MP for South Norfolk, a handful of issues have stood out as priorities for South Norfolk. One of these issues – and perhaps the biggest source of casework – has been road safety.

The statistics support the sense of urgency I have been picking up from my casework correspondence. In 2024, there were 258 casualties on roads in South Norfolk constituency. Of those, 8 were fatalities. Too many people are being injured or losing their lives on our rural South Norfolk roads.

These alarming numbers are being noticed by South Norfolk residents. As one respondent to my rural road survey said, “People are dying and no one seems to make this a priority. The mentality needs to change.” Well, that ends here and now: I am making rural road safety an absolute priority. For the last few months I have been working closely with South Norfolk schools, councillors, community organisations like the Toft Federation of Locals Against People Speeding and with constituents to better understand the issues rural road users in South Norfolk are facing. This work led me to start my Rural Road Safety Survey, the responses to which have informed this report.

Road safety in rural areas looks very different to road safety in urban areas, in suburbs or on motorways and dual carriageways. But rural road safety does not receive the same attention. Problems specific to rural areas, like visibility, wildlife, narrow roads, hedgerow maintenance and blind bends, do not get the attention they deserve. And the result is that rural road users, like my South Norfolk constituents, feel that their safety is being ignored.

It is also true that problems affecting all parts of the country affect rural areas in specific and unique ways. Speeding on a narrow, single-track, pothole-ridden road is very different to speeding on a motorway. Few urban primary schools open their doors on to 40mph-plus roads. Rarely, in a city, does an overgrown hedgerow cause a collision.

None of this is to say that other areas don't face their own, unique challenges. But we urgently need to shine a spotlight on the issues facing rural areas to ensure they get the attention they deserve. In this report I have done just that, whilst also working to draw attention to some specific locations in South Norfolk which require urgent attention.

For me, this report has been both an information-gathering and an information-sharing process. I will be taking everything I have learned from the writing of this report to Westminster, where it will inform the questions I ask Ministers and the debates I take part in. But first, my immediate next steps are to share this report with those who have the power to tackle the problems raised. I have sent a copy of this report to the Minister for the Future of Roads, to the Leader of Norfolk County Council and to Norfolk's Police and Crime Commissioner, and I have included copies of their responses at the end of this report.

A handwritten signature in black ink, appearing to read 'Ben Goldsborough'.

Ben Goldsborough
Member of Parliament for South Norfolk



CHAPTER 2: EXECUTIVE SUMMARY

RURAL ROADS MUST BE SAFE TOO

This report sets out the findings of the South Norfolk Rural Road Safety Survey, which received 934 responses and additional evidence from local schools, casework, and community engagement. It reveals deep and widespread concern about the safety of rural roads in South Norfolk, where eight people lost their lives and a further 250 were injured in 2024.

Residents consistently report feeling unsafe both when driving and when walking or cycling on rural routes. Speeding is the dominant concern: 73.9% of respondents identified it as one of their top three issues, and 67% believe current rural speed limits are too high. Other major problems include poor visibility caused by bends and overgrown verges, sub-standard road surfaces, risks from wildlife, and a lack of safe provision for cyclists, pedestrians, horse-riders and schoolchildren.

The consequences of these issues are significant. More than half of respondents avoid driving on rural roads because they feel unsafe, and nearly four in five avoid walking or cycling. Younger residents in particular report limiting their travel due to safety fears. The report identifies a series of local danger hotspots — including Burnthouse Lane, Chapel Lane in Wymondham, Catbridge Lane, parts of Loddon, Poringland and Toft Monks — each of which reflects the broader challenges faced across rural South Norfolk. Evidence from schools highlights acute risks around school gates, where speeding, congestion, and inadequate walking routes place children in danger.



To address these issues, the report recommends: improved maintenance of roads, verges and hedgerows; traffic calming at known hotspots; lower speed limits on rural lanes; better signage and enforcement; enhanced active travel infrastructure; reforms to raise awareness of rural-specific driving risks; and urgent action on safety outside schools. It also calls on the Government to lower the national speed limit on C-class rural roads to 50mph and to publish a national pothole league table to increase transparency.

This report was sent to the Minister for the Future of Roads, the Leader of Norfolk County Council and the Police and Crime Commissioner. Their responses are included in the appendix. The report's findings will guide future parliamentary work to ensure rural road safety receives the priority it urgently deserves.

CHAPTER 3:

METHODOLOGY



4 SOURCES OF INFORMATION

The “Rural Road Safety Survey” run on SurveyMonkey.

A call for evidence via letter written to all Primary Schools in South Norfolk.

A qualitative analysis of casework emails sent to ben.goldsborough.mp@parliament.uk and informal discussions with constituents.

Conversations with stakeholders during visits, coffee mornings, advice surgeries and street surgeries.



DATA QUANTITATIVE & QUALITATIVE

934 people responded to the rural road safety survey.

The survey included a combination of qualitative and quantitative questions. In writing this report, that balance has been useful in trying to gauge both the scale of the challenges facing rural road users and to generate solutions to those challenges.



2 SCHOOLS CONTRIBUTED

2 schools provided evidence as part of the written call for evidence. They will be kept anonymous.

SURVEY QUESTIONS

- “If you walk or cycle on rural roads in South Norfolk, how safe do you feel doing so?” (Sliding scale).
- “Have you ever been involved in a road traffic collision or experienced a near miss on a rural road or lane in South Norfolk?” (Single choice followed by an opportunity to elaborate).
- “How safe do you feel when driving on rural roads and lanes in South Norfolk?” (Single choice).
- “What are the biggest safety concerns you have about rural roads and lanes locally?” (Top 3 multiple-choice with open-ended ‘other’).
- “What are the biggest safety concerns you have about rural roads locally?” (Top 3 multiple-choice with open-ended ‘other’).
- Have you noticed any particular locations in South Norfolk that you consider to be especially dangerous or in need of safety improvements? (Open-ended).
- “Do you believe speed limits on rural lanes in South Norfolk are appropriate?” (Single choice).
- “How important do you think it is to improve provision for walking and cycling on rural roads and lanes in South Norfolk?” (Single choice).
- “What improvements would you most like to see for safer active travel in South Norfolk?” (Top 3 multiple-choice with open-ended ‘other’).
- “How often do you choose not to drive on rural roads or lanes locally because you feel it is unsafe?” (Single choice).
- “How often do you choose not to walk or cycle on rural roads or lanes locally because you feel it is unsafe?” (Single choice).
- “Is there anything else you would like to share about highway safety or active travel on rural roads and lanes in South Norfolk?” (Open-ended).

PROFILE

RESPONDENTS

A total of 757 respondents provided their age, offering a useful picture of the demographic profile behind the survey findings. Of those who answered, 0.9% were aged 18–24, 6.5% were 25–34, 14.7% were 35–44, 16.2% were 45–54, 27.1% were 55–64, 24.4% were 65–74, and 10.2% were aged 75 or over. This spread shows that the survey captured responses from across the age spectrum, with particularly strong representation from those aged 55 and above.

