

Our Ref: 47484/LG/MJD

Your Ref:

20 March 2018

Ms Rackham  
G N Rackham & Sons Limited  
Bridge House  
Denmark Hill  
Palgrave  
Diss  
IP22 1AB

**Email Only**

Dear Ms Rackham

**RE: High Road, Roydon - Highway / Access Statement**

We refer to your instructions to consider the transport aspects for a potential residential development off High Road, Roydon. The site comprises of greenfield land and is approximately 2.8ha in size. The main multi-modal accesses will be off High Road, with an emergency access also off High Road. Our assessment for an access and the transportation elements for land south of High Road, Roydon has been made on the basis of the proposal for approximately 65 dwellings.

This assessment considers current policy with regards to access for the development and accessibility, which are addressed in following matters:

1. Access and the current situation.
2. Location and accessibility to services.
3. Transportation links including pedestrian, cycle and public transport modes.
4. Any highway/transportation improvements.

The site is located off the A1066 (High Road) in Roydon with a grid reference of 610181,280128 and an approximate postcode of IP22 5RB as indicated on **Figure 1**. The site is south of existing dwellings that egress onto High Road. To the south and east are agricultural fields. Finally, to the west are farm buildings and surrounding land.

**Access and the Current Situation**

There is one main vehicular access point for the development. This is proposed the existing dwellings of 'Flettons' and 'Linden' off High Road. On site measurements show that the available width varies between 8.8 – 9.2m. The land availability suggests a Type 3 access road serving potentially up to 100 dwellings via a cul-de-sac. It is recommended that a topographical survey should be sought to confirm the actual land available for the access including junction radii to High Road, however from onsite measurements the access

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appears achievable. On the drawing **47484-P-001B** the indicative boundaries for the dwellings have been dashed red and the land owned is a solid red line.

The proposed road has adequate visibility after a 0.9m offset from the current kerb line was made. The offset would reduce the carriageway width of the A1066 from 7.4m to 6.5m and would tie back in smoothly to the existing kerb line. The visibility needed for a 30mph design speed with the Design Manual for Roads & Bridges is 70m, which is available in both directions. The access drawing shows visibility splays of 2.4m x 70m, although 90m is achievable to the west.

The Norfolk Residential Design Guide (NRDG) states that if a long straight length of carriageway is required for access, other traffic calming measures are to be used at maximum spacing of 60m. Therefore, a raised table just south of the junction that allows the residents of 'Flettons' and 'Linden' to access their drives has been introduced to sufficiently calm traffic at the access.

Additionally whilst reviewing the Land Registry data for the land in between the existing dwellings of 'Flettons' and 'Linden' another potential point of access was identified. Between the dwellings of 'Tower House' and 'Lynn Haven'. This piece of land could potentially facilitate an emergency access is shown on the drawing. The existing dwelling could be demolished or avoided depending on the circumstances of the additional land being required. The current width available on the existing track varies from 4.5m to 3.7m, due to the water butt from the 'Tower House'. Thus, as an emergency access route this proposal meets the NRDG criteria.

### **Location and Accessibility to Services**

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and facilities, which are tabulated below.

#### **Facility/Services Table**

<b>Facility</b>	<b>Location</b>	<b>Km</b>	<b>Miles</b>
School - Primary	Manor Road	0.45	0.28
School - Secondary	Walcot Road, Diss	2.45	1.52
Post Office	Chapel Street, Diss	1.85	1.15
Food Superstore	Victoria Road, Diss	2.40	1.49
Public House	High Road	0.77	0.48
Place of Worship	High Road	0.77	0.48
Local Employment Area	Court Industrial Estate	2.90	1.80
Bus Stops	High Road	0.22	0.14
	Manor Road	0.33	0.21
Gym/Indoor Sports Facilities	Walcot Road, Diss	2.58	1.60
Playing Field	Brewers Green Lane, Diss	0.80	0.50
Train Station	Diss Train Station	3.22	2.00
Doctors	Mount Street, Diss	1.77	1.10
Dentist	Denmark Street, Diss	1.65	1.03
Pharmacy	Market Place	1.61	1.00
Village Hall	High Road	0.27	0.17
Local Shop	High Road	0.36	0.22

*(Distances recorded from the centre of the proposed site)*

Accessibility to local services is very important in respect to transport planning. The conclusions that can be drawn from the table are that most of the facilities and services are available in the local area. A key aim of the National Planning Policy Framework (NPPF) is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car.

