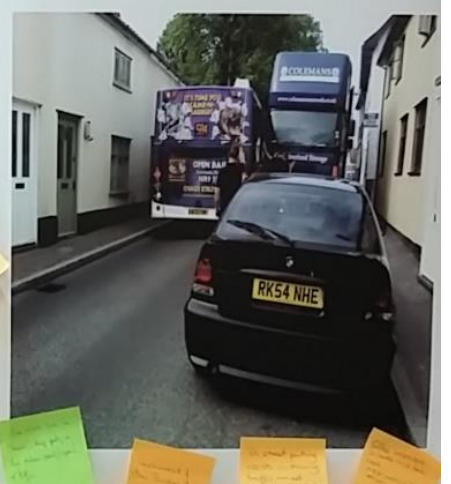


APPENDIX L TRANSPORT SUPPORT DOCUMENTATION



- 2) Reduce traffic speed on all roads in the two villages. This will provide safety for all pedestrians especially children and the elderly.
- 3) Improve the car parking management around the school in Harvey Lane. The safety of all children who attend Dickleburgh School is paramount.
- 4) Reduce HGV traffic travelling through both villages. This scored heavily on the resident's survey. The turning from The Street into Rectory Road and the narrow width of The Street are a major concern.
- 5) Improve the air quality in The Street and Rectory Road by monitoring the levels of pollution around the village. There is also the issue of cars idling outside the school polluting the school environment and severing nearby residential houses.
- 6) Improve cycle routes around the two villages. All new development should have safe cycle lanes leading to the school park.



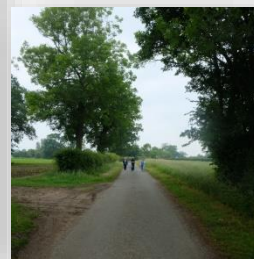
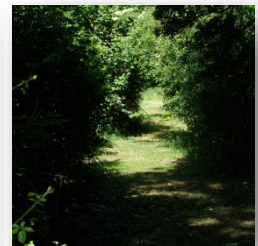
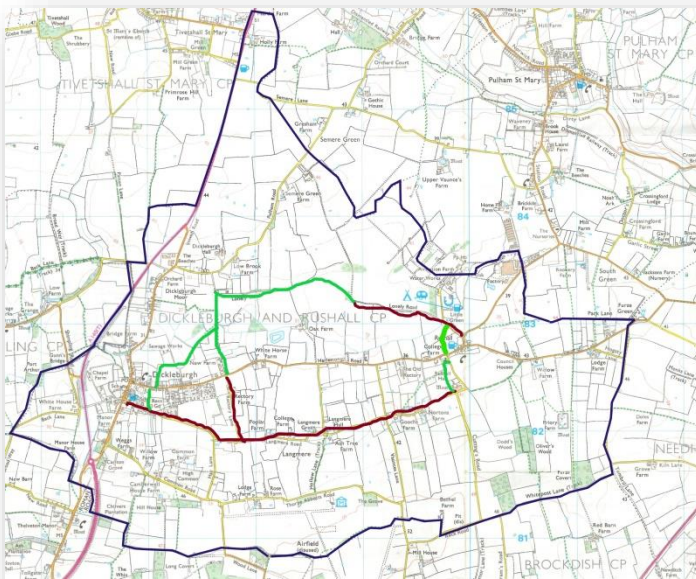
DICKLEBURGH AND RUSHALL NEIGHBOURHOOD PLAN REGULATION 14 PRE-SUBMISSION

Quiet Lanes

The Neighbourhood Plan supports the Quiet Lanes initiative. It is proposed that a Presentation is made to Norfolk County Council with the intention of creating a network of Quiet Lanes in the Parish that link to public rights of way thus enabling pedestrians, cyclists and horseriders the opportunity of safer travel in the Parish. The Quiet Lanes in the Parish will link with peaceful and tranquil footpaths and create safer walking routes to the Moor and the two commons. Therefore enabling pleasant walking or riding environments through and around the Parish. See map below. There is an overwhelming desire, as indicated by the June 2020 survey of over 100 homes (all households on the proposed Quiet Lanes) for the current proposal and where possible more roads within the Parish to be given the status of Quiet Lanes.

