

Carbrooke Neighbourhood Plan

Transport Evidence Paper

July 2026

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Introduction and context

This evidence paper provides a summary of transport and connectivity issues relevant to the Carbrooke Neighbourhood Plan area. It brings together available evidence relating to active travel, public transport, road safety and travel patterns. Neighbourhood Plans have limited influence over strategic transport infrastructure or public transport provision. However, transport and connectivity issues remain important to understanding how residents access employment, education, services and community facilities, and how future development may affect movement within and around the parish. This paper should be read alongside other evidence base documents prepared for the Neighbourhood Plan, including the Environment and Nature Recovery Evidence Paper and Community Survey Analysis.

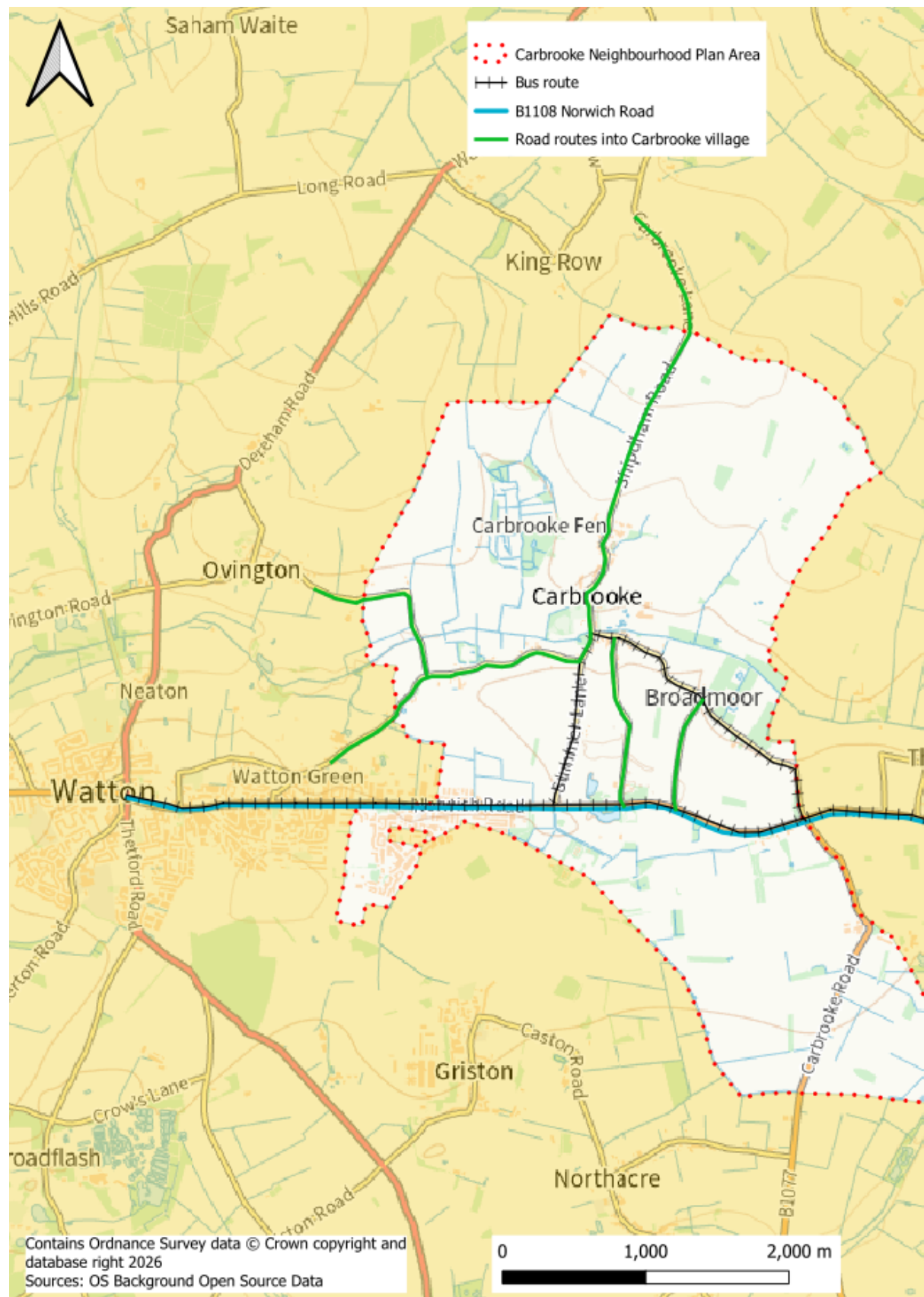
National planning policy supports the creation of sustainable, accessible and well-connected places. The National Planning Policy Framework promotes opportunities for walking, cycling and public transport, whilst recognising that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Carbrooke is a rural parish located immediately to the south-west of Watton. The parish has strong functional links with Watton for day-to-day services, employment, education and shopping. Norwich also represents an important destination for employment, higher-order services and onward transport connections. The rural nature of the parish and its dispersed settlement pattern mean that private car travel plays a significant role in day-to-day movement.

Road network

The parish is connected to the surrounding area primarily through local rural roads linking Carbrooke with Watton and surrounding villages. Carbrooke Village is focused around Church Street/Shipdham Road and adjacent lanes, while newer residential development is located closer to Watton along the southern side of the parish close to the B1108 Norwich Road. This creates movement patterns both within the parish and between the parish and Watton.

Residents are likely to rely on Watton for a larger supermarket and day-to-day shopping, secondary education, healthcare services, employment opportunities, leisure and recreation facilities, and onward public transport connections. The settlement pattern and relationship with Watton mean that many routine journeys are relatively short in distance, although these journeys are still commonly undertaken by private vehicle.

