

## **Report of the meeting between representative Members of the Parish Council and NCC Highways Engineer, Friday 27th September 2024**

Attending: 3 Councillors, 1 member of the public, Parish Clerk and an Engineer from NCC Highways.

The following areas were discussed:

### **Road bridge on B1110.**

#### **Amendment to Traffic Flow over the Bridge - Suggestions discussed:**

- Some form of driver priority across the bridge such as a "Give & Take" system, (there is an example of this on the B1354 Blickling Road)
- The installation of a traffic light system that responds to vehicle approach (such as that on Bridge Road near Great Ryburgh)

Either suggestion would require the Parish Council to fund a feasibility study at an approximate cost of £3-5k.

Further information supplied after the meeting as clarification:

- Network improvement, such as that suggested here, would require schemes that are funded by the Parish Council or Local County Councillor if they supported it.
- Some safety issues may be funded by the NCC Safety Team however this would only be at locations that are deemed unsafe with a history of accidents. The B1110 at this location is regarded as being safe: the accident data suggests this when compared to accident hot spots throughout the County.

#### **Issues regarding vegetation**

Concern was expressed by Councillors that the hedge, which is a major factor in visibility of the bridge and oncoming vehicles, cyclists and pedestrians, is only going to be cut once a year - which in this case is the major issue in the view of the Councillors.

Councillors also informed the Highways Engineer that the recently installed reflectors are regularly obscured by nettles during the growing season and so not providing the warning that they should. They are also not visible from all approaches to the bridge.

Councillors wanted to know whether the approaches to the bridge could be cut more frequently on the grounds of safety.

They also wanted to know the purpose of the Reflectors if they can't be seen (photos taken after the meeting were sent to demonstrate the Parish Council's concerns).

Information supplied after the meeting clarified that NCC only undertake two rural grass cuts each year, one (1) full vegetation cut and one (1) safety cut (vision splays etc)

However additional cutting measures at this location can be raised by the Highways Engineer as adhoc works, and he is happy to do so if contacted by the Parish Council.

## **Village Centre**

- Hatched lines on one side of the road to allow pedestrians a feeling of a safe place to walk.

The Highways Engineer informed Councillors that these were high maintenance as they faded quickly as motorists drove on them, and that they can only be used when the road is wide enough. There is a designer in the NCC Office who could do the design.

This would also require a feasibility study circa to £5k, it would likely be unfeasible due to road widths.

- Traffic calming such as chicanes/bollards

The Highways Engineer informed Councillors that these can only be placed in areas where there is adequate visibility as vehicles regularly run into them and needs to take account of the types/size of vehicles using the road. He also confirmed to Councillors that they could lead to additional pollution and queuing as vehicles needed to stop/start and residents do not like them located outside their own home.

This would also require a feasibility study and consultation, this would likely be circa £5k.

- Reducing the speed limit to 20mph

The Highways Engineer informed Councillors that, although this is possible, it is rarely done. NCC would likely pay for the new signs as the posts are already in place, but not the legal costs,

£3000 would likely cover the feasibility study, the legal works to implement a scheme, if Approved would be likely to be in the region of circa £10k.

Should the Parish wish to go through with any of the feasibility study's and can secure funding the Highways Engineer would be happy to discuss.

## **Footbridge at Beck Farm**

Councillors wanted it noted that Thornage PC agrees with Hunworth and Stody PC over the design features and that the construction isn't like for like or fit for purpose.

The Highways Team are not involved with this - it is the responsibility of the Bridges Team.