The Quiet Lanes proposal currently includes:

Harvey Lane, Langmere Road, Air Station Road, Lonely Lane (Rushall), Rectory Lane Langmere



Transport Assertions Evidence

The Parish has conducted a lengthy consultation with residents, which aimed to elicit their views, requirements, and desires for the future planning of the Parish. Evidence has been captured from; Speed Watch (from February 2018 onwards), from SAMs traffic monitoring data, Lorry counts (2019), air quality monitors (2019), and a Parish-wide consultation process (from 2017 onwards). The consultation has included; Parish questionnaires (2018), 'Have your Say Day' (April 2019) and discussions with Smurfit Kappa and highways (2019, 2020 and 2022). It is clear from the evidence that the residents accept that the parish is located at a hot spot for transport and

that many vehicle movements, in, out and through the villages are necessary. There is; however, a desire consistently expressed for better management of Heavy Goods Vehicles (HGV), and, where possible, to explore alternative/additional routes beyond the parish to ease the pressure on key hot spots in the Parish. The hot spots include; The Street Dickleburgh, Langmere Road and the Street, Rushall. Both these sites are particularly vulnerable. The public footpath on The Street, Dickleburgh, is less than 1 meter wide at its narrowest point, and busses and HGVs have ridden the kerb and, on at least one occasion, hit a house. The issue in Rushall is similar, in that there is, for part of the road, no footpath and lorries have ridden the verge as they manoeuvre the route through the village. The Neighbourhood Plan requires the Parish Council to engage with Norfolk County Council and industry based in the Parish to seek ways of reducing the overall effect of the movement of HGV's through the Parish.

Rationale

It is clear from the evidence gathered that the Parish requires a coherent transport policy. From the evidence analysed four main themes emerge to be included in a transport policy for the Parish; a) safety of residents and visitors, b) environmental impact from transport, c) transport connectivity and communications and d) future proofing Parish developments.

The Movement of HGVs through the Parish

The Parish will work with Smurfit Kappa and Highways to investigate a safe route to the Smurfit Kappa Box factory that does not involve travelling through either, the villages of Dickleburgh or the village of Rushall. By adopting a safe route for HGVs through the Parish that does not involve travelling through the principal settlements, it is hoped that this would become the recognised route for HGVs and others would adopt the same route.

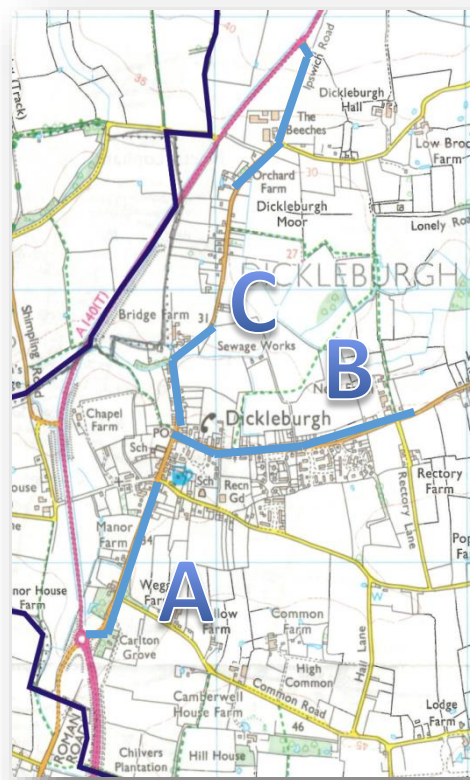
TRANSPORT POLICIES

Transport Policy 1: Local traffic generation

Given the pressures already on the road network within the parish, it is considered reasonable to expect that any new development involving the creation of 3 or more homes, or an industrial development be expected to quantify the level of traffic movements they are likely to generate, both during the development and beyond, assessing its cumulative effect on the traffic flow within the villages 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 congestion within the village and Parish.

Transport Policy 2: Protecting pedestrians, horse riders and cyclists

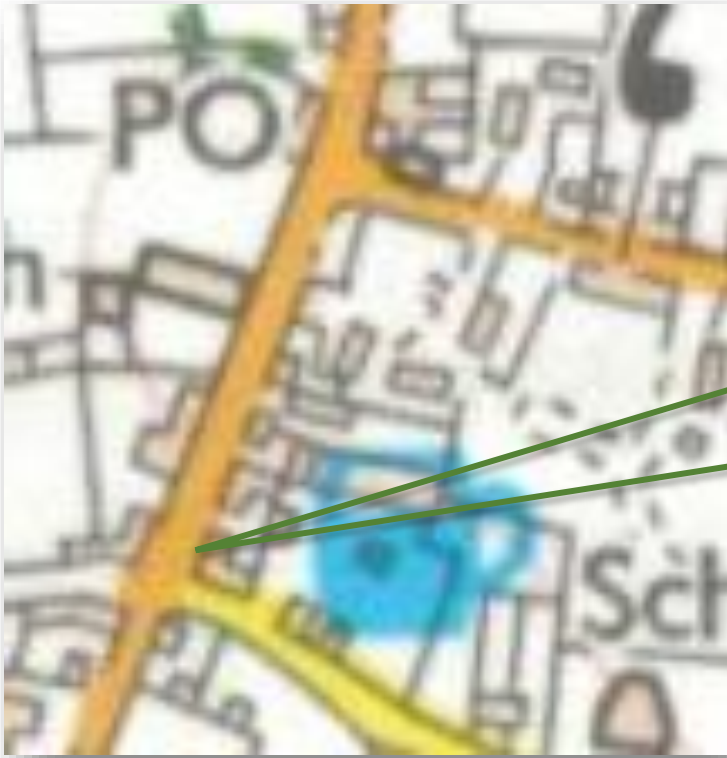
Protection and safeguarding of pedestrians, horse riders and cyclists is paramount. To support this the Parish Council could investigate road calming measures on the three roads identified on the map (see map to side), that enter the village of Dickleburgh. They are A Ipswich Road, B Rectory Road and C Norwich Road. Any planning development of 3 or more houses, or a industrial development that is likely to generate vehicle movements, on or off the Ipswich Road, Norwich Road or Rectory Road, will be expected to contribute toward establishing safeguarding measures if any are judged to be required.