Figure 1: Main road routes and bus route in Carbrooke



Summary

- Carbrooke has a rural road network, with Carbrooke Village focused around Church Street, Shipdham Road and nearby lanes, and newer housing closer to Norwich Road/B1108.
- The parish has strong day-to-day links with Watton for services, shopping, education, healthcare and onward travel.

Points to consider

- Future development should avoid placing unnecessary pressure on narrow rural lanes through Carbrooke Village.
- Where possible, safe and direct links to Watton should be supported without encouraging through-traffic in Carbrooke Village.

Walking and cycling

The Norfolk Local Cycling and Walking Infrastructure Plan (LCWIP)¹ identifies a number of proposed active travel improvements in and around Watton. The LCWIP forms part of a countywide programme intended to improve conditions for walking, cycling and wheeling and to improve connectivity between residential areas, employment, education and services.

The Watton section of the LCWIP identifies several indicative active travel routes. Of particular relevance to Carbrooke is Route 2 (Blue Route) which, as shown on the map below, extends eastwards from central Watton towards the southern edge of Carbrooke's neighbourhood area. The route is described as connecting residential areas with employment areas and central market locations.

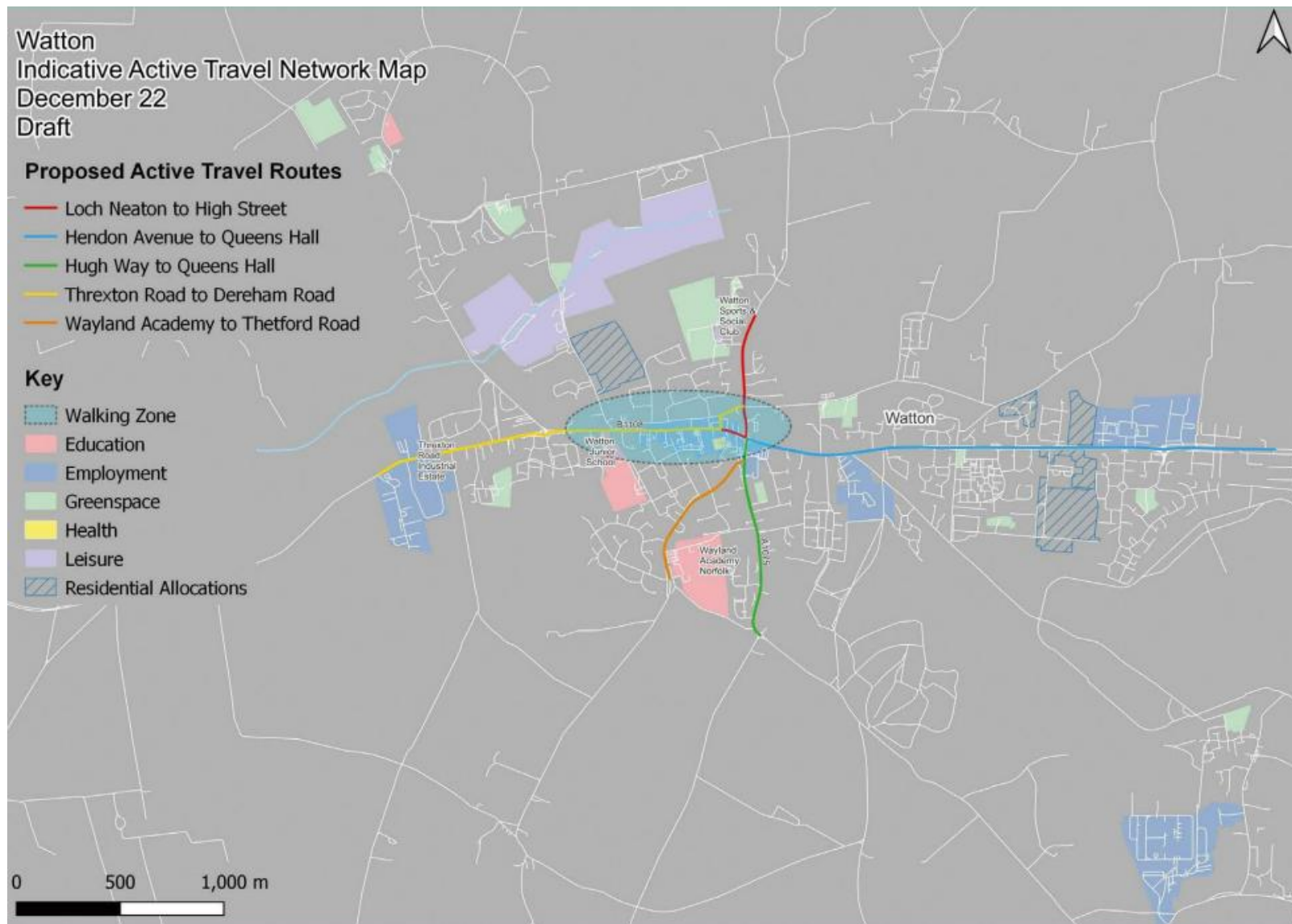
The LCWIP also identifies broader objectives relating to:

- improved connectivity
- access to education and employment
- improved public health
- reduced congestion
- climate change mitigation

Although the identified route is indicative and currently unfunded, it demonstrates that the wider Watton area has been identified as having potential for improved active travel connections. The proximity of parts of the parish to Watton means there may be opportunities for some journeys to be undertaken on foot or by cycle where safe and attractive routes are available.

¹ [Norfolk's Walking and Cycling Infrastructure Plans \(webpage\)](#)

Figure 2: Watton indicative active travel network (LCWIP for Norfolk, Norfolk County Council)



Summary

- The Watton LCWIP identifies potential active travel improvements close to the southern edge of the neighbourhood area.
- Route 2 is particularly relevant because it extends towards Carbrooke and is intended to improve links between residential areas, employment areas and central Watton.
- The proposals are indicative and unfunded, but they show that walking and cycling connectivity in this area has been identified as a strategic opportunity.

