

We are pleased to provide the following quotation from Vortex Grounds Maintenance for works to establish and improve the appearance of the village roundabout.

Scope of Works:

1. Application of weedkiller to remove existing weeds.
2. Removal of all signage to allow safe and unobstructed works.
3. Rotavating and scarifying the area to level and prepare the ground for seeding.
4. Supply and application of a minimum of 18 tonnes of premium-grade loam, followed by rolling to achieve a suitable finish.
5. Reinstatement of all signage upon completion of groundwork.
6. Reseeding using PM70 grass seed to establish a high-quality sward.
7. Creation and planting of a central flower bed with a mixture of bulbs and perennial plants to enhance visual appeal.

Total Cost:

£6,400.00 + VAT

Please note that due to the absence of a water supply on site, these works will need to be scheduled during a period of suitable weather conditions to ensure successful establishment.

Should you require any further information or wish to proceed, please do not hesitate to contact us.

Kind regards,
Vortex Grounds Maintenance

Hello, good afternoon.

Please kindly find a message for all elected representatives on the Parish Council.

Our fine and safe village is plagued by vehicles that should not, by law, be on the road.

For years now, I have weekly reported vehicles on the road that have no tax and/or no MOT. I report them to the DVLA and police. Yet they linger on our roads with impunity.

Two longstanding examples amongst multiple others:

FL15 WWO

Blue Ford hatch

Gordon Godfrey Way, near Bulrush Close alley

No tax since 9 May 2025: still there

FP11 OTJ

Black Citroën hatch

Mill Lane, on the Primary School bus stop

No tax since 4 December 2023

No MOT since 9 September 2024: still there

I fully appreciate that everyone in government and the public sector is working at capacity, with minimal resources, and with the duty to address the most severe threat and risk. Priorities come first.

But something must be done.

FP11 OTJ will, without doubt, cause an accident soon.

First Buses 36 is dropping passengers off before the bus stop, to avoid entering the bus stop nose first, leaving its rear in the street. FP11 OTJ is unsafe near the primary school.

Not just that. Having spent my mid-late 20s working in West Midlands Police, serving the public and learning true public service before flying a university office and classroom, I understand that vehicles like this more often than not are symptomatic of the criminality that drags decent towns and villages down.

There is a story to each of these vehicles, and the relevant intelligence systems will tell it. Some simple investigative work needs doing.

They are often used in crime and abandoned thereafter. Or they are squirrelled away in public view, to be quietly driven away, and used in crime at a time of someone's choosing.

If such vehicles are being kept by a local, so as to be innocently 'done up' for compliant use, the local has no pride in his or her community. What lesson does this teach our children and youth?

The lesson is: 'Do as you wish on Horsford's streets with impunity. There will be no consequences'.

I kindly ask for road safety and vehicle crime to be placed on the Parish Council agenda. I ask for there to be a formal discussion of whether, and to what extent, road safety and vehicle crime is being managed between, and in the partnership of, Horsford Parish Council and Broadland District Council, in liaison with the Police and the relevant Community Safety Partnership arrangements.

Please confirm acknowledgement of my message, and confirmation that the road safety and vehicle crime discussion has been scheduled at the Parish Council, copying in Jerome Mayhew MP.

If, as is likely, the Parish Council's response is to defer to other tiers of government such as County or District, please confirm that you have forwarded this message to the appropriate actor, also copying in Mayhew.

Many thanks and kind regards

Guidance for Town and Parish Councils in Norfolk: *Applying for Bus Grant Funding for Bus Shelters, Seating, Cycle Parking and Lighting.*

This guidance applies to all town and parish councils within Norfolk who wish to apply for Bus Grant funding 2026/27 to –

- **Purchase a new bus shelter.**
- **Purchase a replacement bus shelter.**
- **Refurbish an existing bus shelter.**
- **Purchase seating at the bus stop e.g. public bench.**
- **Purchase cycle parking (stands) at the bus stop.**
- **Purchase lighting for an existing bus shelter.**

If your council is interested in participating in this scheme, the information below will help guide you through the application process.

Contents

- Choosing a Bus Shelter
- Selecting a Location
- Consents and Consultation
- Grant Funding
- Bus Shelter Manufacturers

Choosing a Bus Shelter

Bus shelters are available in a range of materials including wood, brick, flint, glass, and metal, or polycarbonate and metal—ensuring options to suit every community. When selecting a shelter, consider the following:

- Ease of maintenance and repair.
- Accessibility for all users.
- Visibility of approaching buses.
- Installation requirements.
- Seating provision.
- Lighting provision.
- Impact on the local landscape, including nearby properties.
- Resistance to weather and vandalism.
- Notice board provision.
- Display options for bus stop flags and timetable information.
- Necessary consents and safety requirements.
- Sustainability including environmentally friendly materials and designs.

There are several local and national suppliers available, some of whom are listed later in this document. Alternatively, a local contractor may be able to offer a bespoke solution.

Selecting a Location

Key considerations for shelter placement include:

- Must be on an existing bus route and at a designated stop.
 - Sufficient space for the shelter and a boarding area for passengers.
 - A level, self-draining base is required.
 - Shelters should provide clear sightlines for passengers to see approaching buses.
 - Must not obstruct pedestrian access or visibility.
 - Shelters on private land require the landowner's permission.
 - Shelters on public highways require a **Street Furniture Licence**.
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Consents and Consultation

Before proceeding, you will need:

- A **site** or **desktop assessment** by a local Highway Engineer to ensure safety and suitability (an on-site meeting with contractors may be requested).
- A **Street Furniture Licence** for shelters, seating and cycle parking located on public highways.

