



NORFOLK

CONSTABULARY

Our Priority is You

Planning Services
Comm & Env Services
Norfolk County Council

Ref: FUL/2024/0022

Date: 24th June 2024

Norfolk Constabulary

Norwich Police Station
Bethel Street
Norwich
Norfolk
NR2 1NN

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]@norfolk.police.uk

www.norfolk.police.uk
Non-Emergency Tel: 101

Dear Planning,

Honingham: Land between the A1270 Broadland Northway near Ringland and the A47 near Honningham: Development of approximately 6km of the Norwich Western Link Road connecting the A1067 (Fakenham Road) with the new A47 North Tuddenham to Easton scheme (being developed by National Highways), including the construction of a new roundabout junction with the A1067 Fakenham Road, improvements to the A1067 Fakenham Road and the roundabout junction with the A1270 Broadland Northway.

Structures include a new viaduct carrying the Norwich Western Link over the River Wensum, a new underpass at Ringland Lane, the provision of a green bridge carrying the Broadway over the Norwich Western Link, three further green bridges, wildlife crossings, and culverting of a tributary to the River Tud. Related works include the stopping up, diversion, improvement and provision of side roads, new walking cycling and horse-riding provision, the stopping up, replacement and provision of new private means of access, and ancillary landscaping, ecological mitigation, surface water drainage system, flood compensation, bunds, other environmental mitigation, diversion and protection of apparatus and temporary works to facilitate construction, and the change of use of the premises known as Low Farm as offices (class E), and other ancillary works.

I have forwarded the application to my police colleague at Traffic Management, and he will be commenting on the matter separately. Within my capacities as Designing Out Crime Officer and having viewed the plan I wish to submit the following:

Secured by Design (SBD) is a national police initiative to guide and encourage those engaged within the specification, design and build of new homes, roads and footpaths to adopt crime prevention measures.

Layout: Routes for pedestrians, cyclists and other users should be integrated to promote easy wayfinding. This inclusive design should assist with increasing activity and therefore natural surveillance along the routes - proven deterrents for crime and anti-social behaviour. Conversely, the creation of an underused and possibly isolated movement route should be discouraged as it may be vulnerable to misuse and fear of crime. SBD principles suggest that segregated foot/cycle paths are:

- Straight.
- wide.
- well lit: Where it is expected that a footpath will be in constant use, it should be lit in accordance with BS 5489-1:2020.
- devoid of potential hiding places.
- overlooked by surrounding buildings and activities.
- well maintained so as to enable natural surveillance along the path and its borders.

The 4 x green bridges appear to reflect these principles as far as possible.

- Where an isolated footpath is unavoidable, and where space permits, it should be at least 3 metres wide (to allow people to pass without infringing personal space and to accommodate passing wheelchairs, cycles and mobility vehicles).

- The creation of new pedestrian subways should be avoided. However, if the subway is unavoidable as with the Ringland Lane bridge, it should be well-lit with vandal resistant lighting, be as wide and as short as possible, with a clear line of sight to the exit. The rounding off or the altering of approach walls or thresholds to footpaths such as Radius (convex) entrance/exit walls, can help reduce areas of concealment and the opportunity for inappropriate loitering. The designer should also consider wall finishes that enable easy removal of graffiti.

Lighting of footpaths: If a footpath is to be used 24 hours a day it should be lit in accordance with BS 5489-1:2020. If the footpath does not then generally its use should be deterred during the hours of darkness by not installing lighting. Secured by Design encourages, wherever possible, the use of the most environmentally friendly light sources, such as good quality LED lighting and other energy effective light sources.

- It is important that the landscape architect and lighting designers coordinate their plans to avoid conflict between lighting and tree canopies i.e. tree canopies. It is advisable that trees are planted at least 5m away from any light source.

It is recognised that some local authorities have 'dark sky' policies and deliberately light some of their rural, low crime areas to very low levels of illumination. Some are currently experimenting with switching off streetlamps in low crime areas between certain hours of the night in order to save energy costs and reduce CO2 emissions. Secured by Design supports the Institution of Lighting Professionals (ILP) in discouraging 'switch off' unless a full risk assessment has been carried out, and the ILP also recommends that 'switch off' never be implemented purely for cost saving. A variable controlled lighting level is always the preferred option in addition to one which does not disadvantage disabled and older people who may have a sensory impairment and require well-lit routes to enable easy wayfinding and to make other users more easily visible. Attention to position and location of lighting to improve illuminance at ground level can avoid user casting shadows onto the surface whilst minimising light pollution.

Landscaping: In general, planting next to a footpath should be with the lowest growing specimens adjacent to the path, and larger shrubs/trees towards the rear. Vegetation immediately abutting the path should be avoided as shrubs and trees may grow over the path, creating pinch points, places of concealment and unnecessary maintenance. Routes with overhanging branches can create a sense of enclosure for path users and also be a particular issue for people with sight loss.

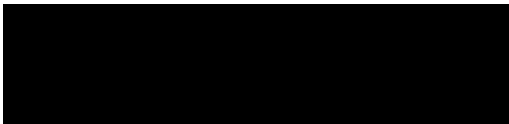
Seating next to a footpath: Seating can be a valuable amenity or a focus for anti-social behaviour. If seating is intended the following specific points should be considered: Who is most likely to be using the footpath?

- Is it likely to be used by disabled and/or older people who may require resting places?
- Is the footpath required simply as a means for travelling from one place to another without stopping?
- Is it the intention to encourage stopping and social interaction at particular points along the footpath, e.g. to encourage people with limited mobility who need to rest more frequently or to promote health and wellbeing through exercise and exposure to natural daylight?

Would seating encourage or attract inappropriate loiterers such as drinkers or drug users? (Is vandal resistant seating necessary?)

Please don't hesitate to contact me if you wish to discuss any of the above further.

Yours sincerely



Designing Out Crime Officer
Norfolk Constabulary