Points to consider

- Opportunities to support safer and more attractive walking and cycling connections into Watton.
- Whether future development should contribute towards improved pedestrian and cycle connectivity where appropriate.

Public transport

Carbrooke is served by bus services operating along both Broadmoor Road within Carbrooke Village and Norwich Road/B1108 in the southern part of the parish. The Konectbus Route 3 service serves Carbrooke village directly via Broadmoor Road, with stops including the village bus shelter. The route is shown on the maps below and provides connections between Carbrooke, Watton, Hingham, the Norfolk & Norwich University Hospital and Norwich. However, only a limited number of Route 3 buses each weekday serve the village stop directly. The Konectbus Route 6 service also passes through the parish along Norwich Road/B1108, serving stops in the southern part of the neighbourhood area close to the newer housing areas, including stops near Shire Autos. Route 6 provides additional connections towards Watton and Norwich. Public transport accessibility within the parish therefore varies depending on location. Residents living closer to Norwich Road benefit from access to more frequent bus services than those living within Carbrooke Village served by the Broadmoor Road stop.

The bus network provides important public transport connections for residents without access to a private vehicle and helps residents access employment, schools and colleges, shopping and services, healthcare facilities, and onward transport connections. The services also provide direct public transport access to the Norfolk & Norwich University Hospital and onward connections within Norwich. However, the frequency and operating hours of services may still limit their practicality for some journey types, particularly shift work, evening employment, later evening social activities, and some weekend journeys.

The parish does not contain a railway station. Access to the rail network therefore relies on travel to stations outside the parish, including Thetford, Attleborough or Norwich.

