29.18

Proposed new access between 24 and 26 The Street – Extend the footpath

Road safety is compromised. If both the VC ROC1 and VC ROC2 (2.5 vehicles per property) go ahead there will be a potential increase of 250 vehicle movements daily through the village. 125 along the preferred access road. Due to the linear design the village is already congested with on street parking all day in particular the area from the surgery and shop up to School Lane. The village is the route for Langly School minibuses (6) and there is a regular hourly bus service

The revised proposed access route between 24/26 The Street is 4.5-4.6 m wide. The width of a Type 6 road, recommended by NCC Highways experts is 5.8m. This is inline with the 1998 Norfolk residential design guide – a shared surface road should be 5.8m wide with a 1m surface margin, pavement 25mm high. As the track is flanked either side by housing it seems there is no scope to widen it to a Type 6 road. The properties either side have built onto their respective boundaries. Approaches by the developer in 2021 to sell land were declined.

The current Highways signage confirms there are bends for three quarters of a mile between the point where the proposed vehicle access joins The Street and up to School Lane. This whole section of The Street experiences on street parking all day from customers and delivery lorries to the various businesses, parishioners attending events, parents picking up and dropping off primary school children. There is a regular bus service and Langley School minibuses use this route daily.