Walking is identified as the most important form of transport at local level and the walking offers the greatest potential to replace the car for journeys of less than 2.0km. The guidance document (NPPF) also acknowledges that cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.

### Transportation Links including Pedestrian, Cycle and Public Transport

As stated previously, local and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport. Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

### Acceptability of Travel/Use Table

The table below provides an indication of the distances that need to be travelled to the facilities and as a consequence the following list indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Facility	Location	Km	Likely Frequency of Use						
			Daily		Weekly		Greater than Weekly		
			<5.0 Km	>5.0	<5.0 Km	>5.0	<5.0 Km	>5.0	
School - Primary	Manor Road	0.45	✓						
School - Secondary	Walcot Road, Diss	2.45	✓						
Post Office	Chapel Street, Diss	1.85			✓				
Food Superstore	Victoria Road, Diss	2.40			✓				
Public House	High Road	0.77						✓	
Place of Worship	High Road	0.77			✓				
Local Employment Area	Court Industrial Estate	2.90	✓						
Bus Stops	High Road	0.22	✓						
	Manor Road	0.33	✓						
Gym/Indoor Sports Facilities	Walcot Road, Diss	2.58			✓				
Playing Field	Brewers Green Lane, Diss	0.80			✓				
Train Station	Diss Train Station	3.22	✓						
Doctors	Mount Street, Diss	1.77						✓	
Dentist	Denmark Street, Diss	1.65						✓	
Pharmacy	Market Place	1.61						✓	
Village Hall	High Road	0.27						✓	
Local Shop	High Road	0.36			✓				

The conclusions of the acceptability table for distance and frequency travelled indicates that all daily activities are within 2.0km of the development.

Whilst other activities and frequency usage of facilities are likely to be weekly or greater than weekly, the table shows that all are within 5.0km of the site and also less than 2km, indicating that there is a likelihood that walking, and cycling could be used to travel to and from the majority of these locations.

### ***Pedestrians***

The routes for pedestrians are currently served well from the proposed site to access the local facilities nearby. There are footways from the site towards Diss town centre via the High Road, Old High Road and onto Roydon Road which leads into the centre of Diss to access most of the local facilities. The facilities in Roydon are predominantly off the High Road which has footways on either side. An additional link to the footpath on the western boundary of the site could also be made for access of pedestrians wishing to walk into the countryside.

An assessment on the safe route to schools could be undertaken at a detailed planning application stage but the initial assessment shows that school aged children do presently have a safe route to school via the tactile paved crossing across the High Road and onto Manor Road where Roydon Primary School is located. At the tactile paving crossing on High Road, bollards are situated either side of the tactile paving within the footway, along with traffic calming measures of narrowing of the road.

### ***Cyclists***

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, all of them are well within the 5.0km cycling parameters that are recognised in the NPPF.

The 5km cycling parameter would enable cyclists to reach Diss train station which has mainline services to Norwich and London Liverpool Street. Also Roydon is part of Regional Route 30 that runs from Ellingham to Knettishall, this can be reached via the High Road and then onto Doit Lane which leads you to The Doit, Low Road/Ling Road (Regional Route 30).

### ***Public Transport***

To establish a criteria for public transport provision, guidance was sought from Norfolk County Council on the necessary bus service frequency. A benchmark guide to bus services can be found in the Norfolk Bus Strategy 2003/4 to 2008/9. Whilst this document is a few years old it has not been updated, but does give criteria for 'Target level of service in rural areas (all offering a return journey)'.