Figure 3: Detail of Konectbus Route 3 through Carbrooke village

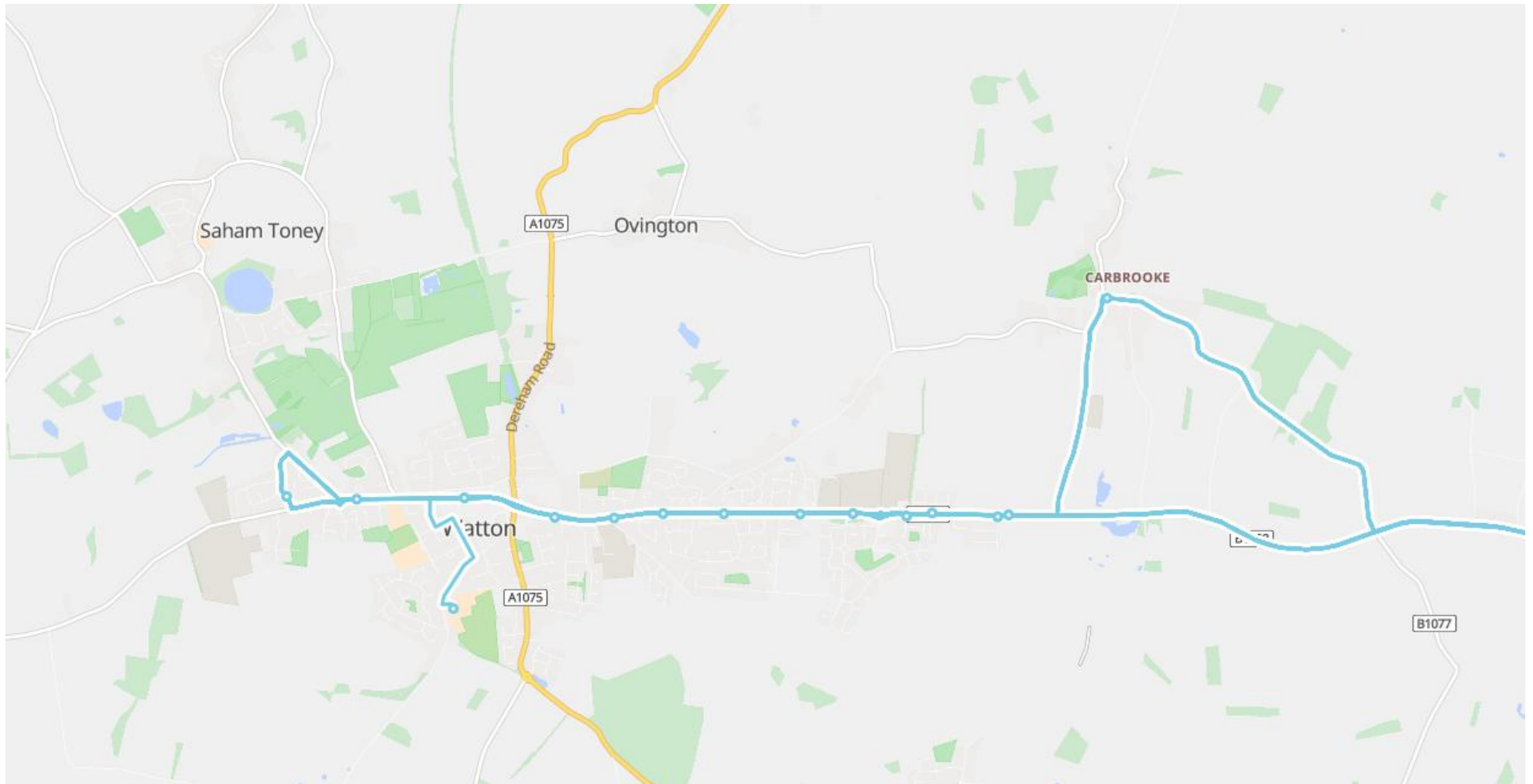
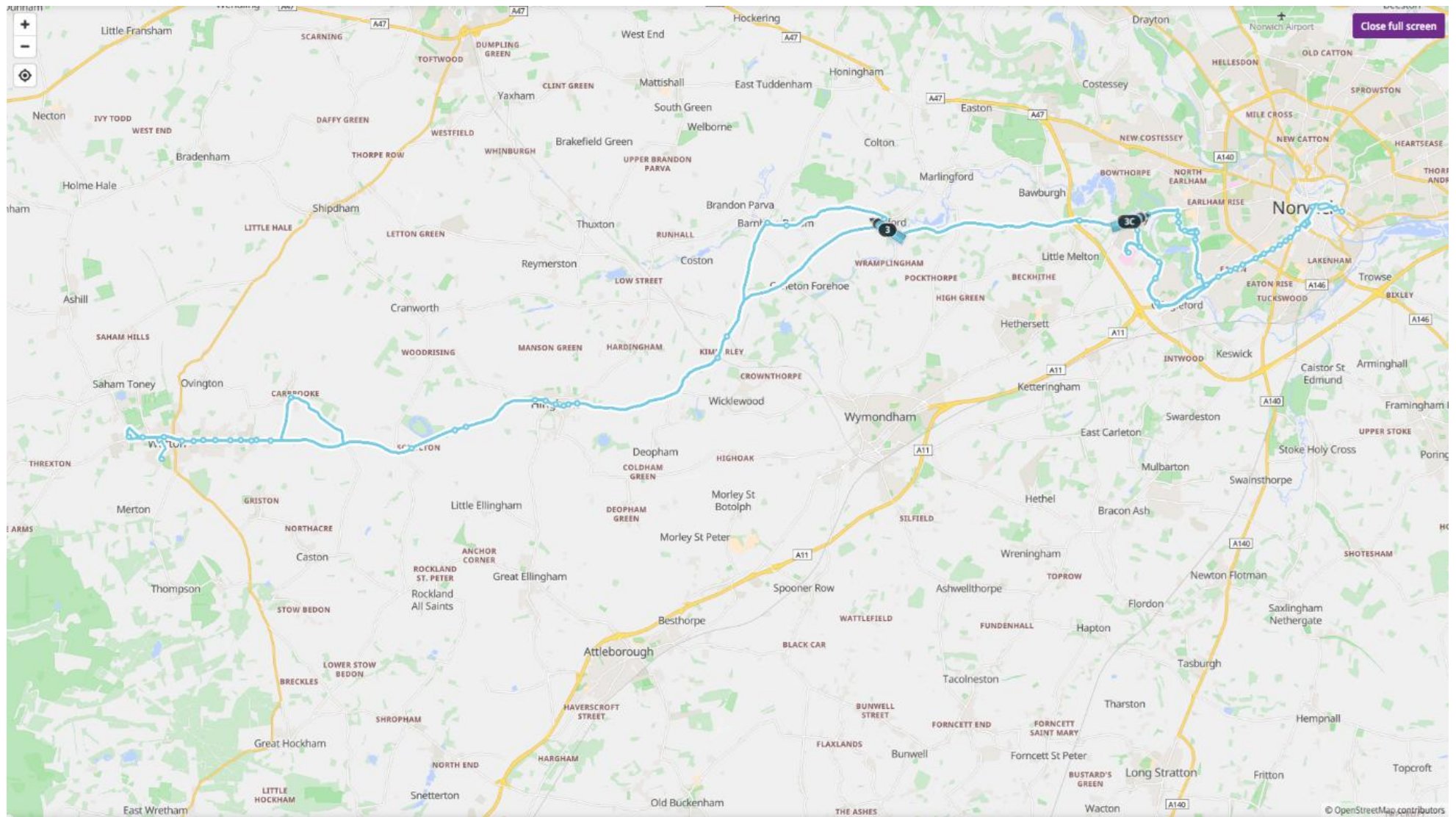


Figure 4: Konectbus Route 3 between Carbrooke, Watton and Norwich



Summary

- Public transport accessibility varies across the parish.
- Residents in the southern part of the parish benefit from access to more frequent bus services along Norwich Road.
- Bus services provide access to Norwich, Watton and the Norfolk & Norwich University Hospital.
- The limited service frequency may reduce practicality for some commuting and evening journeys.
- The parish remains heavily reliant on private vehicle travel for many daily journeys.

Road safety

Department for Transport collision data for the 5 years 2020-2024 (as presented through CrashMap) shows that recorded incidents are most concentrated in Watton, particularly along Norwich Road/B1108, the town centre road network and the A1075/Dereham Road corridor. This reflects the higher traffic flows and more complex junction environment in and around Watton.

Within the more rural part of the Carbrooke Neighbourhood Area, recorded incidents appear more limited and dispersed. However, the mapping does show incidents on routes that connect Carbrooke Village with Watton and the newer housing areas to the south. This includes an incident at the junction of Broadmoor Road with Norwich Road/B1108, and a serious incident on/near Drury Lane/Watton Green.

The Department for Transport evidence shows that recorded collisions are more evident along Norwich Road/B1108 than within Carbrooke village. The recorded collision data for 2020–2024 does not show a concentration of incidents within Carbrooke village, but it does show that road safety is relevant to the main routes between Carbrooke and Watton, particularly where rural lanes connect with busier roads and where residents may be walking, cycling or driving between Carbrooke Village, newer housing areas and Watton.