Apply for a Street Furniture Licence here

[https://online.norfolk.gov.uk/highwaylicencesandpermits/\(S\(kozhvd20ltvls545fmcz1o45\)\)/streetfurniture/Default.aspx](https://online.norfolk.gov.uk/highwaylicencesandpermits/(S(kozhvd20ltvls545fmcz1o45))/streetfurniture/Default.aspx)

you may need:

- Planning permission and/or conservation area consent – contact your district or borough council early in the process.

We also recommend consulting:

- Your local police officer (to address concerns about anti-social behaviour).
 - Residents near the proposed shelter site.
 - Local bus operator(s) for insights into passenger usage and timetable display requirements.
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Grant Funding

As part of the scheme, Norfolk County Council is offering funding to support the installation, upgrade or refurbishment of bus shelters, new seating, cycle parking or shelter lighting. To be eligible:

- The Parish/Town Council must contribute 20% of the total cost*.

- The Council must agree to adopt the shelter as a community asset and take responsibility for its ongoing maintenance.
- The shelter must be fully accessible and located on a current bus route.
- The project must prioritise public safety.
- Approval from a local Highway Engineer through the completion of a Street Furniture Licence.
- Planning permission and/or conservation consent must be secured, if needed.

****Contributions can also be made from NCC Local Member Funds.***

Please note: Norfolk County Council retains discretion over final allocations based on demand. There is no set limit on the number of shelters that can be funded but we want to see a spread across Norfolk so will distribute the funding countywide.


How to Apply for Grant Funding

Applications should be submitted via email to: busshelters@norfolk.gov.uk

Your application should include the following:

1. A map showing the proposed location of the shelter.
2. A **Street Furniture Licence** (if located on public highway).
3. Evidence of consultation and support from the local bus operator(s) (desirable).
4. A quotation from your chosen supplier.
5. Total project cost, including the Parish/Town Council's percentage and monetary contribution.
6. A written commitment from the Parish/Town Council to adopt the shelter as an asset and maintain it.

Deadline for applications: **31st March 2027**

For further information about the application process, contact the **Travel Development Officer**:  robert.pratt@norfolk.gov.uk

For advice on technical aspects or location-specific queries, contact your **local Highway Engineer**.

Successful applicants will be notified within 2 weeks of funding submission. Funds will be disbursed upon approval and provided via a purchase order, against which councils may invoice to recoup eligible costs. Further details will be provided on receipt of application.

NCC will require written email confirmation, and a photo of the new shelter(s) once installed. Please send both to the **Travel Development Officer** (details above).

Bus Shelter Manufacturers

Below is a list of suppliers who provide bus shelters locally and nationally. This list does **not** represent endorsement, recommendation, or approval by Norfolk County Council.

We strongly advise obtaining multiple quotes before selecting a supplier.

Abacus Sutton-in-Ashfield Nottinghamshire NG17 5FT	01623 511111 http://www.abacuslighting.com/
Able Engineering Ltd 1 Hamlin Way Hardwick Narrows Kings Lynn Norfolk PE30 4NG	01553 691870 http://www.ableengineering.co.uk/index.php
Bus Shelters Ltd Unit 60Dyffryn Business Park Llantwit Major Road Llandow Vale of Glamorgan South Wales, CF71 7PY	01446 795444 http://www.shelters.co.uk/
Garrick Outdoor Ltd Unit 4 Langley Place Burscough Industrial Estate Burscough Ormskirk L40 8JS	01772 816414 http://www.garrickoutdoor.org.uk/
Glasdon Manufacturing Ltd Industrial Estate Poulton-le-Fylde Lancashire FY6 8JW	01253 891131 http://www.glasdon.com/home.aspx?cid=2

<p>Littlethorpe of Leicester Ltd Unit 2 Lakeside Business park Pinfold Road Thurmaston Leicester LE4 8AT</p>	<p>0116 260 3777 http://www.bus-shelters.co.uk/</p>
<p>Macemain + Amstad Boyle Road Willowbrook Industrial Estate Corby Northants NN17 5XU</p>	<p>01536 401331 http://www.macemainamstad.com/</p>
<p>Polydon Polydon Park Radiance Road Doncaster South Yorkshire DN1 2TE</p>	<p>01302 327172 http://www.polydon.co.uk/index.htm</p>
<p>Queensbury Fitzherbert Road Farlington Portsmouth Hampshire PO6 1SE</p>	<p>023 9221 0052 http://www.queensbury.org/</p>
<p>SMF Parnall Road Fishponds Bristol BS16 3JD</p>	<p>0117 965 3438 http://www.smfdisplays.com/</p>
<p>Westcotec Ltd. 34 Bertie Ward Way Rash's Green Industrial Estate Dereham, Norfolk. NR19 1TE</p>	<p>T: 01362 853124 W: www.westcotec.co.uk</p>
<p>Trueform Pasadena Trading Estate Pasadina Close Hayes Middlesex UV3 3NQ</p>	<p>020 8561 4959 http://trueform.co.uk/</p>

Bauer Media Outdoor UK Ltd
(formerly Clear Channel)
33 Golden Square
London
W1

T: 02074 782 256

<https://www.clearchannel.co.uk/contact>

This section of the Holt rd closed to through traffic is now popular with runners, walkers and dog walkers. Because it is a dead end it is also a draw for people who wish to race their cars or motorbikes at speed to the end and back again. There is no effective barrier that prevents motorbikes from using the cut-through at the end of the road to access the Cromer rd. The road will presumably provide access to the yellow cycleway on the Cromer rd where I understand a cut in the speed limit is planned. The closed section of the Holt rd is still 60 mph.