The table indicates that for a parish population of between 1500 and 3000 the target service level should provide the following:

- Shopping service, five days a week;
- journey to work service;
- a Saturday service and;
- evening service;

The closest stops to the proposed site are 0.22km and 0.33km from the proposed access from the site.

<b>Operator</b>	<b>Service</b>	<b>Frequency</b>
Norfolk Coachways	1 Diss - Attleborough	Sat: 1202
	1 Attleborough - Diss	Sat: 0959
Simonds	2 Norwich - Roydon	Mon - Fri: 1520, 1733, 1833, 1916 Sat: 1555, 1825
	2 Roydon - Norwich	Mon - Fri: 0645, 0949 During term time: 0700, 0720 Sat: 0948, 1320
Simonds	191 Diss - Bury St Edmunds	Mon - Fri: 0730 (during term time)
	191 Bury St Edmunds - Diss	Mon - Fri: 1816 (during term time)
Simonds	338 Diss/Garboldisham - Stanton - Bury St Edmunds	Mon - Fri: 0622 Mon - Fri: 0707 (Only in term time) Sat: 0707
	338 Bury St Edmunds - Stanton - Diss/Garboldisham	Mon - Fri: 1734, 1857 Sat: 1857
H Semmence & Co.	17 Diss - Roydon	Mon - Fri: 1136, 1348
	17 Roydon - Diss	Mon - Fri: 0905, 1140, 1350

*(All main stop details included)*

The bus company Simonds, Norfolk Coachways, H Semmence & Co. use bus stops in Roydon for all services listed above. The stops include Roydon adjacent Post Office, High Road and Manor Road.

Services are frequent and offer good commuting and social facilities to the residents requiring access to them. The accessibility of the buses may also encourage more individuals to use public transport, rather than using their cars. Furthermore, there are sufficient footways to reach the bus stops along with a tactile paving crossing with traffic calming road narrowing on High Road to aid pedestrian crossing to reach the bus stop on the northern side of High Road, and to Manor Road.

Overall, accumulatively, the bus timetables meet the Norfolk County Council village requirements for Roydon in terms of public transport availability and frequency.

### **Development trip generation**

The proposed development site vehicle trip generation can be calculated based on similar sites and data taken from a national data base (TRICS). An assessment of the trip generation from the proposed development site could also be taken from the local trips undertaken by the occupants of the dwellings already in the village. In general, the trip generation will be up to an approximate of 0.501 trips per dwelling in the peak hour. On this basis, the development is likely to generate approximately 33 additional trips in the peak hour.

A brief review of journeys to work from the 2011 Census for South Norfolk 015, in which the site lies, viewed via Datashine Commute, shows that the greatest number of car trips from the area are to and from Eye, but other employment areas such as Thetford, Attleborough, Norwich and Ipswich are identified.

### **Traffic routes towards the village**

The route from the site on High Road to Thetford Town Centre follows the A1066 in a westerly direction from outside of the site boundary. At the roundabout the second exit on Castle Street, will lead into the centre of Thetford. Alternatively, to get to Diss from the site, go east on the A1066 from outside of the site and continue on the road until it becomes Stanley Road, then Park Road. The route from the site on High Road (A1066) to Norwich City Centre also follows the A1066 in an easterly direction before taking a left at the roundabout onto A140, continuing until travelling straight over the cross roads to join the A1056 (Ipswich Road) and onto the A11 at the city centre. However it is likely that trips to Norwich are more likely to flow via Attleborough and use the A11.

On the High Road approach, visibility to the left and right is 90m at a 2.4m and a 4.5m setback for the most eastern access, complying with the Manual for Streets standards of 59m for a design speed of 37mph. For the access east of the emergency access road, the visibility to the left and right is 70m from a 2.4m setback, also complying with the Manual for Streets standards.

The area of High Road and other roads surrounding the site are 30mph carriageways with footways on at least one side of the road.