Figure 5: Road traffic collisions 2020-2024 (Department for Transport data via Crash Map)

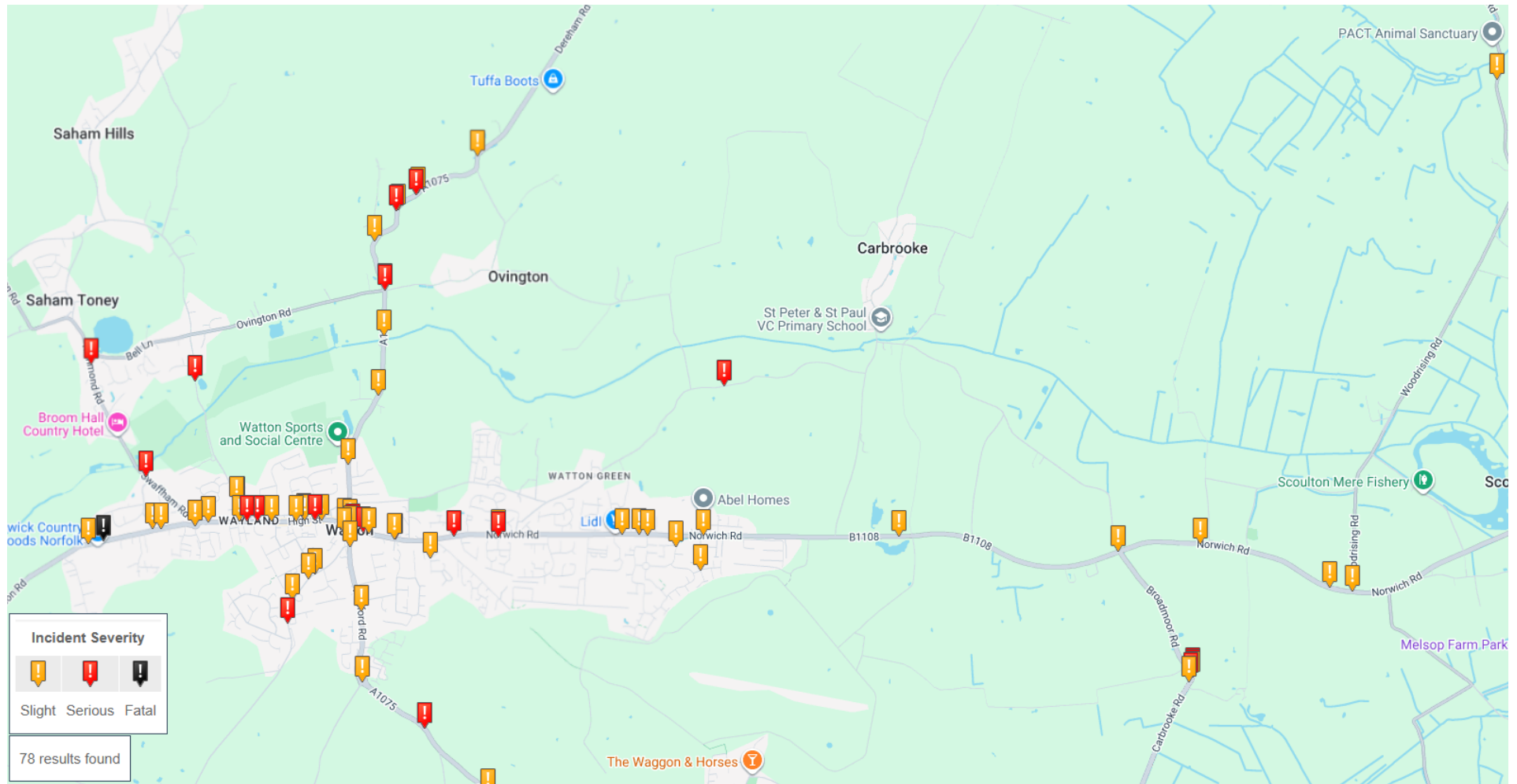
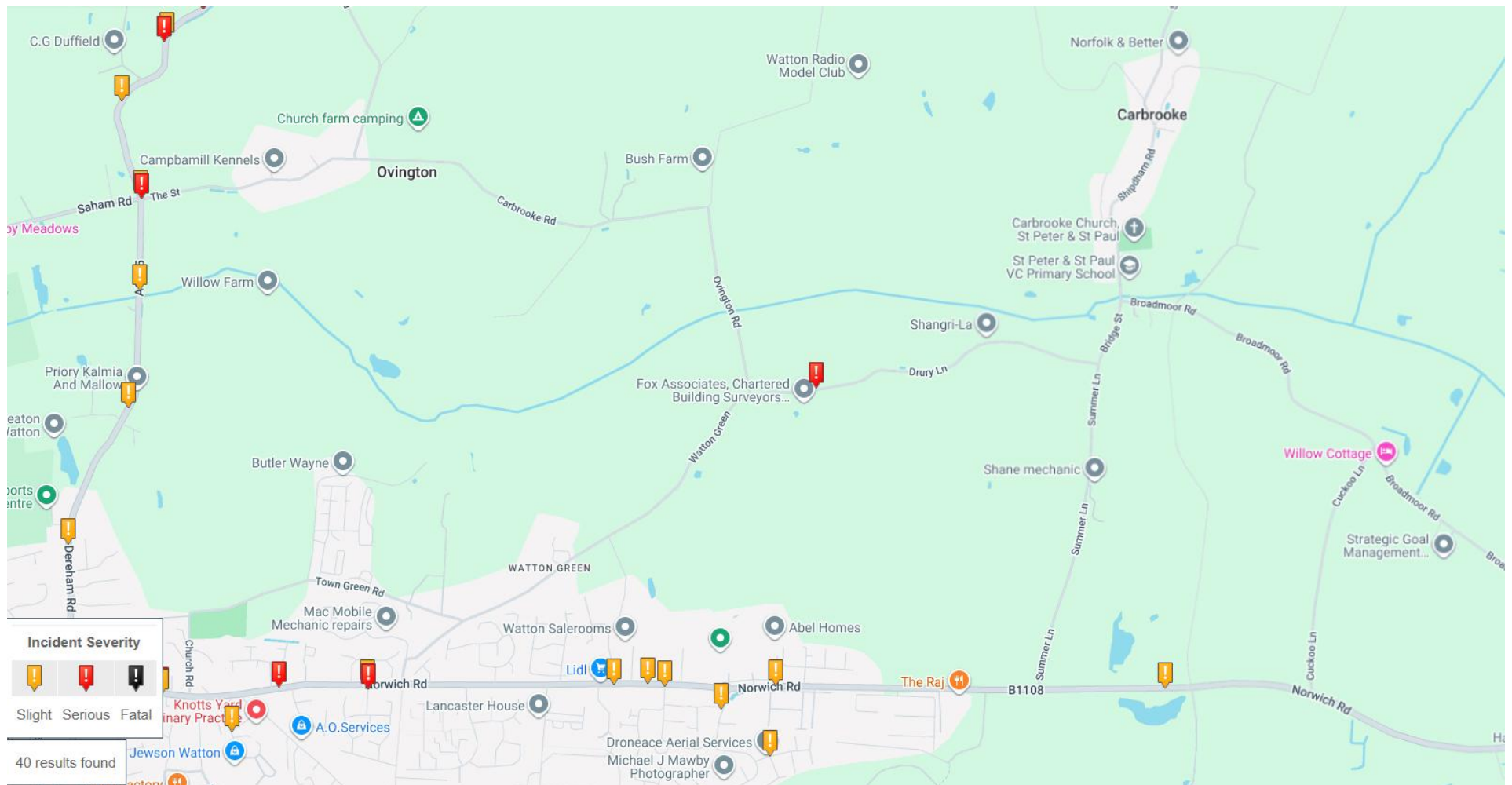


