

APPENDIX M TRANSPORT QUIET LANES PROPOSAL



DICKLEBURGH AND RUSHALL QUIET LANES



July 2020

Appendix M Transport Quiet Lanes Proposal

This proposal is to create a walk linking footpaths, bridal ways and quiet lanes to create a pleasant walk around the Parish that takes the walker, cyclist or rider to and through the commons, the moor, and the villages of this parish.

Dickleburgh and Rushall Quiet Lanes proposal

THE PROPOSAL

During the period of lockdown, as a consequence of the Covid 19 pandemic, we saw, across the Parish, a far greater number of people walking the quieter lanes and enjoying access to the Commons, Dickleburgh Moor and some of the attractive footpaths and bridle paths in the Parish. Two households initially approached the Parish Council (PC) asking if there was a possibility of designating Langmere Road as a Quiet Lane as the footfall on the road had increased significantly and people were clearly enjoying the tranquility of the occasion. It was decided that if the PC were to invest in a Quiet Lanes proposal then we should look at the prospect of creating a circular walk around and through the parish – linking key features and the villages.

The Roads involved

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

Footpaths (fp) and Bridle ways (bw) involved

- Langmere Road to Rushall Church (incorporating part of fp 10)
- Harleston Road to Air station road (fp 11)
- Lonely Lane (Rushall) to Lonely Lane (Dickleburgh) (bw 23/fp 12)
- Lonely Lane to Rectory Lane (fp 2)
- Lonely Lane to Rectory Road (via the Bottle bank fp 2) Rectory Road to Harvey Lane via the Dickleburgh Village Centre



Quiet lanes work best when they are part of a network of designated lanes which can link local residents to, for example, the local shop or school, and connect lanes around a village centre or to a nearby village. Quiet lanes are about appreciating the beauty and tranquility of country lanes rather than travelling along them from A to B as quickly as possible in a car. By helping to protect the character and tranquility of the countryside from traffic, reducing the intimidating effects of traffic on rural roads, building community links and encouraging healthy recreational activities, Quiet Lanes play a valuable role in improving peoples quality of life.

CPRE's Guide to Quiet Lanes 2003

The views of households affected by the proposal

130 households (all those on or around the proposed routes) were contacted via a leaflet, regarding the proposal. Wherever possible, face to face conversations were held, outlining the routes and purposes of the Quiet Lanes initiative. The proposal has received almost universal backing from the households contacted (one hesitant objection has been received).

The proposed Quiet Lanes in pictures.

1. Possible start of the quiet network. The entry into Harvey Lane.

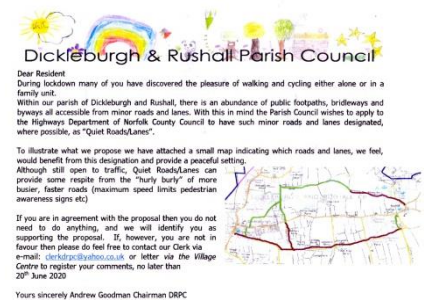
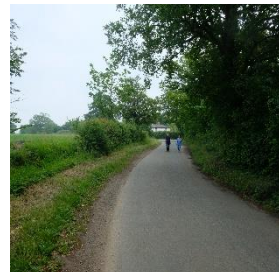
The logic of this is that it is the beginning of the road. It starts from the junction of Ipswich Road and would bring the Quiet Lanes initiative into the heart of the village of Dickleburgh. If the route started here it would incorporate the entrance to Dickleburgh Primary school.



2. Alternative start point. The Village Centre, Harvey Lane. There is no pavement available along most of this section of road and therefore the Quiet Lane initiative would make it safer for pedestrians, cyclists and horse riders.



3. Junction of Harvey Lane and Hall Lane. Hall Lane is also a candidate for designation as a Quiet Lane. The residents on Hall Lane have requested that this be looked at. This particular junction is a significant spot for a wide variety of bats including some rare and endangered breeds, including Brown long-eared bat, Daubenton's bat, Leisler's bat, Noctule and Serotine bats.



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4. Junction with Rectory Lane. This would see the joining of three Quiet Lanes, enabling the walker, cyclist, horse rider to head North up Rectory Lane and cross the Moor or continue on Langmere Road toward the Commons and Rushall Village.



5. Scenes along Langmere Road. Langmere Road is blessed with open vistas and secret views.



6. Junction of Vaunces Road and Langmere Road at St. Clements Common.



7. St. Clements Common.



8. Footpath linking proposed Quiet Lanes in Rushall.



9. Entrance to Air Station Road.



Entrance to Rectory Lane from Rectory Road and Footpath 2.



Map showing the existence of the roads in 1750 (Map courtesy of Norfolk Archive Library)



The roads in question are all heritage roads.

Management of the Quiet Lane Verges

“Throughout the spring and summer the wild flowers of our country roads and lanes delight all who walk or drive them – or rather one would think that they delight everyone, but this is clearly not entirely so because each year, at the height of their glory, mile upon mile of them are ruthlessly cut.”

John Burton, Country Life, 1973. The Good Verge Guide, published: Plantlife June 2016

The majority of verges along the proposed quiet lanes are already at Wildlife verge qualification. Those that are not would, given their location and longevity, gain Heritage verge status and should be managed appropriately in line with the Roadside verge management identified in the Dickleburgh and Rushall Neighbourhood Plan.

Damage to the Quiet Lane Verges.

Should damage occur it should be reported to Norfolk County Council Highways department and the Parish Council. Repairs to the damaged verge should be sensitive to the status of the verge and re seeded accordingly.

Additional Quiet Lanes

There have been expressions of interest to extend the Quiet Lane initiative to include additional roads off Langmere Road that link Common Lane or Rectory Road to Langmere Road / Harvey Lane. There may be other roads within the parish that could justifiably be designated as Quiet Lanes, Semere Green Lane could qualify given the width of the road, access to the moor, it is used by walkers, cyclists and horseriders. Residents along Semere Green Lane have often expressed concerns over speeding.