Along Norwich Road in the vicinity of the site, there have been two slight accidents within the last 5 years (2017-2013), the latest being in June 2016, neither of which have involved a pedestrian or a cyclist. Furthermore, the accident data shows there have not been any additional accidents in this area within the last 10 years (2017-2008). This suggest the site is not a high-risk accident site and the road will not require any additional traffic calming measures to limit the number of accidents. All information collected from publicly available data (viewable via [www.crashmap.co.uk](http://www.crashmap.co.uk)).

### **Highway Improvements**

The assessment of the access location revealed the vehicular access and the potential for an emergency access. The only highway improvement required would be the slight narrowing of High Road in order for the main vehicular access to achieve adequate visibility for the west access between the dwellings.

With regard to pedestrian links, these are all locally available with most key local facilities within 2.0km including primary and secondary education. Dedicated cycle facilities are available, Louie's Lane joins onto regional route 30 and most of the town has a 30mph limit providing a safe network.

**Conclusions**

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at High Road, Roydon the following table shows the summary of benefits that this scheme includes:

**Summary Table**

Matters	Comment	Satisfactory	Needs some Upgrade	Not Satisfactory
Site Access	Preliminary onsite measurements indicate a satisfactory access is achievable with adequate visibility in both directions, some minor road improvement required.			
Local Junction Assessment	Based upon preliminary findings no offsite junction upgrades are required.			
Accessibility to Services	A high proportion of daily and weekly services can be accessed by pedestrian, cyclists or public transport routes all less than 2.0km.			
Pedestrian Links	Good site routes to schools and facilities, with an additional link available to the countryside on the western boundary of the site.			
Cycle Facilities	Regional route 30 runs south of the site on Low Road/ Ling Road. Also, Diss town centre can be accessed using a network of 30mph limits.			
Public Transport	The High Road is served well by public transport with bus stops in close proximity. Additionally Diss Train station is within the 5.0km cycling parameters.			

It is therefore concluded that in terms of vehicular access, accessibility to services, other modes of transport, the site meets all the necessary criteria.

We trust the foregoing is satisfactory, but if we can be of further assistance, please do not hesitate to contact us.

Yours sincerely,

Lauren Gray  
on behalf of  
Richard Jackson Limited

Checked by Martin Doughty, Director  
BEng (Hons), CEng, FICE, FCIHT, MAPM  
on behalf of Richard Jackson Limited

Encs – Figure 1  
47484-P-001B





The Site

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Site location grid reference 610181,280128 and postcode IP22 5RB