Figure 6: Road traffic collisions 2020-2024 (Department for Transport data via Crash Map)



Summary

- Recorded incidents are more concentrated in Watton and along the main road corridors than within Carbrooke village.
- Norwich Road/B1108 and A1075/Dereham Road show a concentration of recorded incidents.
- Within the Carbrooke area, incidents are more limited and dispersed, but include locations on routes linking Carbrooke Village, Watton Green and Norwich Road.
- The mapping includes a serious incident marker on/near Drury Lane/Watton Green.

Points to consider

- Road safety concerns are most relevant where rural lanes meet busier routes and where residents travel between Carbrooke and Watton.
- Future development should consider safe walking, cycling and vehicle access between Carbrooke Village, newer housing areas and Watton.
- The Neighbourhood Plan is unlikely to resolve highway safety matters directly, but it can support improved connectivity, traffic calming, and safer pedestrian routes.

Community views

The Neighbourhood Plan survey asked residents what improvements they would like to see delivered in the parish over the next 5-10 years. Transport-related options were included in this question, alongside wider community and environmental improvements. The survey asked specifically about traffic calming/speed reduction, safer walking routes, improved pedestrian crossings and improved cycling routes/facilities.

Of the 24 respondents who answered this question, the most commonly selected transport-related improvement was traffic calming/speed reduction, selected by 18 respondents, or 75%. Safer walking routes were selected by 8 respondents, or 33%. Improved pedestrian crossings were selected by 4 respondents, or 17%, and improved cycling routes/facilities by 2 respondents, or 8%. Free-text comments also raised transport and movement issues. Comments referred to the condition of pavements and crossings, the need for additional footpaths and safer walking routes, including towards the Norwich Road bus stop, and concern about additional traffic using small rural roads through Carbrooke.

The survey response was small and should not be treated as fully representative of all residents. However, the findings show that traffic speed, road safety and safer walking routes were clear themes among those who responded. The strongest transport-related priority identified through the survey was traffic calming/speed reduction. Transport issues are linked to wider concerns about future development and its effect on rural roads.

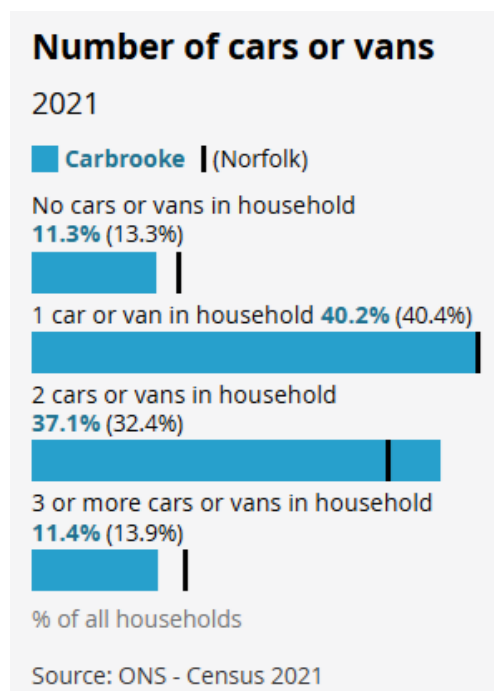
Summary

- The survey response was small and should be treated with caution. However, among respondents, traffic calming and speed reduction were the strongest transport-related priorities.
- Safer walking routes were also raised through both fixed-choice responses and free-text comments.
- Transport concerns are linked to wider concerns about future development and its effect on rural roads.
- The Neighbourhood Plan could support traffic calming, safer walking routes and improved pedestrian links where these can be delivered through planning policy, developer contributions or wider parish projects.

Vehicle ownership and travel to work

Census data indicates that Carbrooke experiences relatively high levels of private vehicle use, reflecting its rural location and the limited availability of alternative transport options. Vehicle ownership in Carbrooke is slightly higher than the Norfolk average, with only 11% of households having no access to a vehicle, compared to a Norfolk average of 13%. This suggests that the majority of households rely on access to at least one private car or van for day-to-day travel.