Understanding this age distribution is important, as experiences of rural road safety vary significantly between age groups. When respondents were asked whether they had ever been involved in a traffic collision or a near miss on a rural road or lane in South Norfolk, clear differences emerged. Those aged 25–34 were the most likely to report

having been involved in a collision, with 18.8% indicating that they had experienced one. Meanwhile, the age group most likely to have experienced a near miss were those aged 45–54, with 63.4% reporting such an incident.

Taken together, these figures show that safety concerns are widespread across age groups, but particularly acute among those in mid-life. Indeed, three quarters of respondents aged 45–54 reported experiencing either a collision or a near miss on South Norfolk's rural roads or lanes. This underscores the significant level of risk perceived and experienced by this cohort and highlights the need to ensure that road safety interventions reflect the lived realities of residents of all ages.

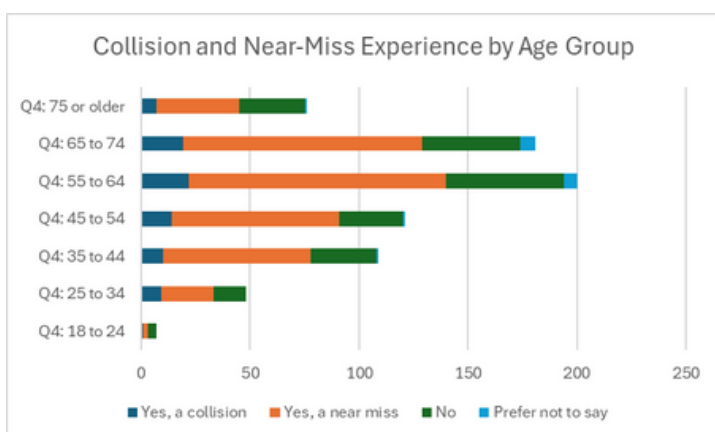


FIG. 1: COLLISION & NEAR MISS EXPERIENCE BY AGE GROUP



The overwhelming majority of respondents were based in the South Norfolk constituency. This context is important; the issues raised by respondents are representative of the situation in South Norfolk. However, as a largely rural constituency, the challenges and problems facing road users in South Norfolk will broadly reflect the experiences of road users in rural areas across the United Kingdom.

CHAPTER 4:

PERCEPTION OF SAFETY

DURING ACTIVE TRAVEL

Respondents were asked “If you walk or cycle on rural roads in South Norfolk, how safe do you feel doing so?” This was a sliding scale response, allowing respondents to adjust according to their perception of safety. With 0 being as unsafe as possible, and 100 being as safe as possible, the median respondent recorded a safety perception of 28 out of 100.

Unsurprisingly, respondents who had been involved in a collision felt less safe than average walking or cycling on rural roads, of those the median respondent recorded a safety perception of 23 out of 100.

“*Running along New Road near Bawburgh, I had to jump into the hedge as a motorist sped down the road towards me, giving me no space.*”

Survey response

BIGGEST SAFETY CONCERNS

When respondents were asked to tick their top 3 safety concerns about rural roads and lanes, the top response was overwhelmingly “speeding vehicles” with 73.9% of responses.

“Poor road surface/maintenance” and “poor visibility (bends, hedges)” came second and third respectively, with 43.8% and 40.6%.

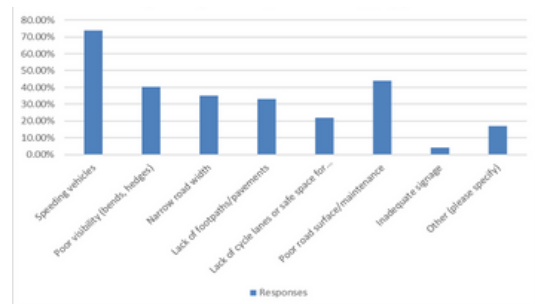


FIG. 2: WHAT ARE YOUR BIGGEST SAFETY CONCERNS

Respondents were also asked to write-in any other concerns not listed. 17.1% of respondents opted to do so. Of those, the main concerns raised include:

- Rat running, traffic volume and roadworks
- Lack of safety measures outside school gates
- Wildlife on roads and lanes
- Driving standards
- Lack of suitable routes for horse-riders
- Maintenance of verges

WHILE DRIVING

When asked “how safe do you feel when driving on rural roads and lanes in South Norfolk”, 44% of respondents answered either “quite unsafe” or “very unsafe”, compared with 28.2% of respondents who answered either “quite safe” or “very safe”.



FIG. 3: HOW SAFE DO YOU FEEL WHEN DRIVING

CHAPTER 5: SPEEDING & ENFORCEMENT

SPEED LIMITS

In response to the question “do you believe speed limits on rural lanes in South Norfolk are appropriate” only 23% of respondents think speed limits are acceptable. This is a shockingly low number and one that should cause alarm to everyone involved in maintaining safe speeds on rural Norfolk roads.

67% of respondents answered “no, too high”, compared with 23% who answered “yes, they’re about right” and 5.4% who answered “no, too low”.

Similarly, when asked to share their top 3 biggest safety concerns on South Norfolk roads, nearly ¾ of respondents selected “speeding vehicles”, dwarfing the other concerns raised.

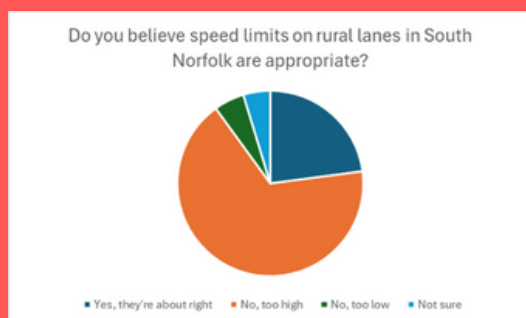


FIG. 4: SPEED LIMIT APPROPRIATENESS



A resident contacted me to raise concerns about the lack of road markings and speed limit signage on the A140, resulting in cars driving more than 70mph in a 30mph zone. I took this directly to Norfolk police and as a result data recorders were installed, and I secured a guarantee that speed limit signs would be installed. I am continuing to monitor the situation on the A140.

YOU ASK. I ACT. WE WIN.

When asked to provide more details about their experiences of speeding on rural South Norfolk roads, many respondents described experiences in which at least one speeding vehicle was undoubtedly a cause.

Many of the incidents detailed by respondents also demonstrate that speeding is not an isolated issue; rather, there are significant exacerbating factors, including blind bends, narrow roads, wildlife, road surfaces, verges and a lack of suitability for non-motorist road users including horse-riders. It is notable that many of these exacerbating factors are issues which do not occur, or rarely occur, outside of rural settings.

CHAPTER 6:

ACTIVE TRAVEL

INFRASTRUCTURE NEEDS

Enabling safe active travel is extremely important. Active travel is more than just a means to get around; it offers health benefits, has the capacity to support efforts to tackle the obesity crisis and can assist in improving our nation's mental health.

Respondents to the Rural Road Safety survey are clear: they see improved provision of active travel as important and they don't feel safe walking or cycling on our rural roads.

The median response to the question "If you walk or cycle on rural roads in South Norfolk, how safe do you feel doing so?" was 28/100.

Respondents were also asked "how important do you think it is to improve provision for walking and cycling on rural roads and lanes in South Norfolk?":

45.8% of respondents said it was "extremely important" to improve provision for walking and cycling.

89.3% of respondents answered either "extremely important", "very important" or "somewhat important", leaving only 10.7% of people who believe it is either "not so important" or "important".

Provision for walking and cycling was particularly important to respondents aged 25-34, with 60% of respondents answering that it was "extremely important" to them, higher than for any other age group.

All age groups regard provision for walking and cycling as important. Within every age group, more than 80% of respondents answered either "extremely important", "very important" or "somewhat important".

The strength of feeling regarding provision of active travel is extremely notable, and South Norfolk residents deserve appropriate action.

Walking and cycling are often pitted against driving in campaigns for improved provision. But this should not be the case; South Norfolk residents care about both issues, and solutions should represent motorists, cyclists and pedestrians alike.

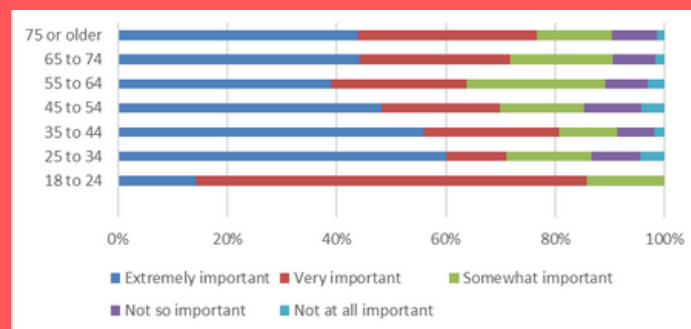


FIG. 5: IMPORTANCE OF WALKING & CYCLING PROVISION BY AGE GROUP



ACTIVE TRAVEL IMPROVEMENTS

WHAT RESPONDENTS WANT

Respondents were asked to select the 3 improvements to active travel in South Norfolk that they'd most like to see:

- 67.1% of respondents said "slower traffic speeds"
- 54.4% said "new or improved footpaths/pavements"
- 36.8% said "new or improved cycle paths/lanes"
- 28.7% said "better signage/markings for drivers about cyclists and pedestrians"
- 20.1% said "better road crossings"

Respondents were also invited to write-in "other" improvements. 28.7% of respondents opted to do so. Answers included:

- Vehicle weight restrictions
- Various traffic calming measures, including speed cameras and speed bumps
- Improved signage specifically for horses
- Public awareness campaigns about the dangers of driving on rural roads

Notably, the 'write-in' improvements are all recommendations to improve driving safety, suggesting that cyclists, pedestrians and horse-riders in South Norfolk feel the best way to improve their safety is to tackle dangerous driving and dangerous driving conditions.

While all suggested solutions received significant support, there is – as previously – a clear preference for tackling speeding. This closely aligns with responses to previous questions, including the 67% of respondents who said that speed limits in South Norfolk were "too high" and the 73.9% of respondents who reported that "speeding vehicles" was one of their top 3 safety concerns.



A resident raised concerns about a dangerously overgrown junction on a busy road, left unresolved for months. I chased this up with the local authority and the area was cut back, significantly improving visibility and safety for all road users.

YOU ASK. I ACT. WE WIN.



A car took a bend at a very fast speed and lost control - I was coming the other way. The car rolled over a number of times crossing over to my side of the road. I braked just in time to see it pass me and land in the ditch upside down. It missed hitting me by inches.

Survey response



Whilst riding my horse uphill on a narrow lane with steep banks both sides, a transit type van came past us much too fast and nearly hit my horse.

Survey response

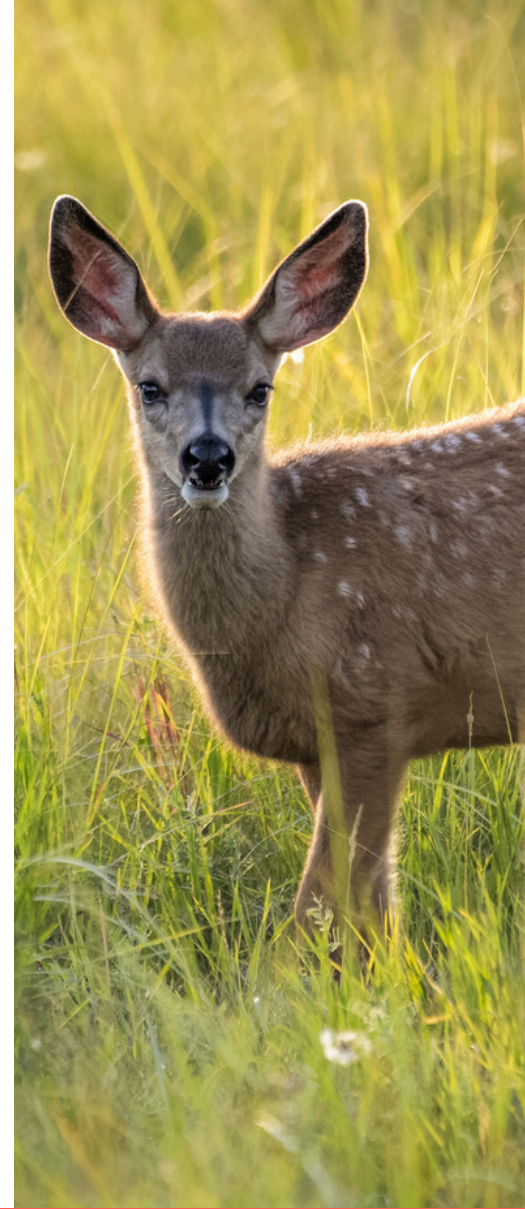


CHAPTER 7: RURAL CHALLENGES

WHAT'S DIFFERENT ON RURAL ROADS

The reason for producing this report was a common, and well-founded, perception that safety on rural roads often gets neglected in wider discussions about road safety. There is an urgent need to highlight the specific challenges faced by rural road users.

Road users in rural areas experience a range of issues which do not feature on roads elsewhere in the country. These require close attention if road safety in rural areas is to improve. Any proposed solutions must bear the characteristics, features and needs of rural areas in mind.



ROAD WIDTH, HEDGEROW AND VERGE MAINTENANCE, VISIBILITY AND BLIND BENDS

Where respondents had the opportunity to write-in additional comments, three of the most frequently raised points related to the suitability and condition of rural roads. Specifically, respondents reported roads being too narrow for the volume and speed of traffic using them, inadequate maintenance of hedgerows and verges and risks associated with blind bends.

In South Norfolk, rural roads run through the gaps between fields, frequently with banks or ditches along the sides and with hedgerows marking field boundaries. The nature of these roads contributes enormously to the character of rural areas, and this character must be protected. But serious focus is needed on ensuring these roads are safe for all road users.

Combined with more typical challenges, most notably speeding, these issues can lead to extremely serious accidents.

RISK AWARENESS ON RURAL ROADS

A significant source of problems, as identified by survey respondents, is a lack of awareness of the risks of driving on rural roads. A number of responses highlighted poor driving awareness, poor driving standards and a lack of understanding of rural roads. At least one respondent asked for "public [safety] awareness films on TV and social media".