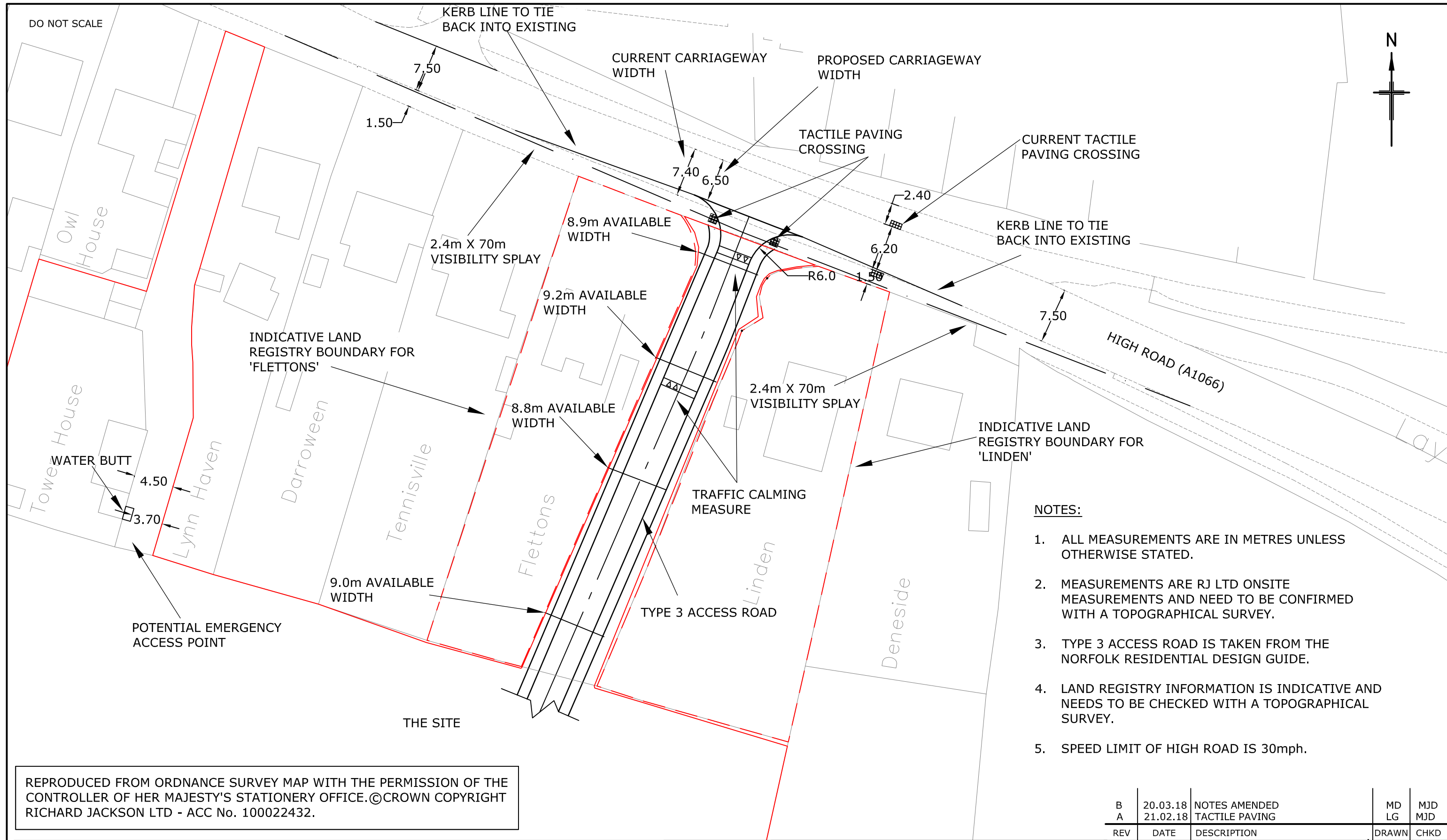
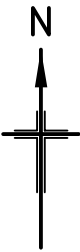
Client: <b>G.N. Rackham &amp; Sons Ltd</b>	Drawing Title: <b>Site Location Plan</b>		
Job Title: <b>Land at High Road, Roydon</b>	Date: <b>09.03.18</b>	Job No: <b>47484</b>	Dwg No: <b>Fig. 1 (NTS)</b>



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DO NOT SCALE



**NOTES:**

1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE STATED.
2. MEASUREMENTS ARE RJ LTD ONSITE MEASUREMENTS AND NEED TO BE CONFIRMED WITH A TOPOGRAPHICAL SURVEY.
3. TYPE 3 ACCESS ROAD IS TAKEN FROM THE NORFOLK RESIDENTIAL DESIGN GUIDE.
4. LAND REGISTRY INFORMATION IS INDICATIVE AND NEEDS TO BE CHECKED WITH A TOPOGRAPHICAL SURVEY.
5. SPEED LIMIT OF HIGH ROAD IS 30mph.

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REV	DATE	DESCRIPTION	DRAWN	CHKD
B	20.03.18	NOTES AMENDED	MD	MJD
A	21.02.18	TACTILE PAVING	LG	MJD

Project Title  
**HIGH ROAD ROYDON**

Client Title  
**G.N. RACKHAM & SONS LTD**

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.

**Richard Jackson Engineering Consultants**

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Drawing No.  
**47484-P-001**

Revision  
**B**

Drawing Title  
**POTENTIAL ACCESS ARRANGEMENT**

Scale	Drawn	Date
1:500 @A3	J. PITCHER	21/06/16
Job Manager	Checked	Approved
M. DOUGHTY	D. PALMER	M. DOUGHTY

Drawing Status		
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED