

Dickleburgh and Rushall Neighbourhood Plan 2021

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Section 6 Transport Policies

6.1 Parking

Parish residents are concerned about parking on new developments. As part of good design, car-parking provision needs careful consideration, incorporated into the overall design of the local environment. Given the rural nature of Dickleburgh and Rushall, there is a high dependency on private cars, with many households having more than one car. Therefore, sufficient parking provision is required for all new developments.

6.2 Transport Policy 1: Local traffic generation

Any new development involving the creation of 3 or more homes (see point 5.3) will be expected to quantify the level of traffic movements they are likely to generate and its cumulative effect on the traffic flow within the village and Parish. The developer will be expected to assess the impact of this traffic and include appropriate measures to mitigate any negative impact on road safety, pedestrians, cyclists, horse riders, safe road crossing points, parking and traffic flow within the village and Parish. For more information, see Appendix P.

Rationale / Justification

The resident's desire for T. P1 is expressed in Questionnaire Q1, Q2, Q3, Q7, Q15 Q17, Q21.

Additional Evidence from Public Open Days 18th & 20th January 2020 Section 'Biodiversity Objective 3 (Natural habitat and Hedgerows)', 'Transport Poster 2', 'Green Spaces'.

6.3 Transport Policy 2: Protecting pedestrians, horse riders and cyclists

It is the intent of the Parish Neighbourhood Plan to protect and safeguard pedestrians, horse riders and cyclists by introducing new road calming measures on the three roads identified on the map (see support documentation, Appendix S, and Appendix R) that enter the village of Dickleburgh. They are Ipswich Road, Norwich Road and Rectory Road.

6.3.1 Policy

Any planning development resulting in more houses on or off the Ipswich Road, Norwich Road or Rectory Road will be expected to contribute toward the establishment of the following safeguarding measures.

6.3.2 Proposals:

1. Establish a chicane or other road calming measure on the Ipswich Road / The Street, coming into the village of Dickleburgh.
2. Create a crossing point on Rectory Road adjacent to the pathway leading to Dickleburgh Primary School, the Village Centre and the Recreational Green. This will enable school children to safely cross Rectory Road.
3. Install permanent speed awareness monitors on the Ipswich Road, Norwich Road, and Rectory Road.

Rationale / Justification

The resident's desire for T. P2 is expressed in Questionnaire Q1, Q2, Q3, Q7, Q15 Q17, Q21. Further Evidence from Public Open Days 18th & 20th January 2020 Section 'Transport 3', 'Transport 4'.

6.4 Transport Policy 3 Supporting and enhancing provision for walking, cycling and horse riding

All new developments of 3 or more homes (see point 5.3) employment or community infrastructure buildings will be expected to demonstrate there is within The Plan adequate provision of crossing points, safe footpaths and cycleways, in accordance with national planning guidance, and they are connected where appropriate to existing local provision and thereby adding to the existing network. They will be required to contribute to an enhanced and joined-up network of high-quality footpaths, green paths and rights of way to improve access to village amenities and the open countryside. Any new development adjacent to existing footpaths or open spaces must take account of its setting by avoiding negative impacts on safety, visual appearance, surveillance and functionality. All pavements must be

level with appropriate drop-curbs for residents and visitors with mobility difficulties.

Rationale / Justification

The resident's desire for T. P3 is expressed in Questionnaire Q4, Q5, Q6, Q7, Q8, Q9, Q15, Q17, Q18, Q20, Q21. Evidence from Consultation exercise April 2019 Section 'Help us set the vision', 'Thoughts on Land not used for Housing', 'Transport Policies', 'Pathways and Walks'. Further Evidence from Public Open Days 18th & 20th January 2020 Section 'Green Spaces', 'Transport 1', 'Transport 3', 'Transport 4', 'Thinking about the Environment when Building Houses', 'Transport Environmental Impact'.

6.5 Transport projects & aims Projects that aim to meet the objectives and policies within the Neighbourhood Plan:

1. To agree a new route for HGVs with Smurfit Kappa and Highways that minimise the impact upon the villages within the Parish.
2. The Parish will work with Smurfit Kappa and Highways to investigate and introduce a one-way system for empty HGV's returning to Smurfit Kappa (the Box Factory) to improve road safety.
3. Establish pollution reduction measures on the Ipswich Road / The Street coming into the village of Dickleburgh.
4. Working with Highways to investigate the possibility of reducing speeding within the Village of Dickleburgh This will include reducing traffic speeds on the Ipswich Road, Norwich Road and Harvey Lane.
5. Create a new safe crossing point on Rectory Road adjacent to the pathway leading to Dickleburgh Primary School, the Village Centre and the Recreational Green.
6. Install permanent speed awareness monitors.
7. The Parish to continue the successful Speed Watch campaign
8. The Parish aims to protect and safeguard pedestrians, cyclists and horse riders by introducing new road calming measures, as required, on the four roads entering Dickleburgh (including Harvey Lane).
9. To investigate the opportunity of increasing the number of designated parking spaces on Rectory Road.
10. Investigate the potential for safe pedestrian access to the countryside and a broader range of safety enhancements.
11. To continue the free borderhoppa service to the doctor's surgery, Pulham Market, and to look at creative ways of extending it.
12. The Parish aims to promote a greater use of reliable regular public transport.
13. The Parish will identify, and when feasible, install electrical charging points at key locations within the Parish.
14. To engage with and encourage carbon capture initiatives on new developments.
15. To investigate and initiate means to reduce pollution on the roadways within the villages of the Parish.¹
16. Off-road parking and safe drop-offs. The Parish Council is committed to ensuring there are safety measures in place to protect pedestrians. There are key times during the school working day where there are significant vehicular movements. These occur at the beginning and end of the school day when children from locations other than Dickleburgh are dropped off or collected. The influx of traffic at these key times is highly disruptive to residents on The Street, Harvey Lane, Rectory Road and Ipswich Road. The Parish Council will continue to monitor the traffic flows through the Parish and put forward measures to reduce congestion. This may well take the form of improvements to off-road parking and the provision of safe drop-offs. Development plans that include aspects to support this need will be welcomed.

Additional information can be found to support Transport Projects, and Aims can be found in Appendix R and Appendix M

¹ Barbara A. Maher,* Imad A. M. Ahmed, Brian Davison, Vassil Karloukovski, and Robert Clarke: Impact of Roadside Tree Lines on Indoor Concentrations of Traffic-Derived Particulate Matter. Environmental; Science and Technology. pubs.acs.org/est

Rationale / Justification

The resident's desire for Transport Projects is expressed in Questionnaire Q4, Q10, Q15, Q21. Additional Evidence from Public Open Days 18th & 20th January 2020 Section 'Carbon Offsetting, 'Transport Parking for New Developments', 'Housing across the Parish'. Further evidence is within: Robert Clarke: Impact of Roadside Tree Lines on Indoor Concentrations of Traffic-Derived Particulate Matter.