Figure 7: Vehicle ownership in Carbrooke (Census 2021 - ONS)

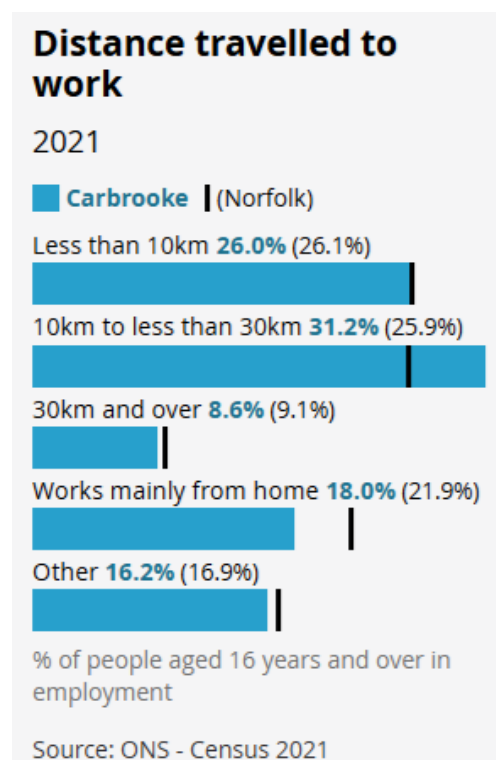


Travel to work data also demonstrates a strong reliance on private vehicle travel. Census evidence shows that 63% of employed residents who travel to work do so by driving a car or van. By comparison, only a relatively small proportion commute on foot (6%) or by bicycle (2%).

The evidence also suggests that many journeys are relatively local or sub-regional in nature. People living in Carbrooke are most likely to travel 30km (approximately 18

miles) or less to reach their workplace. This is consistent with the parish's relationship with nearby centres such as Watton, Dereham, Thetford and Norwich for employment, education and services.

Figure 8: Distance travelled to work in Carbrooke (Census 2021 - ONS)



Levels of home working in Carbrooke are slightly below the Norfolk average. Census 2021 parish-level data indicate that 18% of employed residents in Carbrooke worked mainly from home, compared to a Norfolk average of 22%. These figures reflect travel patterns at the time of the Census during the COVID-19 pandemic, when levels of home working were significantly higher than typical long-term patterns. While home working levels have likely reduced since 2021, national evidence suggests that home and hybrid working remain more common than before the pandemic. The presence of some home and hybrid working within the parish may reduce the need for some commuting journeys and reflects wider changes in working patterns. However, the Census evidence also indicates that a substantial proportion of residents continue to travel regularly to workplaces outside the home, contributing to continued reliance on the local road network and private vehicle use.

The combination of relatively high vehicle ownership, strong reliance on car travel and limited public transport provision is typical of many rural parishes. The evidence suggests that private vehicles are likely to remain an important part of day-to-day movement within the parish, particularly for journeys relating to employment, education, shopping and healthcare.

Summary

- Census data shows that Carbrooke has slightly higher vehicle ownership than the Norfolk average.
- Most employed residents who travel to work do so by car or van, while only small proportions commute on foot or by bicycle.
- Overall, the evidence points to continued reliance on private vehicles, which is typical of many rural parishes.

Points to consider

- The Neighbourhood Plan is unlikely to remove car dependence, but it can support realistic alternatives for shorter local journeys, particularly walking and cycling links to Watton, bus stops and the primary school.

Strategic growth and transport considerations

Steering Group discussions have identified concern that future growth south of Carbrooke Village could increase the use of narrow rural lanes through Carbrooke as an alternative route between Watton, Dereham and surrounding settlements. Particular concerns have been raised about Summer Lane, Drury Lane and Mill Lane, which are rural in character and not designed to accommodate significant increases in traffic.

Where future development comes forward south of Carbrooke village, the design of access arrangements will be important. Local evidence and Steering Group discussions indicate a preference for access to be directed towards the main road network, particularly Norwich Road/Watton Road, rather than through the smaller village lanes. Any detailed access strategy would need to be agreed with the highway authority through the Local Plan allocation and planning application process.

Summer Lane has been identified locally as a narrow rural lane with potential importance as a walking route between future development areas, Carbrooke Village and the primary school. Local discussions have raised concern that it should not become a through-route for general traffic if major development comes forward.

Summary

- Local concerns focus on the potential for future growth south of Carbrooke Village to increase traffic on narrow rural lanes, particularly Summer Lane, Drury Lane and Mill Lane.
- Steering Group discussions indicate a preference for access to be directed towards the main road network rather than through Carbrooke Village.

Points to consider

- The Neighbourhood Plan could identify local movement principles, including support for access arrangements that avoid unnecessary through-traffic in Carbrooke Village, protect the rural character of narrow lanes and improve safe walking connections.

- Any detailed access arrangements would need to be considered through the Local Plan allocation and planning application process with the highway authority.

Safe walking routes to the primary school

St Peter and St Paul Church of England Primary Academy is located within Carbrooke village on Church Street. Government school data indicates that the school currently has around 231 pupils, compared to a stated capacity of 210 pupils².

The school is an important daily destination within the parish and many pupils and parents travel to and from the site on foot, particularly at school start and finish times. Site observations undertaken as part of the Neighbourhood Plan process indicate that some walking routes within Carbrooke Village rely on roads with limited or no formal footway/pavement. In places, pedestrians rely on narrow verges, informal road edges or carriageways shared with vehicles. Similar characteristics are evident on roads such as Drury Lane, where narrow road widths and limited or absent footways can make walking less safe and less attractive.

Steering Group discussions have also identified Summer Lane as a potentially important walking connection between the newer parts of the parish, future development areas and the primary school. Concerns were raised that increased traffic on narrow rural lanes could reduce pedestrian safety and make walking less attractive for school journeys. The evidence suggests that safe walking links between residential areas and the school are likely to remain an important local consideration, particularly if further housing growth occurs within the southern part of the parish adjoining Carbrooke village.

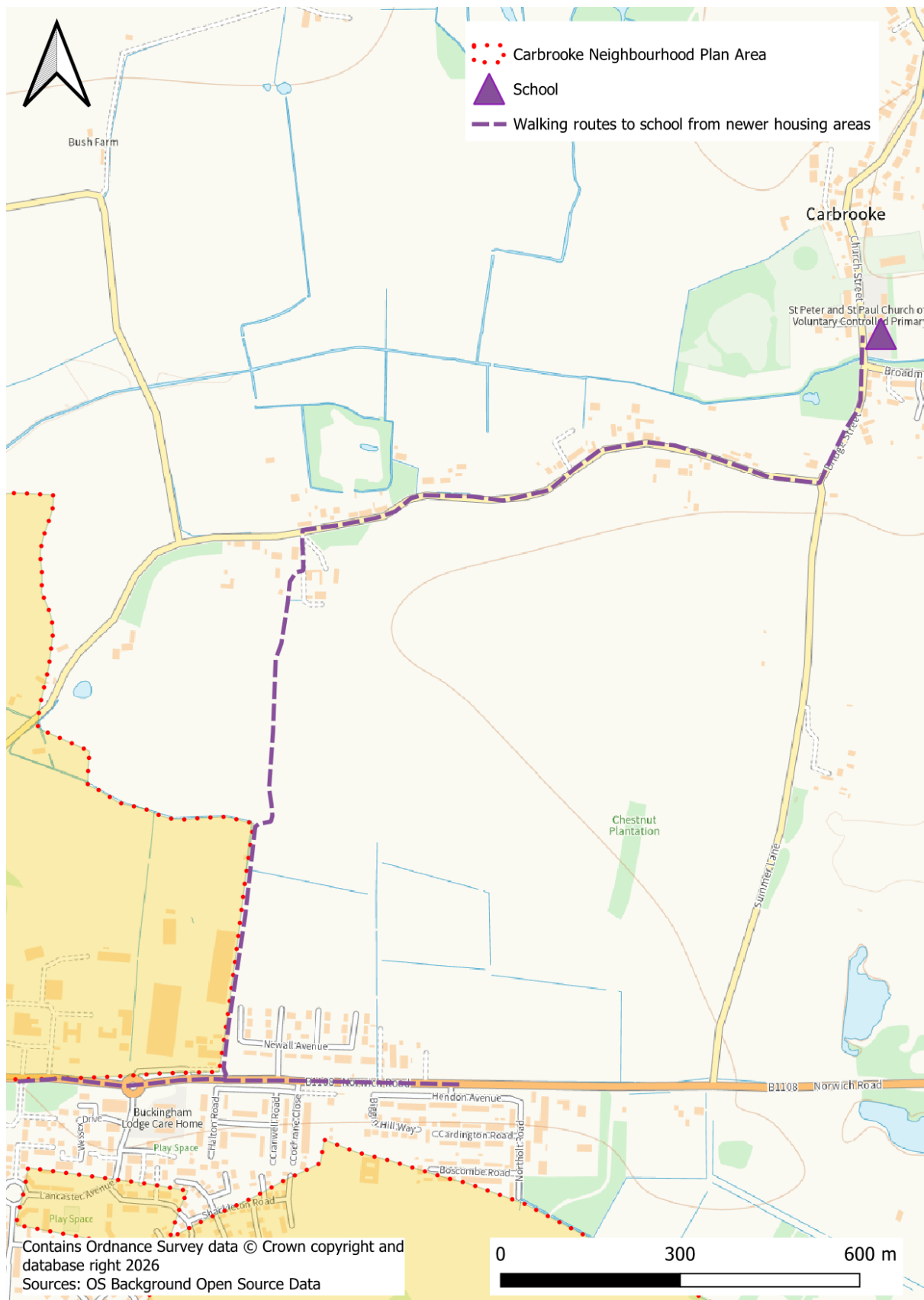
Through the Steering Group, local residents report that informal one-way patterns have developed on the narrow lanes around the school at drop-off and pick-up times, with vehicles commonly circulating via Summer Lane, Mill Lane and Broadmoor Road in order to avoid difficulties passing on narrow roads.

Concerns regarding walking routes between the newer housing areas south of Norwich Road and Carbrooke Village pre-date the current Neighbourhood Plan process. In 2020, the issue of children walking to the village primary school along rural roads with no formal footways was publicly raised with the local Member of Parliament. A published statement from the MP referred to “primary school children having to walk 2 miles down a narrow country lane with no footpath and fast traffic”.³

² [Information about a school - St Peter and St Paul Church of England Primary Academy \(Gov.uk webpage\)](#) accessed 07/07/2026

³ [Carbrooke footpath news article \(George Freeman MP webpage\)](#)

Figure 9: Walking routes from Blenheim Grange to Carbrooke's primary school



Summary

- The primary school is located in Carbrooke village and is an important daily destination.
- Existing walking routes include roads with limited or no formal footway provision.
- Concerns about walking routes between the newer housing areas south of Norwich Road and Carbrooke Village pre-date the Neighbourhood Plan process and have previously been raised with the local MP.

Points to consider

- Safe walking routes to the primary school should be a clear consideration in the Neighbourhood Plan.
- Future development should support safe, direct and attractive walking links to the school, while avoiding increased traffic on narrow rural lanes where this would make walking less safe or less attractive.