Policy regarding driving tests and lessons must provide adequate understanding and knowledge of how to use rural roads. It is unfair for all involved that drivers from urban areas often find themselves unequipped or lacking the understanding to use rural roads safely when visiting rural areas like South Norfolk. Public awareness campaigns are one possible way for the Government to improve safety on rural roads.

CONTINUED RURAL CHALLENGES

DEER AND WILDLIFE

Wildlife poses a serious challenge for road users. For drivers on 4 wheels wildlife can cause serious – sometimes irreparable – damage or, worse, evasive action can cause accidents and casualties. For motorcyclists and cyclists, that risk is greater still.

When asked about their biggest safety concerns on rural roads and lanes, 5 respondents wrote-in specifically to mention the risks posed by deer, with 2 respondents specifically highlighting the risks posed by deer to cyclists and motorcyclists.

SPEEDING

While road users in rural areas face unique, rural-specific challenges, they also contend with the safety issues common to all road users. However, for rural road users, even these issues are subject to significant, rural-specific exacerbating factors.

Speeding, for example, is an issue to some extent in every part of the country. But in rural areas like South Norfolk, there are specific exacerbating factors which need to be considered. Indeed, many of the aforementioned challenges, unique to rural roads, compound issues caused by speeding.

As previously outlined, speeding is one of the biggest challenges facing rural road users. It is also the top issue that survey respondents want to see fixed.

Speeding compounds – or is compounded by – the other issues affecting rural roads, creating a 'snowball' effect in which issues interact with serious – and sometimes fatal – consequences. Responses to the survey demonstrate this.

HORSE AND RIDER SAFETY

Many respondents reported near misses, incidents and fear of incidents when riding or walking with horses and ponies. The causes are mixed, but predominantly involve road conditions, speeding and a lack of understanding about proper and appropriate ways to drive near horses. Safety concerns for horse riders are compounded by other existing problems on rural roads.



CONTINUED RURAL CHALLENGES

SPEEDING (CONTINUED)

Respondents reported:

- Vehicles speeding past riders on horseback
- Pulling out at junctions with limited visibility as cars speed past
- Vehicles speeding around bends with reduced visibility
- Damage to vehicles while evading oncoming speeding vehicles due to narrow roads and poorly maintained hedgerows and verges
- Collisions and near misses caused by speeding on narrow roads

CYCLING ROUTES

Cycling provision is critical infrastructure in every part of the country. However, while rural areas are among the most bucolic and peaceful places to cycle, they can also be extremely dangerous. Once again, safety is compounded by rural-specific issues, including blind bends, narrow roads and poorly maintained hedges and verges.

ROAD SURFACES

While all roads require repeated maintenance to ensure they continue to be suitable for road users, rural areas receive an intense thoroughfare which poses unique challenges. Road users in rural areas are routinely subjected to sub-standard road surfaces which would be completely unacceptable in other areas.

Rural roads are more than simply pleasant country lanes. They form a critical industrial network for agriculture and various other industries, and they deserve to be treated as such. HGVs', tractors, combine harvesters and other agricultural vehicles use rural roads constantly. This increases wear and tear of the road surface, while also demonstrating the economic significance of those roads.

43.8% of respondents identified "poor road surface/maintenance" as one of their top 3 safety concerns about rural roads locally. Additional comments included:

- HGVs' heavy use of rural roads
- Agricultural vehicles, machinery and equipment using rural roads
- Poor surface drainage
- Failure to maintain road markings



CHAPTER 8:

BEHAVIOURAL

IMPACT

ATTITUDINAL CHANGES

Responses to the survey demonstrate that road users are avoiding using rural roads in South Norfolk due to concerns about their safety. This is bad for the economy, bad for physical and mental health and bad for social isolation. Every effort must be made to improve safety – and perceptions of safety – on rural roads, to ensure that fear of rural roads does not lead to rural areas being left behind on health outcomes or the economy.

When asked “how often do you choose not to drive on rural roads or lanes locally because you feel it is unsafe?” 51.1% of respondents answered either “very often”, “often” or “sometimes”.

The numbers are even more stark when applied to active travel. When asked “How often do you choose not to walk or cycle on rural roads or lanes locally because you feel it is unsafe?” 78.5% of respondents answered “very often”, “often” or “sometimes”.

- The number avoiding walking and cycling on rural roads in South Norfolk is even higher among younger respondents. 84.3% of respondents aged 18 to 34 answered “very often”, “often” or “sometimes”.
- Conversely, respondents aged 65 or above were less likely to say they avoid walking or cycling due to safety concerns – perhaps due to reduced mobility and other primary barriers to active travel – but the number was still high, with 73.5% answering “very often”, “often” or “sometimes”.



“

As a regular cyclist I was involved in many near misses on Norfolk roads due to aggressive drivers, to the point I gave up riding on the road and started off-road cycling instead.

Survey response

”

“

Being able to walk or run [in] our amazing open countryside is helpful for both physical and mental health. The more accessible we make our lane network, the better for all of us who live here.

Survey response

”

CHAPTER 9:

SOUTH NORFOLK PRIORITY LOCATIONS



FIG. 6: MAP OF SOUTH NORFOLK CONSTITUENCY WITH MOST MENTIONED LOCATIONS HIGHLIGHTED

Respondents were asked “Have you noticed any particular locations in South Norfolk that you consider to be especially dangerous or in need of safety improvements?” 565 provided an answer.

Quantitative data is difficult to establish, but it is worth listing below the 10 locations in South Norfolk which received the most mentions. It is worth noting that this data does not necessarily demonstrate the severity of problems at a location, and the number of mentions could have been affected by any number of factors. It is, however, a useful guide.

MENTIONS

HETHERSETT: 84

LITTLE MELTON: 72

WYMONDHAM: 36

EAST CARLETON: 21

GREAT MELTON: 17

LODDON: 16

GILLINGHAM: 16

SILFIELD: 16

PORINGLAND: 16

TOFT MONKS: 15

BURNTHOUSE LANE, HETHERSETT <-> LITTLE MELTON

Of the 84 people who mentioned Hethersett and the 72 who mentioned Little Melton, 33 people specifically mentioned safety on Burnthouse Lane, making it the road raised most by survey respondents. Countless others referenced safety concerns “between Hethersett and Little Melton” or “on the road from Hethersett to Little Melton”.

While Burnthouse Lane itself was referenced 33 times, the lane is also responsible for a significant proportion of the mentions of Hethersett and Little Melton.

Key concerns raised about Burnthouse lane included:

- Volume of traffic on the road
- Width of the road
- Vehicles speeding
- Students at Hethersett Academy walking and cycling to and from school, particularly in the dark during winter

The most obvious conclusion to take from the list of issues on Burnthouse Lane is how closely they mirror the list of concerns survey respondents shared. Burnthouse Lane is not unique in any single issue, rather it faces a conglomeration of rural road issues which have, when combined, created a ‘perfect storm’.

The safety concerns on Burnthouse Lane are exacerbated by the fact the lane is an important route to the local Secondary School. 10 of the 33 respondents who mentioned Burnthouse Lane highlighted their concern for students attending the school. Use of the road by children makes the case for safety improvements yet more urgent.

WYMONDHAM, CHAPEL LANE AND SILFIELD

Respondents mentioned Wymondham a total of 36 times. Silfield was mentioned 16 times, almost always alongside Silfield Street or Bridge Road.

Respondents were keen to highlight rural roads into and leaving Wymondham. Multiple respondents raised concerns about “back roads to Wymondham”.

Various routes into and out of Wymondham and Silfield were mentioned, including the B1172, the B1113 and the B1135, as well as Silfield Street, Silfield Road, and Bridge Road. On each of these roads, the predominant concern was speeding.

Chapel Lane was the Wymondham road referenced most frequently. Almost all concerns raised regarded speeding vehicles. The road being long and straight was frequently mentioned as a major cause of speeding. Numerous respondents called for traffic calming measures on Chapel Lane.

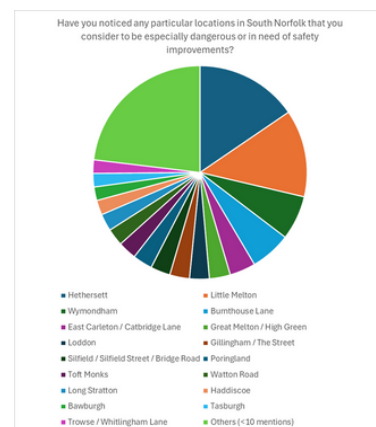


FIG. 7: BREAKDOWN OF AREAS MENTIONED IN THE SURVEY

“

I live on Burnthouse Lane in Little Melton. I know the Council's theory is that unless someone dies on the road, they don't do anything [...]. Families walk along our road, school children walk to school, dog walkers, cyclists... I wonder who will die first?"

Survey response

”

“

There has been numerous instances of cars excessively speeding on Chapel Lane Wymondham, easily at 70mph, usually later in the evening racing out of town direction, often overtaking other cars. With the numerous families and children on the street, some form of traffic calming measure may be needed to solve this.

Survey response

”

EAST CARLETON AND CATBRIDGE LANE

East Carleton and Catbridge Lane combined were mentioned 21 times by respondents.

Yet again, the predominant concern was speeding but it was not the only concern. Respondents also raised concerns about the volume of traffic (particularly as a consequence of road closures), a lack of weight restriction signs, a lack of footpaths, road widths and poor lighting.

PORINGLAND

Poringland was mentioned 16 times by respondents. Key concerns included:

- The cycle route from Poringland to Norwich being unsafe due to bends and high speeds
- Increased volume of traffic on Caistor Lane
- Speeding
- Uneven road surfaces

GREAT MELTON / HIGH GREEN

Great Melton and High Green combined were mentioned 17 times by respondents. Key concerns included:

- Volume of traffic
- Vehicles speeding
- Parking in Great Melton narrowing roads

GILLINGHAM / THE STREET

Gillingham was mentioned 16 times by respondents. Of these mentions, respondents were particularly keen to draw attention to The Street in Gillingham. Key concerns included:

- Increased traffic volume
- Cars parking near the bend leaving the village causing increased risk of collisions

“

The Street, Gillingham, which is getting more and more dangerous due to cars parking on the side of the road right up the bend and increased traffic volume since new housing being built. The road is unable to support any more traffic.

Survey Response

”

LODDON

Loddon was mentioned 16 times by respondents. Key concerns included:

- Hedgerows on rural roads around Loddon not being maintained
- Blind bends and a lack of warning signs at bends on Norton Road and Loddon Road
- Speeding through the town
- Narrow paths on Beccles Road
- Poor lighting and speeding on the A146 near Loddon
- Unsafe roundabout at the junction of George Lane and the A146

TOFT MONKS

Toft Monks was mentioned by respondents 15 times. In Toft Monks the main concern is, overwhelmingly, speeding vehicles. Respondents in Toft Monks primarily want to see a reduction in the speed limit.

The speed limit on the A143 is currently 40mph and residents would like to see this reduced to 30mph. A campaign group – Toft Federation of Locals Against People Speeding – has been set up locally to campaign for a change in the speed limits. I have – alongside residents – repeatedly called on the County Council to change the speed limit on the A143, but these requests have been rejected each time. The reason given for rejecting the change has been that changing the limit without enforcement is ineffectual. I dispute this, as do residents.

Norfolk County Council's unwillingness to act until after a fatality is being noticed by South Norfolk residents. As one respondent stated regarding Burnthouse Lane, "I know the Council's theory is that unless someone dies on the road, they don't do anything." No fatality on South Norfolk roads should be conscionable and Norfolk County Council's approach to road safety must change; the consequence of inaction will be continued fatalities on Norfolk roads and a loss of trust in the Council leadership.

CHAPTER 10:

ROAD SAFETY OUTSIDE SCHOOLS

As part of the information-gathering process for this survey, I put out a call for evidence to all primary schools in South Norfolk. This request for evidence followed conversations with numerous teachers, parents and students at local primary schools who raised concerns about road safety outside their school.

Two primary schools formally responded to the call for evidence, headteachers and teachers from other schools shared information and concerns more informally. I will keep all schools who discussed road safety with me anonymous. All such information has informed the writing of this survey.

Safety outside schools is undoubtedly vital in every part of the country. But in rural areas the morning journey to school poses problems and risks which do not occur in urban or suburban areas. For many South Norfolk students, the journey to school means walking down long, unsuitable rural roads and lanes with poor lighting, no pathways, blind bends and limited visibility.

Self-evidently, the population in rural areas like South Norfolk is distributed across larger distances. In rural areas, parents driving their children is not a choice. As one South Norfolk Headteacher puts it:

"Our school is situated in a rural area where families are dispersed across several small villages and country lanes. As a result, a significant proportion of parents have little option but to drive their children to school." - Evidence provided by local primary school.

The volume of traffic outside primary schools is an issue that has been raised with me repeatedly on my visits to South Norfolk Primary Schools.

Safety outside schools is clearly an issue of real concern for South Norfolk residents. The word "school" was mentioned 67 times in response to the request for information about dangerous locations in South Norfolk. Key concerns raised include:

- Vehicles speeding and speed limits too high outside schools
- Parking outside schools – particularly at pick-up and drop-off times – creating chaotic situations and reduced visibility
- Use of heavy, commercial vehicles on roads outside schools
- Narrow pavements accessing schools meaning children are walking far too close to passing cars
- Long, unlit, narrow roads with high speeds used as routes to schools (particularly Burnthouse Lane)
- A lack of 20mph signs outside Tacolneston C of E Primary School





“

Parking conditions around the site present several safety concerns. Some vehicles park along the bend near the school entrance or partially block residents' driveways, which restricts visibility for both pedestrians and drivers. This is particularly hazardous at peak times when young children are crossing the road. Despite efforts to encourage considerate parking and promote active travel where possible, the geography of the area and lack of safe walking routes limit alternatives.

There is also no dedicated car park or safe turning point, which adds to congestion and the risk of minor accidents. Visibility is further reduced in poor weather or during darker winter months, compounding the dangers for children and families accessing the site.”

Evidence provided by local primary school.

”

CASE STUDY:

TOFT MONKS AND GLEBELAND COMMUNITY PRIMARY SCHOOL

Glebeland Community Primary School sits just to the north of Toft Monks village. For children walking to or leaving the school, the road represents a daily risk to life. This is a source of enormous stress and fear for parents of students at Glebeland Community Primary School.

As far as it has been possible to discern, Glebeland Community Primary School is the only primary school in Norfolk on a 40mph road. A 40mph speed limit outside a school is not standard practice and most people would not tolerate a speed limit of 40mph outside of their children's school. It is shocking and disappointing that parents of children at Glebeland continue to be asked to tolerate this increased risk to their children's safety.

The location of a primary school near Toft Monks hugely adds to the urgency of the campaign to reduce the speed limit on the A143 through Toft Monks. Action must be taken as a matter of the utmost urgency.

CHAPTER 11:

CONCLUSION

The bulk of this report has been focused on establishing the extent to which South Norfolk residents are concerned about safety on rural roads, and on identifying residents' concerns about safety on rural roads. Survey responses have been extremely useful to this end, and I want to sincerely thank everyone who contributed by completing the survey.

The experiences missing from this survey, however, are those of the victims of the very worst incidents: the incidents in which people lost their lives. 8 people died on South Norfolk roads in 2024. A further 250 people were recorded as either "serious" or "slight" casualties. Urgent action is needed to make South Norfolk roads safe.

Residents have a significant number of concerns, all of which deserve to be heard. The most common and urgent concerns have been:

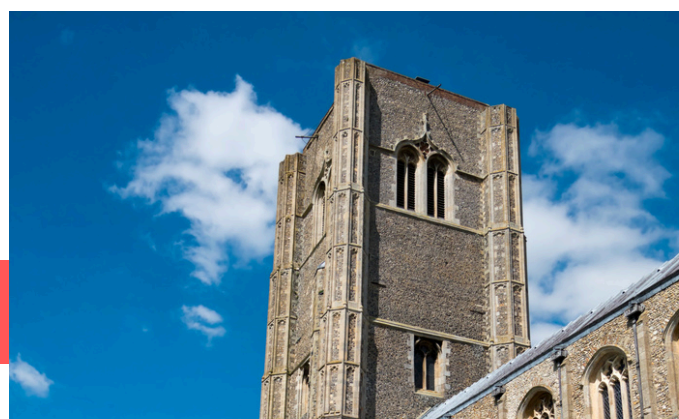
- Speeding
- Wildlife
- Awareness of horses and their riders
- A lack of safe active travel
- A lack of signage
- Poor visibility, particularly caused by blind bends and low light
- Poor road conditions, including sub-standard road surfaces and maintenance of hedgerows and verges
- Volume of traffic, particularly following the recent, uncoordinated increase in roadworks
- Problematic car parking
- A lack of awareness of the risks associated with rural driving

NEXT STEPS

This report was shared with the Minister for the Future of Roads, the Leader of Norfolk County Council and Norfolk's Police and Crime Commissioner, and a response was requested from each. You can find their responses in the appendix of this report.

I encourage all 3 to act upon the findings of this report in line with the above recommendations. I am ready and willing to work with all 3, as well with the relevant arm's-length bodies, partners and contractors, to deliver progress on rural road safety for Norfolk and throughout the country.

As the Member of Parliament for South Norfolk, the findings of this report will inform my work in the coming weeks, months and years. I hope to see progress from the Government, the County Council and the Police on each of the recommendations I have made in this report. I will continue holding them to account as and when they miss the mark. I will continue to push rural road safety to the top of the agenda, and I will be informed, at all times, by the findings of this report as I continue this campaign.



RECOMMENDATIONS

- Norfolk County Council should step up work alongside its partners to improve the condition of our roads, lanes and pathways, including; pothole filling and maintenance of hedgerows and verges.
- Norfolk County Council must urgently alter its threshold for taking action on unsafe roads, moving from a reactive to a preventative approach. The evidence of danger hot spots already exists; there is no need to wait until it is too late to act.
- Norfolk County Council should work with partners to provide traffic calming measures at danger hotspots including those mentioned in this report.
- Norfolk County Council should re-evaluate the adequacy of its signage, be that of sharp bends, speeding, wildlife, horse-riders or school 20mph zones.
- Police should ensure that, where possible, changes to speed limits and signage are supported by appropriate enforcement.
- Awareness of risks associated with rural driving must improve, be that through public awareness campaigns or through reform of the driving testing and licensing process. Particular attention should be given to raising awareness of rural speed limits, road surfaces, risks posed by wildlife and risks posed by narrow roads, verges and hedgerows.
- Consideration of horse-riders' safety must improve. This could also be achieved through public awareness campaigns, especially during high days and holidays when drivers unused to encountering equestrian traffic visit rural areas.
- Active travel is all too often seen through the lens of urban transportation networks. However, this research shows that rural communities are just as eager – if not more so – to have active travel networks in place. The Government should ensure active travel funding allocations consider the complexity of building these schemes in a rural context.
- All key stakeholders should work with schools and parents to find creative solutions to safety issues, both for children walking to school and caused by traffic congestion at pick-up and drop-off times.
- The National Speed Limit of 60mph on a single-track lane is seen by some as a target and not a limit. On rural roads this leads to worsening outcomes in the event of road traffic collisions. The Government should lower the national speed limit on C roads to 50mph.
- Future road construction in rural areas should include animal protection measures such as deer-proof fences.
- Highways stakeholders should work closely with the custodians of hedgerows, ditches and verges to ensure they are maintained with both road safety and environmental protections in mind. The Department for Environment, Food and Rural Affairs should work with the Ministry for Housing, Communities and Local Government to ensure both local authorities and the rural economy have a framework in place to achieve this.
- The Department for Transport should publish a National League Table, fully available to the public, which brings together data on; number of claims successfully made against councils for pothole damage to vehicles, number of reported potholes, number of potholes repaired and cost per pothole repair.
- No road outside a school should ever exceed 30mph and the Government should legislate to compel local authorities to reduce speed limits to a 30mph maximum wherever schools connect to a road.

APPENDIX



Ben Goldsborough MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Lilian Greenwood MP

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Web site: www.gov.uk/dft

Our Ref: MC/00056906

12 January 2026

Dear Ben,

Thank you for your email of 12 December to Simon Lightwood, enclosing your report on rural road safety in South Norfolk. I am replying as the Minister responsible for road safety.

The Government recognises that improving driver competence is fundamental to road safety. The object of the practical driving test is to ensure that candidates are well grounded in the basic principles of safe driving and sufficiently practised to demonstrate that they are competent, considerate, and not a danger to themselves or other road users. If a candidate reaches the required standard, they will pass their test.

The practical driving test is continually reviewed to ensure it remains fit for purpose and meets current legislative and safety requirements. On 6 May, the Driver and Vehicle Standards Agency (DVSA) launched a three-month trial of changes to the car driving test, later extended by two months and concluded on 6 October. Twenty driving test centres across both urban and rural areas took part. One of the aims of the trial was to increase time spent on higher-speed roads, including rural routes, where possible.

DVSA also encourages approved driving instructors (ADIs) to provide lessons in varied conditions and on both rural and urban roads, as well as offering mock tests to prepare candidates. Beyond the test, all drivers have a duty to keep their skills and knowledge current, including staying informed about updates to The Highway Code. DVSA supports this through resources such as driver advice, blogs, and free tools at www.safedrivingforlife.info, which includes a quiz on vulnerable road users.

To further improve safety among new drivers, DVSA promotes the Pass Plus course, a practical training programme of at least six hours designed to enhance skills and confidence.

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Modules cover urban driving, rural driving, driving in all weathers, night driving, dual carriageways, and motorways. More information is available at: www.gov.uk/pass-plus.

The Department agrees that awareness of risks associated with rural driving is essential. THINK! Is the Government's flagship road safety campaign, aimed at reducing the number of people killed and seriously injured on the roads in England and Wales. Its primary audience is young men aged 17-24, who are four times more likely to be killed or seriously injured on the road than drivers aged 25 and over.

Unsafe speed is one of the priority issues that THINK! addresses, with a particular focus on rural roads. The current campaign, first launched in 2023 and ran most recently in early 2025, highlights the risks of driving too fast for the conditions on rural roads, circumstances that contribute to high numbers of young driver casualties.

In addition to this, the THINK! 'Speed creep' radio advert currently runs via the Fillers service, warning motorists of the risks of driving even a little too fast on rural roads, including on bends.

With regard to your report's recommendation on equestrian safety, The Highway Code was updated in 2022 to improve the safety of all road users, particularly the most vulnerable. As well as the additional text in the rules 'about animals' section of The Highway Code on training, there are further amendments throughout to reflect the need to be aware and considerate of horse riders. In particular, Rule 215 on road users requiring extra care has some important new information on maximum speed limits and space when overtaking riders.

Again, THINK! plays an important role in raising awareness of, and encouraging compliance with road safety legislation, including the changes to The Highway Code. THINK!, ran campaigns to alert road users of the changes as they came into effect, and broader behaviour campaigns to encourage understanding and uptake of the guidance. Over £2.4 million has been spent on media to promote this campaign, utilising channels such as radio, digital audio, video on demand and social media advertising. We will continue to promote these changes through THINK!, Department for Transport channels, and partner organisations.

On active travel, the Department announced over £626 million of funding on 10 December to support walking, wheeling, and cycling across England. Norfolk County Council (of which South Norfolk is a part) will receive a total of £15,082,603 over 2026/27 to 2029/30.

Active Travel England (ATE) is currently developing a Rural Design Guide to support authorities in designing schemes suited to rural contexts.

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ATE currently works with local authorities during the design stage of active travel projects to increase design standards and embed guidance through its inspectorate and regional manager teams.

In July 2025, the Mayors of England's Combined Authorities signed a joint statement with support from the Department for Transport. This statement included a commitment to walking, wheeling, and cycling, with a first focus on the school run. The aim being to help get 20 million people more active daily and create more than 3,500 miles of safer routes connecting schools with local neighbourhoods, high streets, and transport hubs.

ATE continues to fund initiatives, such as, Modeshift STARS which provides school travel planning support for schools, alongside accreditation and awards for schools that are encouraging active travel. Funding is also provided to Living Streets to deliver the Walk to School Outreach project, which incentivises and overcomes barriers to walking to school.

On speed limits, the Government has no plans to introduce a new national limit for minor roads. Local traffic authorities already have the power to set speed limits where people and traffic mix, for example outside schools. They can also set enforceable 20mph limits that apply only at certain times of day, for example at school drop-off and pick-up times. They are asked to have regard to the Department's guidance [Setting Local Speed Limits](https://www.gov.uk/government/publications/setting-local-speed-limits) (at: www.gov.uk/government/publications/setting-local-speed-limits) which is designed to make sure that speed limits are appropriately and consistently set while allowing for flexibility to deal with local circumstances, but the final decision is for the traffic authority, working with the police who would carry out any enforcement.

The Road Safety Strategy, published on 7 January 2026, sets out the Government will be reviewing and updating its guidance, including 'Setting Local Speed Limits' and the 'guidance on the use of speed and red-light cameras', to further support local authorities in making well-informed decisions about managing speed on their roads.

Regarding animal protection measures, the Department has prescribed animal warning signs to warn motorists of animals that might pose a hazard to them. To this end there are individual signs warning of animals such as sheep and wild horses whilst the sign showing a deer warns that wild animals are likely to be in the road ahead.

The responsibility for implementing traffic signs rests with individual local authorities and the Department for Transport has issued guidance on the provision of animal warning signs in section 10 of Chapter 4 of the Traffic Signs Manual. This is available at: www.gov.uk/government/publications/traffic-signs-manual.

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The Department recognises the challenge deer can pose for motorists and some advice is available to help motorists avoid collisions with deer, which is available online at: www.gov.uk/government/news/five-steps-motorists-should-take-to-avoid-deer-collisions-this-autumn.

With regard to your report's recommendation to publish a national league table, the Government will be publishing ratings in due course that will highlight the authorities leading the way on road maintenance and identifying where extra support may be needed.

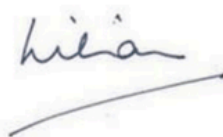
As part of this, we will ensure that every authority has the tools and guidance they need to help them adopt best practice and improve the condition of their local highway network.

In March 2025, the Prime Minister announced that local highway authorities will be rated on how well they maintain their roads. Local highway authorities were required to publish a transparency report detailing their maintenance plans by 30 June and submit technical information to the Department by 31 October. These requirements and the ratings are designed to provide residents with greater transparency over their councils' maintenance plans and to incentivise councils to adopt best practice, thereby ensuring the increased funding that the Department has made available for highways maintenance is used effectively.

Please be assured that the Government takes road safety very seriously and remains committed to reducing deaths and injuries on our roads. Our new Road Safety Strategy sets out our vision for a safer future on our roads for all.

I am grateful to you for taking the time to share your views.

Best wishes,

A handwritten signature in blue ink, appearing to read 'Lilian', with a horizontal line underneath it.

LILIAN GREENWOOD MP

MINISTER FOR LOCAL TRANSPORT

APPENDIX



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Email: grahame.bygrave@norfolk.gov.uk

Date: 23/01/2026

Dear Ben Goldsborough MP,

Subject: Rural Road Safety Report

1. The report recommends that “*Norfolk County Council should step up work alongside its partners to improve the condition of our roads, lanes and pathways, including; pothole filling and maintenance of hedgerows and verges.*” Could I please ask what future work Norfolk County Council will be doing to improve the condition of rural roads, lanes and pathways under your leadership?

Thank you for your comments on this point and as you will be aware, the County Council received a multi-year funding settlement for highways and transport just before Christmas. This was very welcome as it now allows the Council to develop an implementation plan up to 2029/30, with visibility of the expected funding levels. This programme is currently being developed and will be considered by the Council’s Cabinet in March 2026 and please rest assured, the Council’s focus on highway maintenance will continue.

This proactive and preventative highway maintenance programme aims at reducing the number of potholes and maintaining the road network to the best standard possible within the funding levels provided by government. This approach has drawn interest from other authorities seeking to strengthen their own highway maintenance regimes, and we will continue to look at new and innovative methods as they are developed within the industry.

One message we would be grateful for your sharing with your constituents would be around reporting potholes. These can be reported online: [Report a highways problem - Norfolk County Council](#). Reports received at that link are automatically routed to the appropriate team for inspection and scheduling of works. This is the quickest and most effective way to ensure potholes are prioritised and repaired at the earliest opportunity.

With regards to hedge maintenance, most hedgerows are privately owned and responsibility for their maintenance generally rests with the adjacent landowner. Where encroachment onto the highway is identified during routine inspections or reported by the public, our local highway maintenance teams contact landowners to remind them of their responsibilities and request that vegetation is cut back.

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In terms of highway verges, in 2025, the Council increased funding levels for grasscutting, which enabled two full rural grasscuts across the 6,200 miles of highway network to be completed, helping to maintain and improve highway safety.

2. Survey respondents currently regard the County Council's approach to road safety as being to respond after an accident has occurred, rather than acting to prevent an accident. The report recommends that "Norfolk County Council must urgently alter its threshold for taking action on unsafe roads, moving from a reactive to a preventative approach." Will Norfolk County Council consider changing its approach?

The County Council and our partners, which include Norfolk Constabulary, follow the Safe System Framework, which focuses on reducing deaths and serious injuries by designing a transport system that takes account of human error and injury tolerances. This approach considers the safety of all road users, including pedestrians, cyclists, motorcyclists, equestrians and drivers.

The County Council's Speed Management Strategy (SMS) was updated in 2023 to align with the latest national guidance from the Department for Transport. The strategy sets out a consistent approach to speed limit assessments and highlights the importance of ensuring that any proposed changes are understandable and appropriate for the environment, supporting compliance and improving safety. Over recent decades, most parishes have had at least one assessment, resulting in a range of changes to speed limits across the network.

The £1m Road Safety Community Fund, introduced by the Council in 2021/22, provides an opportunity for local communities to bring forward schemes that align with this SMS. This successful scheme has enabled community identified and led schemes to be implemented across the county, including in South Norfolk.

It is also worth highlighting that the 2022 updates to The Highway Code introduced a hierarchy of road users and clarified rules around pedestrian priority, safe passing distances, and the responsibilities of drivers when interacting with vulnerable road users. The Highway Code also clarified the existing rules on crossings and provided guidance on safe passing distances and speeds when overtaking cyclists or horse riders, ensuring they have priority at junctions when travelling straight ahead. These are all now part of the Council's Road Safety messaging to help improve highway safety across the county.

3. The report recommends that "Norfolk County Council should work with partners to provide traffic calming measures at danger hotspots including those mentioned in this report." Will Norfolk County Council step up efforts to provide traffic calming measures?

The SMS sets out the range of speed management measures available, including some that communities can deliver with support from the Police or Council teams, such as Community Speed Watch and SAM2 reactive signs. Many measures are already being progressed across Norfolk through County Council initiatives such as the very successful Parish Partnerships scheme, the Road Safety Community Fund, Local Member Fund schemes and other local programmes. Now future funding levels have been confirmed by the Department for Transport, many of these initiatives are now able to continue and I would encourage local Town & Parish Council's to

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continue the close working with their local Highways Engineers, so areas for concern are highlighted and potential future options can be discussed.

In addition, the Council's Road Safety team continues to assess locations where concerns have been raised or where recent serious incidents have occurred. This will include the locations highlighted in your report so thank you for identifying these.

4. The report recommends that “*Norfolk County Council should re-evaluate the adequacy of its signage, be that of sharp bends, speeding, wildlife, horse-riders or school 20mph zones.*” Will Norfolk County Council do so?

The local Highways teams already have an ongoing programme of regular highway inspections where these factors are considered. This includes routine reviews of the condition and suitability of signage and identifying works such as sign replacements or adjustments in line with current national rules and regulations, which are published by the Department for Transport.

Where specific concerns or requests are raised, these are assessed and acted upon where appropriate. We continue to engage with the Department for Transport to discuss future signage guidance and explore opportunities for alternative signs where they may be suitable for Norfolk's environment.

5. The report recommends that “*All key stakeholders should work with schools and parents to find creative solutions to safety issues, both for children walking to school and caused by traffic congestion at pick-up and drop-off times.*” Will Norfolk County Council increase efforts to work with schools and parents to improve safety outside schools at pick-up and drop-off times?

The Council is very supportive of initiatives to improve safety outside schools and we have undertaken a range of activities and initiatives over the years.

Schools are encouraged to support safer and more sustainable journeys through the development of School Travel Plans, and free resources are available to assist them. Additional materials provided by the County Council and partner organisations include cycle and pedestrian training, road safety education and the Safe School Run Pledge: [Road safety for children and young people - Norfolk County Council](#)

A School Streets pilot was previously undertaken, and we continue to monitor the operation of the scheme at Robert Kett Primary School in Wymondham to understand what may be required for any further schemes in Norfolk.

The expected national Local Transport Plan guidance, due to be published very soon by the Department for Transport may also provide government guidance in this area.

6. The report recommends that “*Highways stakeholders should work closely with the custodians of hedgerows, ditches and verges to ensure they are maintained with both road*

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safety and environmental protections in mind. Will Norfolk County Council increase and improve efforts to ensure better maintenance of hedgerows, ditches and verges alongside partners?

As explained in the answer to point 1 above, the Council already works with these custodians, who in many cases are the adjacent landowners. This ongoing work will continue and as explained above additional funding has recently been allocated by the Council to increase the amount of grasscutting activity on highway verges.

Roadside verges play an important ecological role. Many contain species that are now rare nationally, and 224 sites totalling nearly 53 miles are designated as Roadside Nature Reserves (RNRs) in Norfolk. These are managed in partnership with Norfolk Wildlife Trust to support the County Wildlife Site framework and protect biodiversity.

7. The report recommends that “*Future road construction in rural areas should include animal protection measures such as deer-proof fences.*” Will Norfolk County Council work with partners to implement animal protection measures on all future rural roads?

Any future new construction of rural roads will include consideration of appropriate measures to protect both animals and road users, in accordance with relevant national guidance and project-specific requirements.

Thank you again for your detailed letter and I hope that the information in this response is helpful and informative.

Yours sincerely
Grahame Bygrave
Lead Director – Infrastructure
Director of Highways, Transport and Waste

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Thank you for your email and for sending me a copy of your report.

I welcome anything that prioritises and brings much needed attention to the matter of road safety. Norfolk has the terrible honour of not only having a rising number of people dying or being seriously injured on our roads each year, but we are also in one of the most deadly of locations for people cycling on our rural roads. I know how pressing this concern is for your constituents.

I read your report with interest. You have made a recommendation regarding police support in school locations. Under the Safe System approach, the creation of safe roads is a shared responsibility across all authorities, the emergency services, vehicle manufacturers, and road users. That said, Norfolk Constabulary has had numerous successful cases where Safer Neighbourhood Teams have partnered with schools and other agencies to tackle road safety through prevention, education, and, where necessary, enforcement.

You will, no doubt, have read the DfT's new Road Safety Strategy which was published last week and which sets out truly ambitious targets for reducing the numbers of people dying or sustaining life changing injuries on our roads. It sets even more ambitious targets when it comes to children. Looking ahead, the way the police's role in road safety may well therefore evolve, but in any partnership-based approach to solving road safety challenges, there will always be a role for the police.

I look forward to continuing to work with you to make Norfolk's roads safer for everyone.

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