Map identifying the 3 main routes into the village of Dickleburgh.

Examples of possible proposals that would ease traffic issues:

1. Investigate and establish a chicane on Ipswich Road/The Street, coming into the village of Dickleburgh (see an example on the following page).
2. Traffic speed, where possible, should be 30 mph or less, on Ipswich Road and Norwich Road.
3. 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 cross Rectory Road safely. It may also encourage parents to drop their children off to school on Rectory road rather than Harvey Lane which suffers congestion at key times of the school day.
4. Where possible and practicable, install permanent speed awareness monitors
5. The Parish to continue the successful voluntary Speed Watch campaign and extend it, if possible, to Rushall and Langmere.



Transport Policy 3: 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 will take the form of improvements to off-road parking and the provision of safe drop-offs. Development plans that involve the delivery of 3 or more houses or an industrial development will be expected to address this concern.

Transport Policy 4: Walking, cycling and horse riding.

It is expected that safety of residents will be a priority of any developer. This will include current residents and new residents of the houses being delivered. It is therefore expected that all new developments of 3 or more homes 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, thus supporting the notions of rurality and beautification.

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.

Walking and cycling are to be encouraged. All new developments of 3 or more homes, employment or community infrastructure buildings will be expected to demonstrate there is within the plan the adequate provision of crossing points, safe footpaths and cycleways, in accordance with national planning guidance, and, that they are connected where appropriate and possible to existing local provision and thereby adding to the existing network of nature trails green footpaths and other safe walking pathways.

It is not unreasonable to expect developments to make explicit provisions for level pavements and appropriate drop-curbs for residents and visitors with mobility difficulties.

Transport Policy 5 Measures to improve public transport and reduce future Air Pollution

It is of grave importance that we keep the air as clear and clean as possible. There is no doubt that public transport that is well used will play an important part in reducing private vehicle usage and could be a factor in relieving the pressure on the road infrastructure of the parish but also increase the quality of air breathed by residents whose properties open directly onto the pavement. This is particularly the case on The Street Dickleburgh. The Parish, therefore, aims to enable greater use of public transport and should advocate for cleaner forms of public transport.

The Parish will, at the same time seek to ensure that sufficient electrical charging points are provided for charging electric-powered vehicles on Parish-owned buildings, as well as requiring new homes to be future-proofed. This will include having the capacity to charge electric-powered vehicles.

A further measure to improve the air quality of the parish will be to investigate carbon capture measures. It is extremely likely the measures easily available will also support beautification and rurality. All new developments should have carbon capture as a key feature during the planning and building stages of the development. Indeed, the process of building is often carbon intensive, therefore carbon capture measures should be put in place before development starts, in order to mitigate some of the carbon pollution.

The Street in Dickleburgh is a particularly sensitive area, given the distance between house doors and windows and the road. The Parish Council should investigate additional measures to protect residents and where possible and practicable, initiate means to reduce the pollution on the roadways within the villages of the parish.¹

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

TRANSPORT PROJECTS & AIMS Projects that aim to meet the objectives and policies within the Neighbourhood Plan:

1. To agree a new HGV route with Smurfit Kappa and Highways that reduces the impact upon the villages within the Parish.
2. Establish a chicane on the Ipswich Road / The Street coming into the village of Dickleburgh.
3. 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.
4. 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.
5. Install permanent speed awareness monitors.
6. The Parish to continue to support the successful volunteer Speed Watch campaign
7. 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).
8. To investigate the opportunity of increasing the number of designated parking spaces on Rectory Road.
9. Investigate the potential for safe pedestrian access to the countryside and a broader range of safety enhancements.
10. To continue the Parish Council negotiated free borderhoppa service to the doctors' surgery, at Pulham Market, and to investigate creative ways of extending it, should there be a requirement.
11. To investigate/extend a volunteer driver scheme and inform the parishioners of this service (the existing public bus service – choice of time/ reliability/take up).